

Latitude 38

VOLUME 502 April 2019

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John Wiley



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Just Ask the Kids!

When we sailed out the Golden Gate into 12' seas in January 2018, we weren't sure how much we'd like sailing across the Pacific Ocean with our parents on our 44-ft wooden ketch.

But by the time this picture was taken in the Tuamotuan atoll of Fakarava, not only did we love sailing, but we knew *DEBONAIR*, our wooden Edson Schock double-ender, inside and out. We were catching fish for our family's dinner, standing our own watches, doing lots of navigation, and snorkeling whenever we could. Our Pineapple Sails-built mainsail took us almost 10,000 miles in 2018.

Although we're back in the land of school, cell phones and schedules for a few months, we're planning to sail to Alaska this summer. And we'll be getting there with the help of a new mizzen and working jib built by Pineapple Sails. We can't wait.

Arlo Rucker (15)
and Alma Rucker (12)
s/v *DEBONAIR*

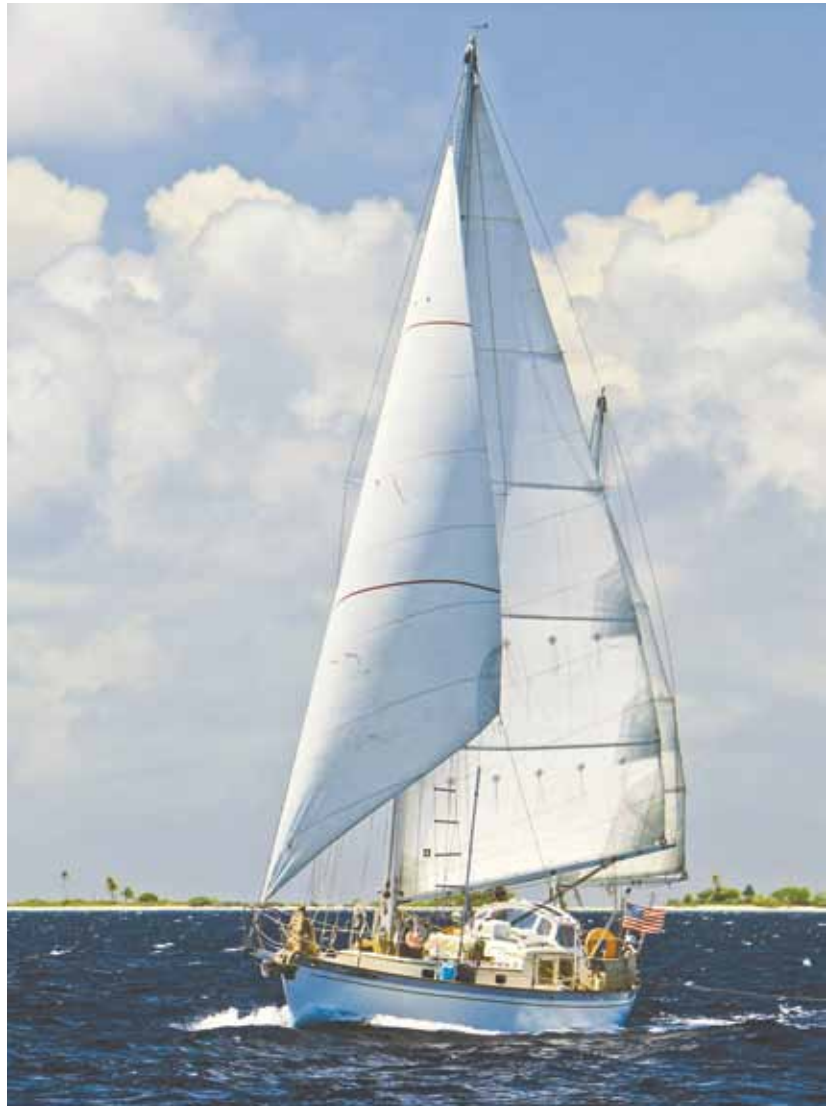


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Cover: Jim DeWitt recently painted the original watercolor, *Kids at Play*, for this month's cover. It's the third year in a row that a DeWitt has graced the April issue. We're also going to raffle off the 16" x 20" original at the 2019 Pacific Sail & Power Boat Show. The proceeds will go to Bay Area youth sailing programs.

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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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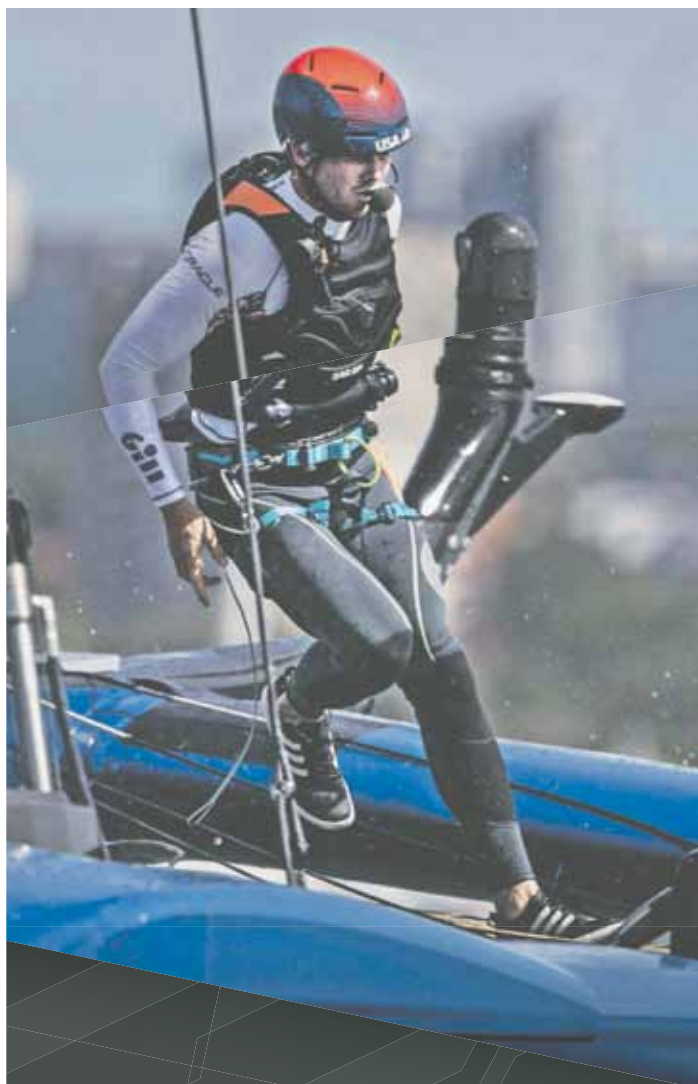
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CALENDAR

Non-Race

Apr. 1-May 5 — Tall ships *Lady Washington* and *Hawaiian Chieftain* will be in Redwood City 4/1-9; Oakland 4/11-23; Eureka 4/26-28; and Coos Bay, OR, 5/1-5/5. Info/tickets, (800) 200-5239 or www.historicalseaport.org.

Apr. 1, 1979 — From *Letters* in Vol. 23 of *Latitude 38*: "I just like to drop you a line to tell you how much I enjoy reading your sailing sheet. You might say, hell, are we read that far abroad? Yes you are. Your magazine is sent to me regularly and even though I live in Sydney, Australia, I have many happy memories of sailing on S.F. Bay during my holidays the last couple of years. I hope to do a bit more Bay sailing in the not so distant future, so in the meantime keep this great sailing sheet sailing along." — Balmain, Australia, S-Lat. 33-52'.

"If I miss an issue, you're going to be singing soprano." — Long Beach.

Apr. 3 — Racing Rules Seminar, Sequoia YC, Redwood City, 6:30-8:30 p.m. With Phil Meredith. Info, www.sequoiayc.org.

Apr. 3-24 — Wednesday Yachting Luncheon Series, StFYC, 11:45 a.m.-1:30 p.m. Lunch and a speaker each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

Apr. 4 — Salty Dogs and Haute Couture on SF Yachts, Corinthian YC, Tiburon, 7 p.m. With speaker Gina Bardi, reference librarian, San Francisco Maritime National Historical Park Research Center. Free, but RSVP to speakers@cyc.org.

Apr. 4, 5 — How to Expand Your Sailing & Cruising Options seminar at Pacific Sail & Boat Show, Craneway Pavilion, Richmond. 4/4: 2:15 p.m.; 4/5: 10:30 a.m. With Pat McIntosh of *Cruising Notes* and Delta Doo Dah's Christine Weaver. Free with boat show ticket. Info, www.pacificboatshow.com.

Apr. 4-7 — Pacific Sail & Power Boat Show, Marina Bay Yacht Harbor & Craneway Pavilion, Richmond. Come see *Latitude 38* in booth #C-1. Info, www.pacificboatshow.com.

Apr. 5 — *Latitude 38* Party at Pacific Sail & Power Boat Show, Assemble Restaurant, Richmond, 6 p.m. Info, www.pacificboatshow.com.

Apr. 6 — Berkeley Bay Festival, Shorebird Park, 11 a.m.-4 p.m. Live music, food, costume parade, games, crafts, boat rides. Free. Info, www.cityofberkeley.info/BayFestival.

Apr. 6 — Open House, Cal Sailing Club, Berkeley, 1-4 p.m. Free intro sailboat rides in keelboats and dinghies. Coincides with the Berkeley Bay Festival. Info, www.cal-sailing.org.

Apr. 6, May 4 — 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.

Apr. 6-27 — Small Boat Sailing, 9:30 a.m., and sailing for veterans and their families, 11 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.

Apr. 7-28 — 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.

Apr. 10 — Race Tactics Seminar, Sequoia YC, Redwood City, 6:30-8:30 p.m. Race strategy with speaker Andrew



The 'Latitude 38' crew hopes you'll join us at 6 p.m. on Friday, April 5, at Assemble Restaurant in Richmond's old Ford plant. That day's ticket to the boat show will get you in.

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CALENDAR

Lesslie. Info, www.sequoiayc.org.

Apr. 10 — International Offshore Safety at Sea Refresher Course, SFYC, 8:30 a.m.-5 p.m. \$140; no refunds after 3/10. Info, www.sfyj.org.

Apr. 10 — Dockwalker volunteer training, Oakland YC, Alameda, 7-8:45 p.m. Info, www.dbw.parks.ca.gov.

Apr. 11 — Knot Tying 101, Gig Harbor Boat Shop, WA, 7 p.m. \$10-\$15. Info, www.gigharborboatshop.org.

Apr. 11, May 9 — Single Sailors Association meeting and dinner, Ballena Bay YC, Alameda, 6:30 p.m. Guests welcome. Info, www.singlesailors.org.

Apr. 11-12 — International Offshore Safety at Sea with Hands-on Training, SFYC, 8:30 a.m.-6 p.m. \$275; no refunds after 3/10. Info, www.sfyj.org.

Apr. 12 — 80th Anniversary Celebration, San Francisco Maritime Museum, 6-10 p.m. Big band orchestra, cocktails, hors d'oeuvres; 1936 period costume encouraged. \$45. Info, (415) 561-6662 or www.maritime.org.

Apr. 13 — The Bay Model Wants You!, Sausalito, 10-11 a.m. Volunteer orientation. Ranger Joanne, (415) 289-3027.

Apr. 13 — Opening Day on Half Moon Bay. HMBYC, www.hmbyc.org.

Apr. 13 or 14 — International Offshore Safety at Sea Hands-on Training portion, EYC, Alameda, 9 a.m. Moderated by Chuck Hawley. \$200. Info, <https://2020.pacificcup.org>.

Apr. 13, 27 — Trekking the Bay Model, Sausalito, 1:30-2:30 p.m. A guided tour. Info, (415) 332-3871.

Apr. 14 — Marine Flare Collection Event, East Marina Green Triangle, San Francisco, 9 a.m.-2 p.m. Handheld & aerial flares and smoke signals accepted. Info, (415) 355-3760.

Apr. 17 or 18 — Tidal Currents talk & live demo, Bay Model, Sausalito, 7 p.m. Led by Kame Richards. \$15. By RSVP only to Jim, (707) 759-2045 or jimtantillo@comcast.net.

Apr. 19 — Full moon on a Friday night. Beer can race, anyone?

Apr. 20 — Dockwalker volunteer training, Loch Lomond YC, San Rafael, 9-11:45 a.m. Info, www.dbw.parks.ca.gov.

Apr. 21, 1980 — Fourteen women graduated from the US Coast Guard Academy, the first women to do so. (That's 1980, not 1908.)

Apr. 21 — Easter Sunday.

Apr. 22 — Earth Day Monday.

Apr. 27 — Dockwalker volunteer training, Silver Gate YC, San Diego, 10 a.m.-12:45 p.m. Info, www.dbw.parks.ca.gov.

Apr. 23 — Wildlife and Drones, Bay Model, Sausalito, 7-9 p.m. How We Can Reduce Disturbance While Capturing Images. With Alicia Amerson, American Cetacean Society. \$5-\$10 donation. Info, (415) 332-3871.

Apr. 26 — Viper Winter Clinic, Alamitos Bay YC, Long Beach. Info, www.viper640.org.

Apr. 26 — Knot Your Typical Beer Tasting, Gig Harbor Boat Shop, WA, 6-7:30 p.m. Knot-tying and beer sampling, light snacks provided. \$35. Info, www.gigharborboatshop.org.

Apr. 28 — Opening Day on the Bay. Theme: Holidays on the Bay. Info, www.picya.org.

Apr. 29, May 1, 6, 8, 13, 15 — Crew Class, Sequoia YC, Redwood City. Monday evenings in the classroom; Wednesday evenings on the water. With Stan Phillips. \$60 includes ASA's *Sailing Made Easy*. Email stan574@comcast.net with "Sequoia Crew Class" in the subject line.

Apr. 30 — Aquatic Invasive Species Workshop, Aeolian YC, Alameda, 8:45 a.m.-2:45 p.m. Free. Register by 4/26. Info, www.dbw.parks.ca.gov.

May 1 — Dockwalker volunteer training, Red Cross, San Jose, 7:30-9 p.m. Info, www.dbw.parks.ca.gov.

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CALENDAR

May 4 — Nautical Swap Meet, Owl Harbor, Isleton, 8 a.m.-noon. Free entry & space. Info, (916) 777-6055 or www.owlharbor.com.

May 4 — Dockwalker volunteer training, DRYC, Marina del Rey, 10 a.m.-12:45 p.m. Info, www.dbw.parks.ca.gov.

May 5 — New speaker series at Bay View Boat Club debuts with Joel Selvin, rock critic for the *Chronicle*. San Francisco, 1 p.m., following brunch, 11 a.m.-1 p.m. Info, www.bvbc.org.

May 7 — Aquatic Invasive Species Workshop, Mott Training Center, Pacific Grove, 8:45 a.m.-2:45 p.m. Free. Register by 5/3. Info, www.dbw.parks.ca.gov.

May 9 — Dockwalker volunteer training, Stockton YC, 6-8 p.m. Info, www.dbw.parks.ca.gov.

May 11 — Dockwalker volunteer training, Cabrillo Marina, San Pedro, 10 a.m.-12:45 p.m. Info, www.dbw.parks.ca.gov.

May 12 — Mother's Day.

May 13 — Dockwalker volunteer training, Solano Water Agency, Vacaville, 11:30 a.m.-1:30 p.m. Info, www.dbw.parks.ca.gov.

Racing

Apr. 2-7 — Congressional Cup, a Grade 1 international match-race championship. LBYC, www.lbyc.org.

Apr. 3 — J/22 Spring Series. StFYC, www.stfyc.com.

Apr. 5-7 — Etchells Midwinters West in San Diego. SDYC, www.sdy.org.

Apr. 6 — Singlehanded/Doublehanded #3. SeqYC, www.sequoiayc.org.

Apr. 6 — YRA Summer Series #1 hosted by BYC. YRA, www.yra.org.

Apr. 6 — Doublehanded Lightship. IYC, www.iyc.org.

Apr. 6 — Andy Byrd Memorial Race. CPYC, www.cpyc.com.

Apr. 6 — Don Wan Regatta. TYC, www.tyc.org.

Apr. 6 — North Bay Series #1. VYC, www.vyc.org.

Apr. 6, May 11 — Mercury Series on the Estuary. EYC, www.encinal.org.

Apr. 6-7 — J/Fest. StFYC, www.stfyc.com.

Apr. 6-7 — Wheeler Regatta. BYC, www.berkeleyyc.org.

Apr. 6-7 — Opti Harken #2 (youth). SFYC, www.sfy.org.

Apr. 7 — Estuary Cup. EYC, www.encinal.org.

Apr. 7 — PHRF Spring Day 2/Lefler Cup. MPYC, www.mpyc.org.

Apr. 7, 14, 28, May 5 — Spring Series on the San Joaquin River. SSC, www.stocktonsc.org.

Apr. 9-14 — World Sailing Nations Cup match-race final, sailed in J/22s, with 10 Open and 10 Women skippers. StFYC, www.stfyc.com.

Apr. 12-14 — One Design Offshore Championship. NHYC, www.nhyc.org.

Apr. 13 — Commodore's Regatta. SCYC, www.scyc.org.

Apr. 13 — Round the Rocks. SSS, www.sfbaysss.org.

Apr. 13 — Interclub #1. IYC, www.jibeset.net.

Apr. 13 — Summer #1. SeqYC, www.sequoiayc.org.

Apr. 13 — Pelican Races & potluck, SSC, Stockton. Info, www.sfpelicanfleet1.com.

Apr. 13 — Commodore's Cup. BVBC, www.bvbc.org.

Apr. 13 — Small Boat Race #2. EYC, www.encinal.org.

Apr. 13-14 — Resin Regatta. SFYC, www.sfy.org.

Apr. 13-14 — Big Dinghy. RYC, www.richmondyc.org.

Apr. 13-14 — NWICSA Rainier Cup collegiate regatta on the Columbia River Gorge, OR. CGRA, www.cgra.org.

Apr. 14 — One Design Spring 2. MPYC, www.mpyc.org.

Apr. 14, May 12 — Coronado 15 Sailing & Racing. HMBYC, www.hmbyc.org.

Apr. 14, 28, May 12 — Baxter-Judson Series races. Presidio YC, www.presidiyachtclub.org.

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CALENDAR

Apr. 15 — Deadline to sign up for the Race to Alaska, which will start from Port Townsend on 6/3. "I dare you," says the invitation to enter. Info, www.r2ak.com.

Apr. 20 — Doublehanded Long Distance Race #2. SSC, www.stocktonsc.org.

Apr. 20 — Spring One Design #1. SCYC, www.scyc.org.

Apr. 20, May 11 — Races #1 & 2 on Scotts Flat Lake. GCYC, www.gyc.org.

Apr. 26-28 — Ultimate 20 PCCs. MPYC, www.mpyc.org.

Apr. 27 — OYRA Lightship Race. YRA, www.yra.org.

Apr. 27 — Bullship Race. Sausalito to San Francisco in El Toros. RYC, www.richmondyc.org.

Apr. 27 — Twin Island. SYC, www.sausalitoyachtclub.org.

Apr. 27 — Konocti Cup, 26- or 13-mile race for PHRF, one designs, multihulls, non-spinnaker. KBSC, www.kbsail.org.

Apr. 27 — Anniversary Cup/Staff Commodore's Cup. SFYC, www.sfy.org.

Apr. 27 — Intraclub Regatta. StFYC, www.stfy.com.

Apr. 27-28 — Camellia Cup. FLYC, www.flyc.org.

Apr. 27-28 — Etchells PCCs. SDYC, www.sdy.org.

Apr. 28 — Spring SCORE #1. SCYC, www.scyc.org.

May 3-5 — Yachting Cup. SDYC, www.sdy.org.

May 4 — Classic Boat Invitational Series #1. SYC, www.sausalitoyachtclub.org.

May 4 — Commodore's Cup. HMBYC, www.hmbyc.org.

May 4 — Homeport Regatta. Pursuit race for cruising boats & liveaboards in Ventura County. Theme: It's Ohana. Vintage Marina, homeportregatta@yahoo.com.

May 4 — Point Dume & Return, Berger/Stein Race #3. DRYC, www.dryc.org.

May 4-5 — Great Vallejo Race. YRA, www.yra.org.

May 4-5 — SailGP stadium racing. Info, www.sailgp.com.

May 5 — UC Davis Sailing Team Benefit Regatta on Lake Washington, West Sacramento. LWSC, www.lwsailing.org.

May 5 — Singlehanded Race. SSC, www.stocktonsc.org.

May 5 — PHRF Spring Day 3. MPYC, www.mpyc.org.

May 9-12 — Oregon Offshore, Astoria to Victoria, BC. CYC of Portland, www.oregonoffshore.org.

May 11 — OYRA Jr. Waterhouse. YRA, www.yra.org.

May 11 — Lady & the Tramp. FLYC, www.flyc.org.

May 11 — Santana 22 Team/Match Racing. SCYC, www.scyc.org.

May 11-12 — Elvstrom/Zellerbach includes Laser District 24 Championship. StFYC, www.stfy.com.

Beer Can Series

ALAMEDA COMMUNITY SC — Laser racing every Thursday night, 4/11-5/30. Mike, mjpbishop@gmail.com or www.sailalameda.org.

BALLENA BAY YC — Friday Night Grillers: 4/12, 4/26, 5/10, 5/24, 6/7, 7/19, 8/2, 8/16, 8/30, 9/13. Info, www.bbyc.org.

BAY VIEW BC — Monday Night Madness, Spring: 4/15, 4/22, 5/13, 5/27, 6/10, 6/24. Info, www.bvbc.org.

BENICIA YC — Every Thursday night, 4/4-6/27, 7/11-8/22 & 9/5-9/26. Info, www.beniciaclub.org or race@beniciayachtclub.com.

BERKELEY YC — Every Friday night, 4/5-9/27. Info, www.berkeleyyc.org.

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

CLUB AT WESTPOINT — New Friday Fun Series: 4/26, 5/24, 6/7, 7/19, 8/23, 9/20, 10/4. Food & drinks after each race; all are welcome. Info, www.theclubatwestpoint.com.

CORINTHIAN YC — Every Friday night, 4/12-8/23. Mar-



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CALENDAR

cus, racing@cyc.org or www.cyc.org.

COYOTE POINT YC — Every Wednesday night, 4/10-10/9. Info, regatta@cpyc.com or www.cpyc.com.

ENCINAL YC — Spring Twilight Series, Friday nights: 4/5, 4/19, 5/3, 5/17, 6/7. Info, www.encinal.org.

FOLSOM LAKE YC — Beer Can Races, every Wednesday night: 5/1-8/28. Summer Sunset Series, Friday nights: 5/10, 6/14, 7/19, 8/2. Info, www.flyc.org.

GOLDEN GATE YC — Friday nights: 5/10, 5/24, 6/7, 6/21, 7/5, 7/19, 8/2, 8/16, 8/30. Charles, raceoffice@ggyc.com or www.ggyc.com.

HALF MOON BAY YC — Friday nights: 4/19, 5/3, 5/17, 5/31, 6/14, 6/28, 7/5, 7/12, 7/26, 8/2, 8/23, 9/6, 9/20, 10/4. Info, www.hmbyc.org.

ISLAND YC — Spring Island Nights, Fridays: 4/12, 4/26, 5/10, 5/31, 6/14. David, (510) 521-1985, iycracing@yahoo.com or www.iyc.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, 5/15-10/2. Info, www.tahoewindjammers.com.

LAKE YOSEMITE SA — Every Thursday night: 5/16-9/26. Info, www.lakeyosemitesailing.org.

MONTEREY PENINSULA YC — Every Wednesday night: 4/3-9/25. Info, www.mpyc.org.

OAKLAND YC — Sweet 16 Series, every Wednesday night: 4/24-6/12 & 7/10-8/28. Info, www.oaklandyachtclub.net.

RICHMOND YC — Every Wednesday night: 4/3-9/25. Info, www.richmondyc.org.

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

ST. FRANCIS YC — Wednesday Evening Series for Folkboats, IODs & Knarrs: 4/24-6/26 & 8/7-8/21. Thursday Kite Series: 5/2, 5/16, 5/30, 6/13, 6/27, 7/11, 7/25, 8/8, 9/5, 9/19, 9/26 (reserve). Info, www.stfyc.com.

SANTA CRUZ YC — Every Wednesday night through 10/30. Info, www.club.scyc.org.

SAUSALITO YC — Spring Sunset Series, Tuesday nights: 5/7, 5/21, 6/4, 6/18. Info, www.sausalitoyachtclub.org.

SEQUOIA YC — Every Wednesday night: 4/17-10/2. Info, www.sequoiayc.org.

SIERRA POINT YC — Every Tuesday night: 5/7-8/27. Info, www.sierrapointyc.org.

SOUTH BEACH YC — Friday Night Series: 4/19, 4/26, 5/3, 5/17, 5/24, 5/31, 6/7, 6/21, 6/28, 7/19, 8/2, 8/16, 8/23. Info, www.southbeachyachtclub.org.

STOCKTON SC — Every Wednesday Night: 6/5-8/28. Info, (209) 951-5600 or www.stocktonsc.org.

TAHOE YC — Laser Series, every Monday night: 5/27-8/26. Sailing Series, every Wednesday night: 5/29-8/28. Info, gm@tahoeyc.com or www.tahoeyc.com.

TIBURON YC — Every Friday night: 5/24-9/13. Ian, race@tyc.org or www.tyc.org.

VALLEJO YC — Every Wednesday night: 4/3-9/25. Info, www.vyc.org.

In the Tropics

Apr. 3-7 — La Paz Bay Fest, Sea of Cortez. Club Cruceros de La Paz, www.clubcruceros.net/TheClub/BayFest.html.

Apr. 14-20 — Les Voiles de St. Barth. St. Barth YC, www.lesvoilesdesaintbarth.com.

Apr. 17-23 — Antigua Classic Yacht Regatta. Antigua YC, www.antiguaclassics.com.

Apr. 18-22 — Bequia Easter Regatta, Windward Islands. Bequia Sailing Club, www.bequiaregatta.com.

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CALENDAR

Apr. 26-28 — Newport to Ensenada Race. NOSA, www.nosa.org.

Apr. 27 — Conch Republic Cup/Key West Cuba Race Week starts. Info, www.conchrepubliccup.org.

Apr. 27-May 3 — Antigua Sailing Week. Antigua Sailing Association, www.sailingweek.com.

May 4 — Salty Dawg Spring Cruising Rally. St. Thomas, USVI, to Hampton, VA. Info, www.saltydawgsailing.org.

May 7-12 — Tahiti Pearl Regatta. International fleet racing. Info, www.tahitipearlregatta.com.

May 8 — Antigua Bermuda Race starts. Royal Bermuda YC, www.antiguabermuda.com.

June 21-23 — Tahiti-Moorea Sailing Rendez-vous, with Latitude 38. Info, www.tahiti-moorea-sailing-rdv.com.

July 6-16 — Optimist Worlds at Antigua YC, English Harbour. Info, <http://2019worlds.optiworld.org>.

July 10-13 — 50th Transpac race from L.A. to Honolulu starts off Point Fermin. Info, <https://2019.transpacyc.com>.

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.

April Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)
Source: NOAA Tides & Currents

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
4/06Sat	0048/5.4	0650/0.4	1324/4.7	1849/1.3
4/07Sun	0115/5.5	0726/0.2	1411/4.6	1922/1.7
	LOW	HIGH	LOW	HIGH
4/13Sat	0023/3.0	0608/5.1	1310/-0.3	2044/4.6
4/14Sun	0142/2.6	0726/5.2	1412/-0.4	2129/4.9
	HIGH	LOW	HIGH	LOW
4/20Sat	0033/6.1	0649/-0.7	1333/5.1	1846/1.4
4/21Sun	0109/6.1	0735/-0.8	1429/4.8	1930/1.9
	LOW	HIGH	LOW	HIGH
4/27Sat	0105/2.9	0609/4.4	1309/0.4	2043/4.6
4/28Sun	0207/2.5	0722/4.3	1403/0.5	2120/4.7

April Weekend Currents

Predictions for .88 nm NE of Golden Gate Bridge, 37.83°N 122.46°W
Source: NOAA Tidal Current Predictions

date/day	slack	max	slack	max
4/06Sat	0212	0442/2.2E	0818	1142/2.7F
	1500	1730/1.4E	2018	2348/3.1F
4/07Sun	0236	0512/2.3E	0854	1224/2.6F
	1548	1812/1.2E	2048	
4/13Sat	0148	0506/2.0F	0742	1036/1.9E
	1448	1818/3.0F	2212	
4/14Sun		0030 /1.2E	0312	0612/2.3F
	0900	1200/2.0E	1554	1912/3.3F
	2248			
4/20Sat	0154	0436/2.8E	0842	1142/3.6F
	1506	1730/1.8E	2024	2336/3.6F
4/21Sun	0230	0512/2.7E	0930	1236/3.4F
	1600	1824/1.5E	2106	
4/27Sat	0218	0500/14F	0800	1100/1.2E
	1454	1830/2.8F	2212	
4/28Sun		0018/1.2E	0330	0606/1.5F
	0912	1206/1.2E	1542	1918/2.9F
	2248			

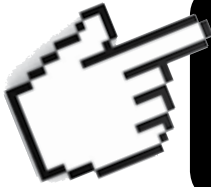
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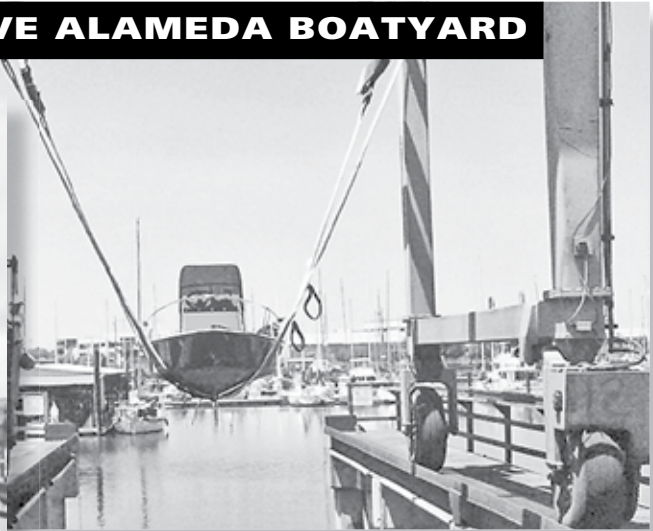
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LETTERS

↑↓ REACHING OUT TO THE BOATING FRATERNITY

Hello from New Zealand. I was reading a story in *Latitude* (volume 74, August 1983) about my sister Debby and her husband Ike, and their fruitless battle against the sea in 1983 — they were en route to visit me here in NZ. Mid-March will be the 36th anniversary of this incident. I received a very nice letter from her friends Georgann and Len Ackley after the incident, and would like to contact them if I could. They would be in their mid-60s or 70s now.

I was unable to find them on the Internet, and wondered if the boating fraternity could be of assistance. For years, I waited for a phone call or a knock on my door, hoping for some news — but it was not meant to be. I have put a memorial plaque up at the cemetery in Picton, a nearby seaport overlooking the harbor. I live about 30 minutes away from there. A recent visit to the cemetery brought these memories flooding back, so I thought I would give this message a shot.

Diane Price

Bienheim, South Island, New Zealand

Readers — In March 1983, a few years after they left Long Beach to cruise the South Pacific, Ike and Debby Thompson were sailing their Islander 36 Summer Seas out of Nuku Hiva when they were caught in Cyclone Reva and never heard from again. If you have any contact information for Georgann or Len Ackley, please write to us at editorial@latitude38.com.

↑↓ THE EL NINO OF '82-'83

All this crazy weather we're having reminded me of the El Niño storms of 1982-83. I was living in Santa Barbara, and a series of monster storms hit, putting a lot of vessels on the beach near Stearns Wharf. The Santa Barbara Harbor was flooded, and the Santa Barbara Yacht Club was an island.

After the storms died down, I went to see the largest vessel beached near Stearns Wharf. While I was there, a

sneaker wave came in and inundated everyone around the boat. I saw this man with a cane trying to get out of the way, but the wave had soaked him to his knees.

I went to assist the man from the beach, and it was while helping him out it hit me: It was Tristan Jones! I'd read his books and knew who he was and that he was in town for a speaking engagement. I asked him to join me for a beer at the long-gone Rocky Galenti's bar on State Street. He had an artificial leg, and we slowly

made our way there. A friend spotted me, and when I introduced Tristan Jones, he was gobsmacked.

While his clothes dried out, the three of us sat at the bar; my friend and I listened to the legendary Tristan Jones tell us astonishing stories of his days at sea — it was like Ahab himself walking into the bar and saying, "Call me Ahab and pour me a draft."



DWAYNE NEWTON

British sailor and author Tristan Jones on the beach in Santa Barbara in the early '80s.



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LETTERS

Once his clothes dried out, I gave him a ride back to his hotel. That evening we went to see him speak to a full house at the Arlington Theatre.



DWAYNE NEWTON

We stayed in touch — he liked the photos I took, and wanted copies of the pictures for his work in Thailand.

The El Niño also had a direct effect on my sailing; I was headed to Europe and North Africa, but the weather in Europe was so bad, I went to Norfolk, VA, to wait it out. The local news reported that a 52-ft sailboat, *Luna Quest*, out of New Brunswick, Canada, had been caught in a vicious storm and towed to Norfolk. When interviewed, one of the crewmembers said, "I'll

never go to sea again." I thought, "There's an open spot on that sailboat . . ."

I found the boat and met Captain Edson Hazell, a Bequia local. He signed me on for the passage from Norfolk to Antigua, the first of a dozen sailboats I joined, including the *Eilean* made famous in a Duran Duran video and recently retrofitted. I made it to Panama and jumped off there to other adventures. (Currently, Captain Edson Hazell is skipper of a 110-ft sailboat in the Med, the *Queen South III*.)

I give thanks to the inspiration of Tristan Jones and that chance encounter on a Santa Barbara beach. Sometimes wild weather brings in the unexpected serendipities.

Dwayne Newton
Yemaya, Morris Leigh 30
San Francisco

↑↓ THE FOUR W'S: WILD WEST COAST WINTER WEATHER (AND WEIRD THINGS THAT RESULT)

Here's an amazing weather-related phenomenon: Our not-so-salty pup, Happy, in his foulies on a rainy day down here in



TOM VARLEY

Channel Islands Harbor, Oxnard. We've definitely had our share of wind, swell and (much-needed!) rain this season. In fact, we just had the chance — after months of staying in harbor — to go out to Santa Cruz Island for an overnighter. Finally! Normally, we're out there a couple times per month.

Stay warm, dry and safe.

Tom Varley
Spirit, Gulfstar 50
Channel Islands
Harbor, Oxnard

The not-so-salty, and not-very-happy (but ironically named) Happy.



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38' Catalina 385, 2018.....	235,644
35' Catalina 355, 2018.....	197,992
31' Catalina 315, 2018.....	139,629

Pre-Owned Catalina Yachts

47' Catalina, 2000.....	212,000
38' Catalina, 2007.....	165,000
36' Catalina, 1995.....	COMING SOON
35' Catalina 355, 2014.....	185,000
34' Catalina, 1988.....	32,500
30' Catalina, 1985.....	31,000

Pre-Owned Sailing Yachts

46' Blanchard Seaborn, 1946.....	COMING SOON
43' Beneteau Sense 43, 2012	299,000
41' Wauquiez 41, 2006.....	195,000
37' Pearson, 1989	49,900
36' Islander, 1979	COMING SOON
36' Islander, 1974	29,500
34' Irwin, 1986.....	35,000
20' Schock Harbor 20, 2012.....	25,900

Pre-Owned Power Yachts

55' Grand Banks Alaskan, 1974.....	170,000
43' Ocean Alexander, 1984	110,000
28' Sea Ray, 2006	49,900

Pre-Owned Ranger Tugs

25' Ranger Tug SC, 2016	130,000
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LETTERS

↑↓ **ANY DAY ON THE WATER . . .**

A crappy day on the water is infinitely better than a beautiful day in the office.

Chris Blain

↑↓ **DO THE TWIST**

My Columbia Constellation has been on a mooring in San Diego Bay through all the winter weather. Forty-plus knots of wind from the southwest means an open fetch. The line held, but the soul bent.

KP Slinger

Lyra, Columbia Constellation
San Diego



KP SLINGER

What is this piece?

↑↓ **MAGNETIC NORTH ON THE MOVE**

The True North, strong and free, and wandering around out there somewhere [Arnold is referring to our February 8 'Lectronic Latitude story, *Magnetic North Takes a Stroll*.] With apologies to our Canadian friends who have already suffered too much crap at our hands recently.

Arnold Oliver

↑↓ **THE POLITICS OF WEATHER FORECASTING GRIND ON**

Thanks for covering the Barry Myers/Accuweather story [in a February 18 'Lectronic Latitude]. I'd add that someone whose company just had to pay a huge settlement for creating a hostile environment for female employees should be disqualified from heading any government agency.

Marceline Therrien
San Francisco

↓ **THE LEGAL LIABILITY**

Some politicians and businessmen have been trying to privatize the National Weather Service for many years now, but the commercial weather people just don't want to take on the legal liability.

Roger Hoekstra

↑↓ **FAIR AND BALANCED**

This was a very well-documented piece; very balanced with great examples. We all know that "draining the swamp" is more than fake news.

Armand Seguin
Vallejo

↑↓ **THIS SHOULD BE A NO-BRAINER**

In his recent book, *The Fifth Risk*, Michael Lewis makes this same point. The current administration is pandering



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LETTERS

to its supporters and helping monetize the weather service. This should be a no-brainer; taxpayers who fund the weather service should have as much access as anyone to the data, and it should not be sold to them.

Harper Hatheway
Alianza, Catalina 42
Coronado

Readers — Since President Trump nominated former CEO of AccuWeather Barry Myers to head the National Oceanic and Atmospheric Administration, the unexpected politics of weather forecasting — and the twisted maxim of “draining the swamp” — have been laid bare.

This debate started long before Myers’ nomination or the Trump presidency. It started when then-senator Rick Santorum introduced the National Weather Service Duties Act in 2005 because he believed that “commercial weather companies deserved protection.”

We think this is a valid political belief.

But Santorum was immediately accused of political impropriety and influence peddling after Barry and his brother Joel “donated over \$11,000 to Santorum’s political campaigns, including \$2,000 two days before Santorum introduced the [National Weather Service Duties] bill,” according to the Wilmington Star News.

So we’re a little skeptical. The validity of this particular political belief has been tainted by the apparent quid pro quo nature of Santorum’s deal.

We think that the philosophy of draining the swamp is also a valid and frankly commendable ideal. The current administration might argue that non-traditional people heading certain administrations — such as Scott Pruitt as head of the EPA, or Ryan Zinke as Secretary of the Interior, which oversees NOAA — represents a shake-things-up, try-something-different attitude. But does appointing people who are diametrically opposed to the core mission of the agencies they’re running constitute draining the swamp? If you don’t believe in that core mission, then say so. But putting obstructionists in power is more like sabotage as opposed to forging a new policy path. And, oh yeah, Pruitt and Zinke both resigned amid ethics investigations.

Regarding Myers and NOAA, we don’t see how privatizing something that was previously free serves a public good, and can’t be seen as catering to, in this case, special interests and corporate titans — you know, the swamp.

So we are, again, a little skeptical.

Harper, we’d like to quote investigative journalist (and Berkeley resident) Michael Lewis from a different book, his recent audio release The Coming Storm. Lewis said of Myers’ nomination to head NOAA: “Pause a moment to consider the audacity of [such a] maneuver. A private company, whose weather predictions were totally dependent on the billions of dollars spent by the US taxpayer to gather the data necessary for those predictions, and on decades of intellectual weather work sponsored by the US taxpayer, and on international data sharing treaties made on behalf of the US taxpayer, and on the very forecasts that the National Weather Service generated, was, in effect, trying to force the US taxpayer to pay all over again for what the National Weather Service might be able to tell them for free.”

How’s that drainy-swampy stuff working out for ya?

↑↓ ELIMINATE THE SINGLE-USE PLASTIC WATER BOTTLE

In 2009, we chartered three boats in the BVI. My dad was skipper of one and had our two sons crewing for him. He was constantly making noise about the Nalgene bottles rattling

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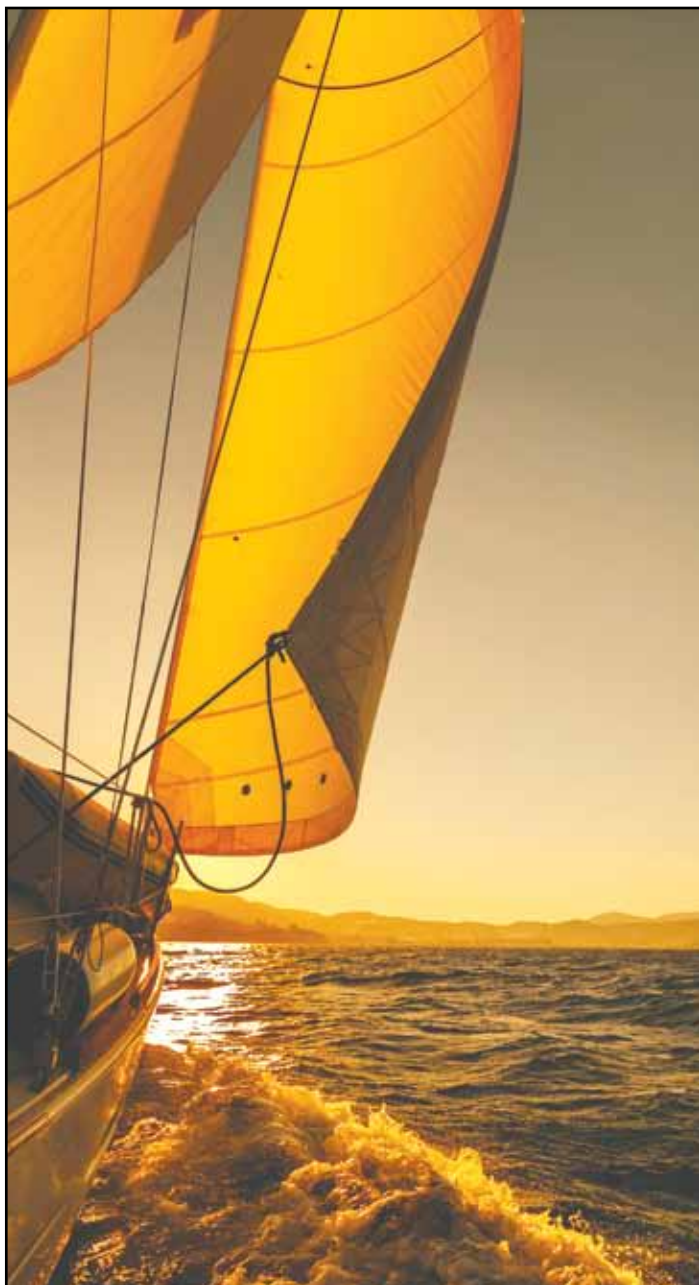


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LETTERS



LATITUDE / JOHN

Ron Kell uses Corinthian Yacht Club's new water bottle filling station.

around the boat. Our sons pointed out how many plastic water bottles would have been used and burned in the local incinerator otherwise, and that seemed to appease my dad. On our 14-month voyage of the US Gulf and East Coast, plus the Eastern Caribbean, we always had our

Nalgens available and hanging from various places with a carabiner.

Debbie De Haan Raby

↑↓ **DON'T BRING PLASTIC ON MY BOAT**

I don't allow plastic one-time-use water bottles on my race boat. I also have paper straws aboard.

Sandy Andersen Wertanen
Eclipse, Express 37
Alameda

↑↓ **YEARS AGO**

It's nice to see and hear and that people are moving away from single-use plastics. Our race team switched from plastic water bottles to reusable crew cups a year ago.

Greg Clausen
Free Spirit, Beneteau Oceanis 390
Tiburon

↑↓ **THOSE UBIQUITOUS RED (SOLO) KEG CUPS**

Now let's figure out a way to get rid of the hundreds of red cups thrown away from the after-race party.

Jamie Rosman

↑↓ **THE TRASH WHEEL**

I am a professional hull cleaner in the San Francisco Bay, and I work in the waters of nearly local 100 marinas. My job requires me to stay in the water for long periods of time, usually two to five hours, and I have become very aware of changes in that environment.

In the last 10 years, I have seen the amount and type of trash and invasive species dramatically increase in the waterways of the Bay. I see many things that should not be there . . . and a serious decline in sealife. With a population of 7.8 million and a growth rate of 93,000 per year, the Bay Area is in need of an immediate cure to the pollution problem that is plaguing our ocean.

The amount of trash that passes by my diving goggles on a daily basis would make the normal layman cringe: syringes, bottles of pills, tires, CDs/DVDs, cigarette butts, logs, broken piers, fishing lines and nets, plastic bottles and bags, and various types of plastics and packing foam. These items eventually find their way onto our shores and beaches and become buried under layers of sand and, unless something is done, will remain here long after we are gone.

Our natural habitats, preserves, rivers and streams suffer from this constant bombardment of trash. Measures have been taken to reduce some of the trash that makes its way into the Bay with sewage capture bins, an effective tool if regularly maintained, but only effective within the first few hours of

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LETTERS

a large rainstorm until this apparatus is overwhelmed. Improper awareness of disposal techniques in the public and private sector, and a lack of public regard for proper disposal of refuse, slowly depletes the marine environment and oxygen levels and contributes to the water's becoming toxic and very unhealthy for all patrons of the Bay shorelines.

Motivated by not only the concern for my own health, but for future generations, I looked for a solution.

My research led me to the Healthy Harbor Plan of the Waterfront Partnership of the City of Baltimore. The plan described how hundreds of millions of tons of trash have been removed from Baltimore and Chesapeake Bay waterways.

Since 2014, Mr. Trash Wheel, a solar powered zero-emission skimmer that utilizes the power of the water currents and wind, has gathered trash and helped revitalize the health of the waters in the area. Deposited trash is recovered via a Zodiac or small power boat to a waiting garbage truck for recycling at the nearby treatment plants.



INDEPENDENT ARTS & MEDIA

The proposed "Trash Wheel SF Bay is not only an art installation, but a solar-powered innovation hailed as the first truly feasible approach to stemming the flow of ocean plastic pollution," wrote Independent Arts & Media. "Originating in Baltimore, Maryland, [as seen above] the Baltimore Trash Wheel has collected 1,477,580 pounds since May 2014. Now, an independent group of environmentally concerned Bay Area citizens is bringing a Trash Wheel to the Oakland Estuary."

The similarity between the two cities is astonishing. The Chesapeake Bay has a very rich history in maritime military as well as maritime ecology and the crab and fish industry. The Chesapeake Bay has over 100 rivers flowing into the estuary; in the same regard the Bay Area also has a significant number of rivers and streams and creeks running into the Bay.

In addition, I discovered that Baltimore locals have adopted Mr. Trash Wheel and have developed merchandise in support of the cleanup and started other businesses such as a line of craft beer in its honor. Live feeds have also contributed to the popularity of this project as they demonstrate how much trash it removes from the waterways on a daily basis.

The use of renewable energy allows the water wheel to help solve the problem of trash in the Bay in a remarkably efficient way. According to the Waterfront Partnership, the water wheel budget is \$128,900 per year to collect an estimated 300 tons of trash, about \$430 per ton. The Department of Public Works spends approximately \$1.3 million per year on Inner Harbor Marine Operations, including skimmer boats and other cleanup activities, and collects, on average, 420 tons per year, which is approximately \$3,000 per ton. This is not a direct comparison, however, as the Inner Harbor Marine Operations service areas of the harbor that the Water Wheel cannot reach. That being said, the cost efficiencies of

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LETTERS

the water wheel are significant.

I have been in contact with the inventor as well as those who helped implement the Mr. Trash Wheel on the Baltimore waterfront. The popularity of this invention has generated worldwide purchasing orders from Japan, Ghana, Spain, South America, Denmark and India. The inventor and I are now in the process of identifying sites throughout the Bay, where Mr. Trash Wheel will be most effective both in fresh water and salt water. These skimmers should be a vital part of our shoreline ecology, and I would like to introduce them to the San Francisco Bay.

Hawk Aavan Jonsson

↑↓ FROM THE HORSE'S (OR TRASH WHEEL'S) MOUTH

I'd like to introduce you to John Kellett, who is not only a sailor but also the inventor of the Trash Wheel, which has collected over 450,000 tons of trash since 2014 from the Baltimore Inner Harbor in Chesapeake Bay. We were pleased to host John in October last year in the Bay Area to assess where the best location for a trash wheel would be in San Francisco Bay. His site visit was very fruitful, and we await the results of his analysis, as he certainly believes that the Bay Area would benefit from such a device.

This project is fiscally sponsored by Independent Arts and Media, therefore all donations are tax deductible.

Karima Cherif
Project Lead, San Francisco Bay Trash Wheel

Readers — The SF Bay Trash Wheel is still in its initial fundraising stages. Organizers have determined that San Leandro Creek, which leads into the Oakland Estuary, is the primary culprit for trash reaching the Bay. "We have a letter of support from the City of Oakland," said project lead Karima Cherif. "But the trash on the ground is certainly the main thing that needs to be addressed." For more information, please go to www.trashwheelsfbay.org

↑↓ 100 TRANSPAC ENTRIES?

Yikes. That's a lot of participants — I dare say over the top. Where are all these boats supposed to dock after a 2,000-plus-mile ocean crossing? Rafted out four boats deep? I know the really big boats with deep drafts go to the Honolulu harbor, but what of the rest? How will the planners possibly find the volunteers to man the lighthouse finish line for every boat finishing, which happens throughout the nights? How are all these crews and their supporters going to be accommodated? I'm having visions of chaos. But damn, we wish we could go, too! But not this year. We'll have to wait until Pac Cup '20.

Kirk Denebeim
Sausalito

Kirk — We're not sure exactly where they're going to put all of the boats. Over the past few months (or more like several years, really), many readers, as well as Latitude's founder, have weighed in on the dysfunctionality at the Ala Wai Boat Harbor. That being said, we've also heard plenty of people share their positive stories about staying in one of Honolulu's most famous marinas.

But Ala Wai has seen many Transpacs over the years. Given the unprecedented confluence of money likely surrounding this particular 100-boat-strong Transpac, we're sure that there's the monetary will to get things organized. As for race committee volunteers, we are quite sure that they'll figure that one out, too. We are constantly amazed at the way people rally for racing.

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LETTERS

to Waikiki, there is no shortage of hotels! But you're right, there are going to be a lot of boats. We are really looking forward to the beautiful, sailor- and regatta-induced chaos that might follow. We're booking our rooms now, and we're going to get a seat at the bar early.

↑↓ FOG STORIES

In the March issue, there was a request for stories related to getting lost in the fog. I have one, which took place before GPS, chartplot-



COLIN CASHMORE / AVANT GARDE

The 100th entry in the 50th anniversary Transpac was Chris Welsh's Spencer 65 'Ragtime'.

ters, and all the neat stuff we have for navigation today. Radar and LORAN were available, but not practical for a small boat. I look back at this as one of my better navigation accomplishments.

It was 1979, and just six months after taking delivery of my new Baba 30 cutter. I was anxious to gain ocean experience and also anxious to experience an international voyage. I was short on time, and Ensenada, Mexico, seemed to cover both. On July 14, we departed King Harbor, Redondo Beach, bound for Mexico. There were four of us onboard. July 17 found us anchored at the Coronado Islands, just south of the international border — Ensenada was 47 miles distant.

We awoke to thick fog. Checking the weather over the VHF revealed that the fog was forecast to be in patches. We figured that our anchorage must be in one of those patches. Our decision was to get underway and sail out of the fog. What we had for navigation was a compass, a paper nautical chart, a knotmeter with a log that seemed to work when it wanted to, and a depthsounder. We also had an RDF (Radio Direction Finder), but as radio stations that might help us identified in Spanish, we couldn't use them. Dead reckoning was the navigation technique used by almost every boater at the time, and that is what we used. We departed the Coronado anchorage at 0500, and we remained in thick fog the entire passage. The forecast clear patches never materialized.

Ensenada lies in the northeast corner of a large bay. After arrival on a southerly course, we would set an easterly course for Ensenada. The problem was how to identify the bay and our position in it. As we continued along, we knew from our time lapse and speed that we must be getting close. About this time, I noticed we were picking up the bottom with the depthsounder. After monitoring the depth for a few minutes, it became apparent that it was staying quite steady, indicating a flat bottom. A check of the chart revealed a large undersea flat area. Further examination showed that if we continued on our heading, the bottom would suddenly fall away near the middle of the bay. That could be used as a fix of sorts — the first fix since our departure that morning. The chart also revealed that the shoreline south of Ensenada was sandy and

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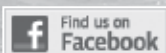
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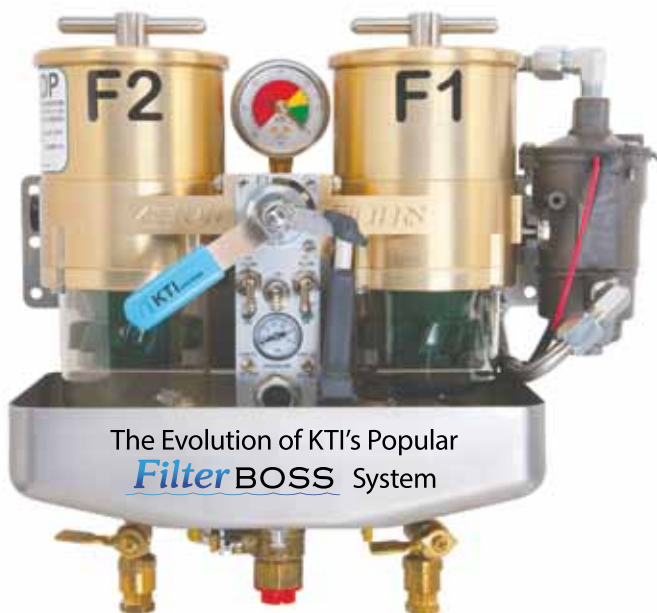
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LETTERS

the shore on the opposite side was rocky. With this information, I could determine which way to turn after we found land.

The plan worked. With caution and depth information, we found the sandy shore, and turning toward the north, followed it to Ensenada, which was bathed in clear, bright sunshine. We had fetched up about two miles south of the harbor entrance. At 1430, we were moored in Ensenada Harbor.

Donald Bryden
Quetzalcoatl, Ted Brewer Miami 45 ketch
Walker Lake, NV



ERNIE GALVAN

The month of March in the Bay Area saw some serious weather, several feet of rain, beautiful, dramatic skies, and some fantastic skiing in Lake Tahoe. Few views of the Bay can compete with Mt. Livermore's.

↑↓ A BEAUTIFUL, DRAMATIC DAY ON ANGEL ISLAND

Elizabeth Carty and I cruised to Angel Island instead of sailing in this year's Big Daddy regatta. We had the docks almost all to ourselves. Skies were dramatic at the top of Mt. Livermore.

The northwestern-most set of floating docks in Ayala Cove is detached from the central walkway and unusable by boats. I'm not sure why; perhaps to give the seals a place to hang out during the low season at Ayala Cove. I hope they get reattached when the crowds come.

Ernie Galvan

↑↓ MOLI RUNNING DRY

Randall Reeves' lament about running out of beer in [the March 6] *'Lectronic* brings to mind a favorite quote from Sir Francis Chichester. During his solo circumnavigation in 1966-1967, he made a single stop, as planned, in Sydney, Australia, where he received a hero's welcome. Asked at a press conference what had been the low point of the voyage, he replied, "When the gin gave out."

Lee Johnson
Morning Star, Valiant 32
San Diego

↑↓ COVER CONSIDERATION

Hello esteemed *Latitude 38* crew. May I humbly submit a photo for consideration as a cover shot or other exhibition in your awesome publication? My friend Jon Johnson snapped this pic of me beating out the Gate in 25 knots today [March 8].

I've been a loyal reader of *Latitude 38* since I was a teenager in 1987 — no exaggeration here, but the reason I'm a sailor today and the reason I live in San Francisco is that I answered an ad in *Latitude 38* from a skipper looking for racing crew on his Santana 22. I was hooked! Thanks for all you do.

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Summer Series

April 13, June 1, July 13, August 3

Single/Double-Handed Series

April 6, August 17, September 14

Moonlight Marathon

June 15

Westpoint Regatta; YRA Weekend Series

June 22

Social

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LETTERS



JON JOHNSON

Could this be a future cover from Mark Jordan? You heard it here first.

Mark Jordan
Twelve-Winded Sky, Hanse 342
San Francisco

↑↓ I LIKE THE PATRICK O'BRIAN BOOKS BETTER THAN THE PATRICK O'BRIAN MOVIE

The books, yes. I happen to have watched the movie again [*Master and Commander, Far Side of the World*] a couple of weeks ago, but I've read all the books [that's 21!] twice. If you can find any of the books on Audible they are well worth listening to.

Brad Smith

↑↓ SPEAKING OF BOOKS

Reading Moitessier's writing, including, first and foremost, *The Long Way*, helped inspire me to embark on my own circumnavigation aboard *Bahati*, my South African-built cutter. We left Maine in October 2006 and returned in June 2011. I owe Bernard a huge debt of gratitude for the lessons he taught me and the vision he offered.

I'm so pleased that his memory is being honored through the Golden Globe Race and the revisiting of his story. He was a remarkable man who set the bar high for all global sailors who followed in his wake. *Merci bien*, Capitaine Moitessier!

Nat Warren-White
Bahati, Montevideo 43
South Freeport, ME

Nat — Moitessier's lasting influence on sailors is truly remarkable; we're not sure that there's been another author/sailor like him — only Joshua Slocum comes to mind, though we're not prepared to weigh in on such a subjective evaluation.

In fact, Moitessier has made an appearance, in one form or another, in nearly every issue of Latitude for more than a year now. Just last month in the March issue, sailor Eric Loss said (in The Perfect Sailing Life), "I actually read the The Long Way a couple of times — I found Moitessier's writing pretty entrancing." After cultivating the idea for years, Eric went on to do a single-stop solo circumnavigation.

The Long Way was also hugely influential to Latitude's newest editor, who, in 2014, after finding a paperback edition on sale in Berkeley for \$1, was also (and immediately) entranced by Moitessier's words. After a long break from sailboats (but many happy years windsurfing), our newest editor devoured The Long Way, and immediately decided to get back into the sailing world as soon as possible. (PS: Our newest editor happens to be rereading The Long Way as we speak.)



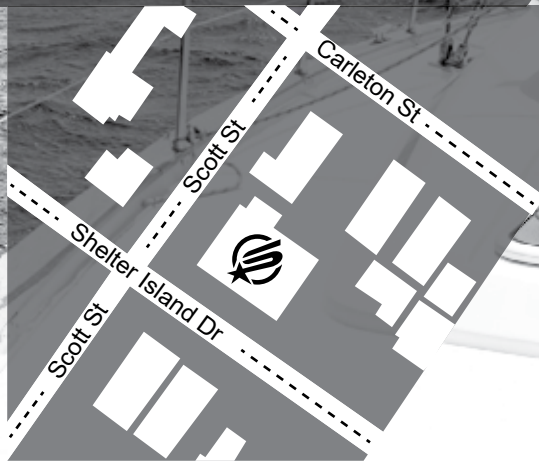
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LETTERS

↑↓ AGEISM FROM LATITUDE?

I assume the goal for only charging a \$5 entry fee rather than the 'normal' \$10 entrance fee to those 25 years of age and younger is to inject 'new' blood into sailing as a way to improve the survivability of the sport. However, to a 75-year-old who has been sailing for decades, the practice smacks of ageism, and I find it insulting personally as well as an impediment to bringing older neophytes into the sailing community. I think too much of today's society kowtows to the younger generation and leads to the invisibility of us older folks.

Ron Harben

↑↓ EQUALLY?

Do you complain equally about senior-citizen discounts?
Eric Artman

Ron (and Eric) — This is a tricky one. It's true, we are trying to bring "new blood" into the sport in the hopes of keeping sailing alive and well. Will a \$5 discount to the Crew Party help? We certainly hope so. But at our Spring Crew Party at Golden Gate Yacht Club in March, we had just a handful of under-26 attendees. Oh, it was still a totally happening shindig, and there were plenty of millennials and potential new blood. But we're always asking ourselves, where is the next generation of sailors?

As Eric pointed out, there are some benefits of being over — well over — 25. Some of our staff just went to the movies, and for the first time got their senior-citizen discount. Prior to that, we had admittedly been jealous of college kids who got a season pass in Tahoe with their student IDs (it was Warren Miller who said, "If you can afford to go to college you don't need to go").

Ultimately, we have no idea what's "fair" when it comes to age. Twenty-five-year-olds will likely pay the world's highest medical costs through our dysfunctional health care system while their labor will fund Social Security and Medicare. Those in the Bay Area will also inherit spectacularly high rents, outrageous traffic and a planet struggling to sustain its swelling population.

But wait, what about the sailing? Participation in our sport continues to dwindle, and that's bad news for people of all ages. Fewer sailors sailing means fewer boatyards, marinas, chandleries, etc., which means that everything becomes more scarce and costly. So we hope, Ron, that you'll agree that getting those 25-year-olds to the Crew List Party and into our sailing community is a good thing.

↑↓ DOES RACING INSPIRE POOR SEAMANSHIP?

I know others will disagree with me, but I've always felt that racing goes against good seamanship in so many ways. It encourages close calls and pushing limits.

Steve Olson

↑↓ YES . . .

Of course it does, in the same way Formula 1, Grand Prix and stock car racing go against safe driving. Pylon racing aircraft the same deal.

It's different risk and rewards for different reasons. Competing against time or a competitor pushes safety, big-time.

Jeffrey Matzdorff

↑↓ ALSO . . .

And also [when you're racing] you spill your cocktails!

Claus Newman



Photo credit to Geri Conser

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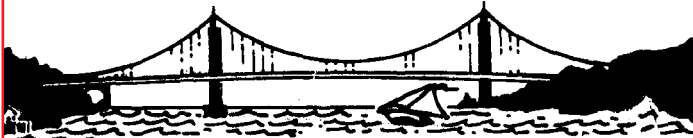
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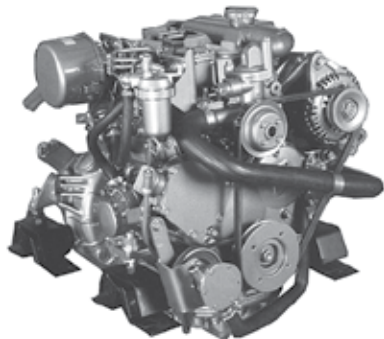
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LETTERS



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Does racing inspire poor seamanship by pushing the limits?

Readers — This social-media thread comes from our Facebook page, and was inspired by an Instagram video of utter calamity following a mark rounding in a crowded regatta.

We think that everyone makes fair points here. If you're pushing the limits of speed, then you're pushing the limits of what's safe and seamanlike. So does that mean people should stop racing? Of course not. If you are racing, then you accept that you're entering a different realm of sailing where the stakes are a little higher. This "realm" certainly varies in degree, from a leisurely spin around the buoys in a Friday night beer can to a frantic sprint around the planet in the Volvo Ocean Race.

We don't mean to be flippant about the risks, though. As we reported in a March 15 'Lectronic, during a Wednesday evening race in Monterey, Rick Srigley was washed overboard from his Moore 24 Morpheus. The crew were able to bring Rick to the boat, but could not pull him aboard. The Coast Guard eventually pulled Rick from the water and rushed him to a hospital, but the 77-year-old Pebble Beach resident passed away hours later.

Despite the many times we've jumped onto a boat for a weekly race, we have to remind ourselves that the risks are very real.

↑↓ PLEASE KEEP SAILING

I was sailing my boat to L.A. from Portland recently in 40- to 50-knot winds gusting above 60 in confused seas off the coast of Oregon. I found myself saving the life of a dear friend after he was slammed in the head by a freak jibe caused by a large quarter wave. The boat swung instantaneously some 30 degrees with no time to react. My friend was in exactly the wrong position at the mast executing another reef. Six hours later, he was air-evaced off the boat.

All I have to say to Rick Srigley's crew is, whatever you do, don't stop sailing because of this. Although I didn't know Rick, I can definitely say he wouldn't want you stop sailing. In fact, the sooner you get back on the water, the sooner his spirit will feel at ease and head to his new unknowns.

Though I saved the life of my friend, he will never be the same. Getting back onboard was the magic fix-it-potion I needed to get through.

Ross Angel

↑↓ THANKS FOR THE EVOLUTION OF THE WATERFRONT ARTICLE

I want to commend *Latitude* for the excellent, thoughtful, thoroughly researched, and rationally argued article *Evolution of the Bay's Waterfront* [in the February/500th issue]. As we all know, those qualities are sorely missing from public discourse these days.

I speak from the perspective of someone who enjoyed the waterfront of days gone by and the evolution to what we have now. Principally, this was during a magical 1960s adolescence, Sea Scouting on the Oakland Estuary and the Bay.

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LETTERS

There were boatyards. There were dark, cavernous chandleries right out of Dickens' *Old Curiosity Shop*. The only thing that could have made that life better would have been for it to happen in young Jack London's oyster pirate time.

Oh, I still read *Latitude* for the usual spate of libertarian rants about the right to anchor out anywhere, or to sail off to danger and not expect Coast Guard rescue, but then, to come across this gem of analysis was real pleasure, and not just a guilty one.

Bruce Holgers
Zark, Homebuilt 12-footer
Santa Cruz

↑↓ HAPPY TO SEE THE KUDOS

Great to see Carisa — and the Treasure Island Sailing Center (TISC) — getting the positive attention they deserve [from a February 11 *Lectronic*]. In addition to providing life-changing experiences to children, they've also made sailing very accessible to adult sailors.

I progressed from dinghy sailing to keelboats at TISC through their adult program, and can absolutely commend them on their top-notch instruction — and for making sailing accessible to people who may not have the means to own a boat or know anyone in a yacht club. As a (relatively) new member of San Francisco's sailing community, TISC's sailing program immediately provided me with enthusiastic sailing partners, some of whom have become firm and fast friends.

Rosanne de Vries
The Sunken Hat, J/24
San Francisco

↑↓ BROUGHT TO TEARS

I was listening to Jake [Shimabukuro, we think] play ukulele and reading *The Female Navigators* [in a March 8 *Lectronic*], and tears were rolling down my cheeks. I read the book about *Hokule'a*. I'm a sailor on San Francisco Bay and can only imagine sailing with just your ability to pay attention and listen to the world speaking.

Dick Sullivan

↑↓ LET'S NOT FORGET . . .

Let us not forget Captain Nainoa Thompson, an early member and leader of the Polynesian Voyaging Society. He was instrumental in getting Mau [formally known as Pius Piailug] to join the *Hokule'a* and navigate it to Tahiti. He navigated the canoe on many long voyages around the Pacific and is considered a protege of Mau.

I had the opportunity to make a short passage from Kaua'i to Oahu back in the '80s. The trip was unsuccessful. We sailed a great circle throughout the night and ended back at Nawiliwili, Kaua'i! Neither Mau or Nainoa was navigating on that voyage.

Capt. Rick Whiting
Sausalito

↑↓ JUST SOME OF THE ISSUES FACING BOATYARDS

Having worked in a boatyard for 30 years 20 years ago, we had trouble getting entry-level employees even back then, so I can't imagine how hard it must be now. It would be pretty amazing if the old Cryer's & Sons property could be used to train people in the maritime trades [as discussed in a February 25 *Lectronic*, *Going, Going, Gone*].

Milly Biller
Pink, International 110
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2:15 p.m. Cruising the Gold Coast of Mexico

★ APRIL 6 SATURDAY

Part 1 10:30 a.m.: What's it **Really** Like Sailing California's Coast, the Baja, and the Sea of Cortez?
(15 minute break)

Part 2 11:45 a.m.: What's it **Really** Like Sailing the Sea of Cortez and The Mainland Coast of Mexico?
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PACIFIC SAIL & POWER BOAT SHOW and Marine Sports Expo

LETTERS

↑↓ WOOD AND REGULATIONS

The demise of wood as a construction material has a profound impact. (It's alive and well in small yards like Spaulding's in Sausalito.) California's extra-tough emissions laws mean production composite boats aren't viable any more. (This is why Catalina closed its Southern California factory and moved to Florida.) Richmond seems to be doing OK in the boatyard department.

Tim Dick
Malolo, Lagoon 42
Puerto Vallarta

↑↓ THE PERFECT YARD

The old Cryer's yard would be absolutely perfect for a year-round maritime trade school and arts cooperative with housing!

Rev. Dr. Malama

↑↓ ABOUT THAT BOATYARD IN ALAMEDA

I look at these proposals and see (a) the developer doesn't appear to know squat about running a boatyard and sadly (b) neither does the city of Alameda.

This is supposed to be a boatyard offering not only dockage, but services as well. In the developer's illustration there are boats (some of them fairly large) on the hard. But there is no Travelift shown! How do the illustrated boats get into and out of the water? Yes, there is a crane, but in 40 years of boat ownership I have yet to see a crane that can lift bigger boats out of the water. Certainly not 30-ft+ boats!

Luther C. Abel
Alameda

↑↓ ABOUT GETTING ASHORE IN CLIPPER COVE

[With regards to "Boat-in Dining."] The problem we've faced is getting ashore at Clipper Cove. The harbormaster at the marina charges whatever he feels like to get a gate key (I've paid everything from \$0 to \$25). That's if he's there and feeling generous. I had one call me repeatedly to be sure I returned the key starting three hours before we agreed. I paid \$25 for that experience.

Erik D. Jones
Alameda

↑↓ THE INEXPLICABLE LAWSUIT AGAINST KKMI

It's a shame that CSPA [the California Sportfishing Protection Alliance] and KKMI can't align with common sense. CSPA: Practice your mission as a steward, not as a litigious buffoon. KKMI: Manage your effluents with best practices. CSPA: Your mission statement says "conservation and research." KKMI: Never accept "good;" be the best environmental steward of any waterfront business so we can all be proud of your boatyard.

Wouldn't it be nice if we had four pages in *Latitude* reporting on success stories rather than the banter of selfish environmental ignorance?

Tony Keyser
Yolo, Beneteau 423
Seattle, WA

↑↓ AN INSIDER'S OPINION

I did not realize that Mr. Jennings and the California Sportfishing Protection Alliance were still around.

Back in the '90s, we operated a wood remanufacturing plant in Chico. We had a few minor water violations on groundwater, all of which were corrected. One time, the oxygenation content of our outflow water was too low (it is a total pain in

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LETTERS

the tush to test; very strict regulations). The California Water Quality Board asked if we had oak trees on our property. We did. They said, "Rake the leaves up, and you will pass next time." We did, and we passed.

Jennings threatened, through an attorney in Petaluma, to sue us and named all kinds of fines, etc. He offered to supervise our operation through this attorney at a cost to us. At this time, we were one of 16 different wood manufacturing plants in Northern California he threatened to sue. The California Water Quality Board told us we were good operators and said they would testify on our behalf if it went to court. Since it would cost us at least \$100,000 to defend, we closed the plant and decided to move to Oregon, where it still operates responsibly.

We heard that the local district attorney, through some sort of law, gets a 10% finder's fee, the suing attorney makes lots of money, and Jennings makes money. We actually were on an irrigation ditch and any water outflow from us went directly onto rice fields, so no fishing waters were affected. I believe one of the other people he sued in Chico on the same ditch won the lawsuit and went after Jennings for costs. I will have to find out if he ever collected from Jennings. According to others, Jennings has sued or threatened to sue hundreds of people in California. I honestly have to question if the true motive is to clean up the water. Yes I am 80 and still sail out of Brisbane.

Frank Solinsky
Brisbane

Readers — Please see Saving Our Boatyards on page 98 for an update on the lawsuit against KKMI.

↑↓ THE NAKED TRUTH

Amazing that in the 'modern' US, where any 6-year-old can stream porn on their phone 24/7, people would get excited about an occasional photo showing (hopefully female) humans in their birthday suits. Those early *L38* photos probably literally launched 1,000 ships. Like the silly sailing blogs with their blurred-out privates. Anybody there for T&A is pretty desperate.

Greg Gibson

↑↓ SOPHOMORIC

It always struck me as sophomoric that Spindler thought it appropriate to include those photos.

Martin Thomas

↑↓ HARMLESS

I always enjoyed a little harmless skin. Nothing salacious. Lots of folks sail and enjoy water sports in the buff. Seems like it all went away in *Latitude 38* after the Wanderer's last divorce.

Dave Wilson

↑↓ TITILLATING

The truth is, I miss the good ol' titillating days!

Paul Hedberg

↑↓ DON'T LOOK

Sailors *au natural* are a thing of beauty, whatever gender or shape. If you don't want to look then don't!

Ken Brinkley

↑↓ NEVER OVER THE TOP

Bring 'em back. They were never over the top and usually




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LETTERS

in very good taste and in context about the yachting lifestyle. My friends and I were talking about this just last week after looking through the last issue. We really miss that. If the teacher wants to share, then just rip out the offending page — easy!

Kyle Clark

↑↓ CONTROVERSY

Richard was adept at inciting a bit of (really quite innocent but always entertaining) controversy that is, to me, sadly missing since his retirement.

Jimmie Zinn
Point Richmond



PAULA BLASIER

"I was hoping they would add some other dimensions on Mr. August," wrote Carly Heneise on Instagram of this advertisement in the August 1983 issue of 'Latitude'.

↑↓ TIME'S UP. MOVE ON

Loved the photos. But time to move on. Who knows where society will be in 20 years? But now? Uh-uh.

Richard Jepsen
Alameda

↑↓ A FEW DEVOTEES OF THE BUFF

Nude sailing is good sailing.

Ocean Beach Yacht Club

Don't be a prude
Latitude!

John Dannecker

Just get naked
already!

Bill Nork
Emeryville

↑↓ BACK THEN

I crewed on a boat for the YRA races back then. There was a boat that was raced exclusively by topless women! They did quite well and always had a great start!

Sharon Fulton

Readers — From

this small sampling, most of you are in favor of scantily clad people in the pages of *Latitude*, while a vocal minority couldn't imagine going back to the old days of the magazine, let's say the late '70s and pretty much most of the '80s, when skin — most of it belonging to young, "attractive" women — was splashed all over our pages.

We have long said that the overwhelming majority of photos featuring people in the buff were sent to us by those people themselves. We were not out there leering with our cameras, in other words. But we're also not CSPAN; we don't publish unfiltered, unlimited content. We edit, and the photos that were



SAILING DOODLES

Back in 2017, we met Laura from *Sailing Doodles*, one of the many self-produced YouTube sailing vlogs that showcases lots of young people — of which women feature prominently — in their swimwear.

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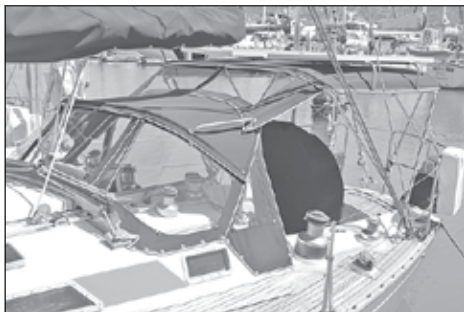
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LETTERS



LATITUDE ARCHIVES

This is actually a famous, longtime Latitude contributor sunbathing on the foredeck during, like, the 1985 Transpac. This image was printed in the magazine, by the by.

sent to us gravitated toward those young women. Was it a conscious choice? Yes and no (one of our female editors said that, when choosing from a trove of photos, she probably subconsciously leaned toward the young and "attractive").

We're not trying to blame or shame anyone. We're just trying to answer the question of, "Where did those photos go?" and to address the more pressing question of whether it would be appropriate, wise or anachronistic to bring those photos back.

The Latitude staff is, at present, about 50/50 men and women, though the editorial staff has generally seen more men. Different editors are likely to have different conceptions of what's "beautiful" and "attractive."

"I don't want to succumb to the fever of nakedness," said a longtime female Latitude employee. "I don't personally want to be part of that, and I don't want the magazine to be a part of that. I want it to stand on sailing and sail culture." This same employee said that she's "not a prude," and often goes camping and boating in the nude. But she also pointed out that, when having this kind of discussion, people feel the need to make a disclaimer that they're not prudes so as to not be dismissed as "too old fashioned."

"I will always object to nudity and the objectification of women as a means of selling a product," the longtime employee continued. "If you are using photos of young girls in bikinis — or just gratuitous nudity — you are no longer selling to a sailing community. You're selling to mostly men who want to have these little hot spots." When does a photo cross the line from innocent and fun to objectification? That, like beauty, is in the eye of the beholder.

This conversation is unique to American culture. Our puritanical roots caused an inevitable pornographic rebellion, a cauldron of sexual tension where nudity could never be looked at as natural, but, rather, became fetishized, and then commodified. It's impossible to unravel ourselves from our cultural baggage.

But whoa, hang on. We're just talking about sailors being sailors, right? "I generally enjoyed nekkid photos of both men and women as evidencing the freedom of sailing/cruising," said another longtime female employee. "When I sailed to Fiji via Hawaii and Samoa with a couple of friends in 1982, once we reached the tropics, we rarely wore anything during the day. Too darn hot."

Another female employee tasked with adjusting photos said



LAZY GECKO SAILING

Lazy Gecko Sailing's Brittany is another self-produced YouTube sailor who makes no bones about being scantily clad.

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LETTERS

NICK AND BONNIE NICOLLE



Here are two of the most bad-ass, and frankly sexiest sailors we've ever known: Nick and Bonnie Nicolle.

shots off her screen as soon possible — not because those photos bothered her, but because she dreaded when male employees would pass her desk and say, "Wow! Check her out!"

We also can't have this discussion without mentioning the fact that some of the

young, "attractive" women featured in the magazine have received some unwanted and ultimately creepy attention. A female editor once posted a photo of a "buxom" sailor on 'Lectronic; the sailor eventually asked us to take it down because some guy was kind of stalking her. More recently, we wrote a story about a young woman preparing to go on her first singlehanded passage. She also got what she called "uncomfortable responses from a small handful of . . . creeps." It's likely, if not a given, that this type of behavior occurred throughout the history of the magazine, but it's something that society at large has only recently begun to talk about.

So what does all of this mean? Should we never have photos of girls in bikinis? Now, more than ever, we are a magazine for all sailors. If you're a man, and you were reading a magazine with overwhelmingly shirtless, beefcake dudes splashed all over it, would you object? Would you "just not look" at those photos and read the mag for the articles?

So who is a sailor, who is "beautiful" and "attractive," and who "deserves" to be shown with what nature gave them in the magazine? To us, the answer is easy. Everyone who messes around with boats — whether you just learned to sail or you're an ocean-racing rock star — is absolutely, undeniably beautiful. Male, female, old, young, skinny or plus-sized, we think you're awesome. We have no problem with young women in the magazine, just as long as they're not the only ones carrying the torch of the sailing lifestyle.

Some people may feel that a lack of girl-in-bikini photos represents yet another overly aggressive correctness in our culture. Again, we're not trying to pass judgment on anyone, but yes, the times have changed, and maybe that means that some people have lost something they once enjoyed. All we can say is that change is inevitable. The best way to endure change, in our opinion, is to embrace it. For every loss, there's an inevitable gain.

So, sailors, as always: if you're out there just doing your thing, we want to hear the stories and see the pictures. This is not an invitation for butt-and-boob shots, but rather, a solicitation to see all the beautiful people out there living the life.

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

You never quite know what tack a World Famous *Latitude 38* Caption Contest(!) will take. This month's was, without a doubt, all about foiling, foiling . . . foiling. "A land foiler?" or "Are we foiling the right way?" many of you quipped. There were also emphatic warnings: "Whatever you do, don't walk to the bow." We also had more than a few entries that said, "Put a coat of bottom paint on before the tide comes back in." And, oh yeah, let's not forget, "This is last year's tide book."

We feel like we've been saying this a lot, but this was, perhaps, the most popular Caption Contest(!) in *Latitude* history. Thank you, Nation.

Aaaaaannnnnnnd the winner is:



@DENIZKILIC1355

Boat Yoga. This is the cutter pose. — Ron Harben

"OK, time to remove the training foils." — Pat Broderick
 "All we need now are roller skates." — Michael Childs
 "Think they'll notice we didn't pick the holding tank option?" — Brad Kerstetter

"Can I ask for directions *now*?" — Adrianna B Cincoski
 "New evidence! Early ancestor of the automobile photographed crawling from the water on its little keels." — B Daker

"This is not what I meant when I said let's spend a day at the beach." — Robertta Edwards

"Travelift? We don't need no stinkin' Travelift!" — Jeff Phillips

"When you called and said you were at the sand bar, I thought you had just gone for a beer." — John Lewis

"Found where to set that keel offset on the depthsounder. What's it reading now?" — Michael Scipione

"Don't be the guys too early at the start for ice sailing." — Roderick Bauer

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Sterling Hayden, *Wanderer*

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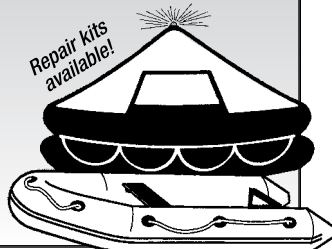
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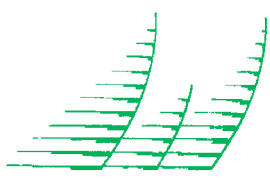
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LOOSE LIPS

"So, you're a sailor?" he asked me, a little perplexed.

I hadn't heard this inquiry, nor seen this look, in a long time. I was waiting for my drink at the crowded bar when, randomly, he asked about my bright-blue and neon-green foul-weather jacket with the high fleece-lined collar and the reflective strips on the shoulder. My jacket was caked in salt.

I just sailed here on my boat, I told him. By myself, I added without thinking. It was my longest-ever singlehanded sail, from Vallejo to Aquatic Park, and it had been intense. My hair was frizzy and windblown around my shoulders. I could feel my cheeks glowing red. I saw myself in the mirror, a typical sailor girl. I felt the sting of sunburn on my nose, the saltiness on my lips. I was beaming, triumphant.

He responded with his "So, you're a sailor," and his face twisted into that strangely bemused expression. Some of my non-sailing friends used to look at me the same way when I told them about my newfound passion. I could see them trying to conceptualize in real time what "a sailor" might be. They always seemed to struggle to reconcile whatever image was in their heads — someone who sipped martinis at yacht clubs; someone who worked on commercial ships — and who I was. It was so strange how something so important and familiar to me could be so foreign to so many of my friends who lived so close to the water their entire lives. I don't surf or rock climb or ski or scuba dive or whitewater raft, but it's not that hard for me to understand that people do those things, and that those things are part of their lives. A few acquaintances even asked me, a little indignantly, *why* I sailed.

I could see this man at the bar doing it, too, trying to think of the next question to ask. He was cute and not unfriendly, but I braced for him to try and figure out what to say to me, this strange being. This sailor. To my surprise, and despite my mood, I was prepared to be annoyed.

"You sailed here? By yourself? What was that like?"

His expression changed from confusion to genuine curiosity. He was sweet, actually. He asked the right question. He didn't ask about yacht clubs. Yes, I thought to myself, I just sailed here. From Vallejo. By myself. In my Cal 20. Riding the ebb and arriving under the City just after the sun set. What was it like? San Pablo Bay was surprisingly more upwind and more work and *way* more rough than I thought it would be. By the time I got to the Richmond Bridge, I was exhausted, and I thought the wind would peter out as it got late. But the opposite happened. It built to a solid 25 to 30 and I had to lower the big jib and put up the number 2. But then the boat rode like a dream, and as I sat at the helm, smiling and awash with a second wind, I watched the bow split waves and send freezing-cold spray flying for a split second straight up, before it was flattened sideways by the wind over the foredeck. Backlit by the setting sun, the spray glowed orange and red, like embers fluttering in the wind. (If I ever had to explain *why* to someone, it would be *that*. To see those kinds of moments.) It was almost completely dark when I came in under Aquatic Park pier, my eyes glued to the water for swimmers. I had my motor down and ready, but I had plenty of water to head up, lower sail, untie the anchor and throw it. Once settled I cracked a beer, and soaked in the view I had been dreaming about — the flickering lights of the city on the water. Then I inflated the dinghy, threw it into the water, paddled to the beach, and came here, to the Buena Vista, for an Irish coffee to go, which the bartender finally handed me.

"What was it like?"

It was just sailing, I answered, and walked out the door.

— anonymous

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sail gp coming to san francisco

As good as they've gotten, you can only get just so much enjoyment from viewing cat videos. No, not *those* cat videos. We're talking about watching top athletes ripping around the race course on cats that fly *above* the water on foils. There's nothing like the real thing, baby. That's why we're looking forward to the new F50 catamarans coming to San Francisco Bay on May 4-5 to do their thing, which, reportedly, includes foiling at up to 50 knots!

Unlike Oracle's America's Cup team in 2013, the American team is actually composed entirely of Americans, including two young sailors from Southern California. We caught up with them via Skype on March 21. Riley Gibbs, 22, of Long Beach, was in Mallorca training with his new sailing partner Anna Weis on the Nacra 17 for the 50th Trofeo Princesa Sofia regatta, which starts on April 1. Hans Henken, 26, of Coronado, was flying out to Mallorca the next day to get in some prep time on the 49er skiff. Both are Olympic hopefuls.

Henken was chosen for the US team after skipper Rome Kirby asked him to come to a two-week-long camp held in Newport, RI, last August. "It was a very rigorous tryout: physical fitness testing and sailing on the foiling AC45s. It was a blast."

The team spent about three weeks in New Zealand sea-trialing before moving to Sydney for the first regatta of the season on February 16-17. They were able to test drive all the systems and learn their roles and positions. "Our sea trial experience in New Zealand was just one boat. It was a matter of us figuring out the boat by ourselves and going through the paces, slowly but surely ramping up the speed. Before the Sydney event there was plenty of testing to be had against the other boats on the water, and that was a big learning curve for us," said Hans.

"The foiling catamarans aren't like any other boat I've sailed before. It's amazing the speeds they get up to. The boats I sail are pretty small. The 49er is only about 15 feet long. So jumping on a 50-ft boat is a very different dynamic, and having a big crew of five guys all sailing the boat makes it a lot more fun."

Hans is very new to being involved in such a high-profile event as the Sydney regatta. "It was a great time, having the media around and showcasing sailing as a sport. Sydney was a great place to have the first event for Sail GP. The harbor there is so into sailing, with such an awesome fan base."

He grew up in San Diego. "I would do a ton of driving up to San Francisco for training in the summertime, and I love the Bay up there. It's a fantastic venue and will be an awesome place to sail these boats."

Hans went to Stanford, joined the sailing team in 2011, graduated in 2015, then completed his master's there as well. "Sailing is a big part of my identity, so for sure it was a reason to go to a college that had a sailing team, but my primary reason for going to Stanford was they had an awesome engineering program. I majored in aeronautical and astronautical engineering, and Stanford had one of the best. Being able to sail was the icing on the cake." The F50 appeals to the engineer in him.

Comparing the F50 to the Nacra 17, Riley Gibbs said, "Everything is so much more powered-up and loaded, with a lot more risk management you have to take into account as far as the rest of the people you're sailing with. At such a high level in the sport, we're pushing the boats really hard, and we're pushing ourselves really hard. With such long hours on the water, we're pushing our physical and mental limits, so we try to keep the sessions not too long so that we don't cause any major damage. You definitely notice it at the end of the day when you start slowing down mentally and physically. There have been some errors made, but nothing catastrophic."

Riley's previous experience in Sydney was racing Aussie 18s. "Sailing the 50, the harbor's never felt so small." He was the 2016 North American 505 champion and won silver at the 2014 29er Worlds. He's

continued on outside column of next sightings page

see latitudians

The *Latitude 38* crew is looking forward to welcoming readers to the Pacific Sail & Power Boat Show on April 4-7. Our booth will be the same as last year, #C-1, in Richmond's Craneway Pavilion.

Stop by our booth to sign up for the Nautical Scavenger Hunt. Your mission will be to seek out merchandise and prizes donated by exhibitors. You could win a Day on the Bay for you and your friends aboard a Beneteau sailboat courtesy of Passage Nautical.

While you're at our booth, buy raffle

INSETS: MATT KNIGHTON / SAIL GP



Left to right: US Sail GP tactician Taylor Canfield and crew Hans Henken and Riley Gibbs.



US SailGP Team Roster

Rome Kirby, Skipper/Helmsman
Riley Gibbs, Wing Trimmer
Taylor Canfield, Flight Controller/Tactician
Dan Morris, Grinder
Mac Agnese, Grinder
Hans Henken, Reserve (Flight Controller/Grinder)

at the boat show

tickets to win the original Jim DeWitt painting featured on the cover of this very issue, a \$3,500 value. The funds collected from the raffle will benefit Bay Area youth sailing programs.

Then enter to win free tickets to the May 4-5 Sail GP event in San Francisco, where you'll witness racing on foiling F50 catamarans capable of 50 knots. The six teams include one from the USA with crew onboard from California. The grand prize is a weekend pass for the Cruise Premier

continued in middle column of next sightings page

sail gp coming to sf — continued

done quite a lot of kite-foiling on San Francisco Bay, including at St. Francis YC's Thursday night races and other events — and even a Delta Ditch Run. "I love it up there. The elements really push you to your limits. For an adrenaline junkie, it's a great spot to really test your skills. Sailing under the Golden Gate in 25-30 knots is pretty impressive and makes you feel small."

In San Francisco, Sail GP will offer a Race Village, a Grandstand, and spectator boats. To learn more or to purchase tickets for a front-row experience, see <https://sailgp.com/races/san-francisco>.

Can't be on San Francisco Bay May 4-5 (bummer) or want to catch up on the (foiling F50) cat videos you've missed so far? You can download the Sail GP app for free from the iTunes store.

— chris

The US Sail GP Team, skippered by Rome Kirby, foiling with the Japanese and Australian teams in front of the Sydney Harbour Bridge on the final day of practice before the first regatta in February.



SIGHTINGS

round and round randall goes

"Two roundings of Cape Horn in one voyage," Randall Reeves wrote on his blog. "Has that been done before? I don't know."

Reeves completed his 15,000-mile circumnavigation of the Southern Ocean and the Roaring 40s onboard *Moli* in 110 days, which, as he mentioned, included two passes by Cape Horn. He has closed an important and especially grueling loop in the Figure 8 Voyage 2.0. Now, all Reeves has to do is sail up the east coast of the Americas, through the Northwest Passage, and back to San Francisco.

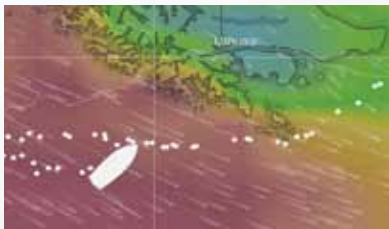
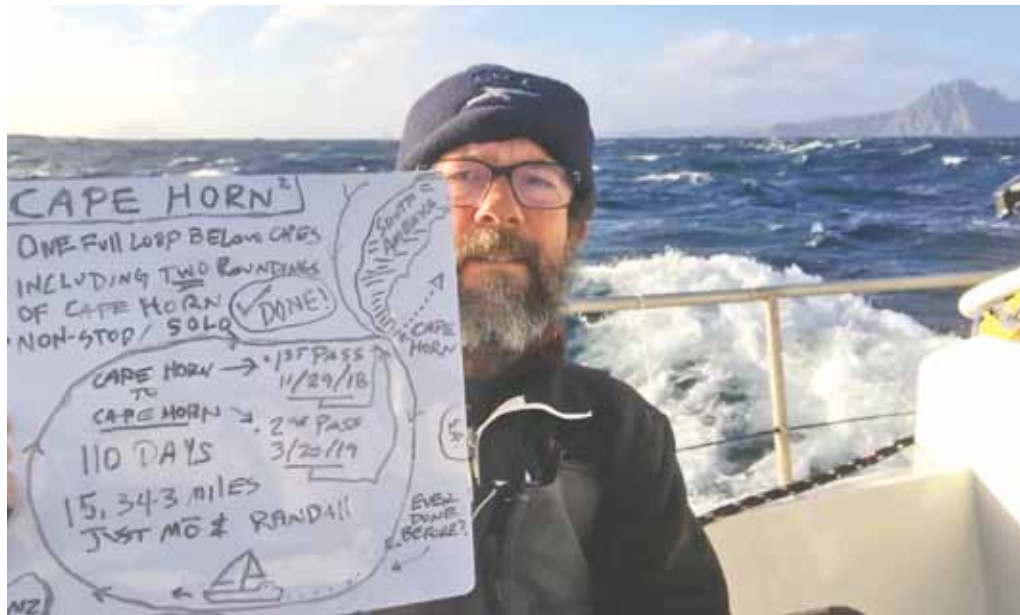
Reeves' crossing from the South Cape in New Zealand back to the Horn was marked by variable weather. He was becalmed many times, endured several "flash lows," and often struggled with inaccurate weather forecasts. "For three days, the forecast told of a Force 7 southerly that never developed," Reeves wrote a few weeks ago. "Each day our position crossed a great stream of red feathers on the weather map, but our wind, the wind we were sailing, remained fickle and mostly light."

boat show

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Wear your *Latitude 38* hat or shirt to the show to get a \$5 discount on any new logowear item for sale in our booth.

On Thursday at 2:15 p.m. and Friday at 10:30 a.m. Delta Doo Dah co-founder and *Latitude* editor Christine Weaver will assist *Cruising Notes* author Pat McIntosh in leading a seminar titled How to Expand Your Sailing & Cruising Options. These seminars are free with your boat show admission. You'll find them on the second floor of the Craneway.



Clockwise from bottom: We can't imagine the satisfaction of rounding Cape Horn. But imagine rounding it twice in one go. Inset: It wouldn't be a Cape Horn rounding without 40 knots; 'Moli' has been trucking around the world for over a year with precious few stops in between; Randall Reeves and his dry-erase board have been popping up like a garden gnome at various latitudes on the high seas; sunsets were a rare commodity for Reeves in the Southern Ocean.

— continued

Did you know that Ford used to assemble cars in this historic building? That's why the restaurant is called Assemble. Like last year, Assemble will provide the venue for the TGIF mixer on Friday, April 5, at 6 p.m., co-hosted by Twin Rivers Marine Insurance and *Latitude 38*. You'll get in for free with your boat show ticket — and your first beer or glass of wine will be on us. Food trucks will be on hand as well.

To learn much more about the boat show, look at the shiny paper in the middle of this magazine. For the latest updates, go to www.pacificboatshow.com.

— chris



PHOTOS COURTESY RANDALL REEVES / FIGURE 8 VOYAGE

you stir me right round — continued

Reeves expressed trepidation as he reapproached the tip of South America. "It's March, *March!* I remember distinctly doing the around-the-bottom math just after *Mo's* first Cape Horn rounding [on November 29, 2018]. Then March seemed a likely second-approach month — but an impossibly remote future. Now it is the future. Makes me shiver to think it. No mistakes now, please. No major gear failures. Don't push too hard. Give up on your precious daily average figures. Just focus on getting around. Keep the boat fit for getting around. That's all that counts."

Those daily mileage averages fluctuated wildly in the unstable conditions as Reeves struggled to find a rhythm. In a post titled "Kingdom of Cloud," Reeves wrote, "Occasionally, a pocket opens to reveal a complex network of towering cumulus and cirrus covering the heavens, but mainly we are under this low, variegated deck. There is a small sea running from the northwest that becomes increasingly steeper. And above all, there is an odd, cathedralesque quiet that carries with it a sense of pent-up power and imminence. The feeling is of sailing into a world beyond the pale; possibly the gods live here."

Reeves had originally been shooting for the deepwater Islas Diego Ramirez, but, at the last second and despite his better judgment, made a beeline for the Horn. "The high winds of 35 forecast for tonight are only due to last a few hours, and currently the sea running is not all that large. A north-about saves us as much as 50 miles and gives the opportunity to see the Horn one last time. There is risk, but the reward is an ample one. At least it seems that way at the moment."

On the day of his rounding, Reeves had been glued to the barometer, which began its perilous plunge around midnight. At dawn, Reeves said there wasn't, at first, a significant change in the conditions, "But as daylight comes on, the wind-driven seas of 8 to 10 feet start to stack up and double in size. Their blue-black faces become sheer and their crests heavy and crashing in on themselves with an explosiveness I've never seen. *Mo* is being thrown. Frequently now she surfs with a roar. Twice before 8 a.m., she is laid over and scoops a cockpit full of water. Whatever the circumstance, however, she recovers, and we race on.

"It was a *very* bad idea to come north of Diego Ramirez in the wind we had," Reeves wrote in an email to *Latitude*.

"On we rush in these mad seas, but the day has become fine and bright. And then, just after 3 p.m., the Cape hoves into view, two points off port, awash in sunlight. Even at a distance, I can see the breakers throwing themselves at her feet. Gray, hulking rock not so much barren as raw, jagged and torn from eons of facing the worst, and when the sky clears, always the sea remains and the Cape remains. It has been 110 days since we last saw this rock, looping around with the express purpose of seeing it again. In that time *Mo* has sailed more than 15,000 non-stop miles in the Roaring 40s. What should I feel? Proud of the accomplishment? Humbled by the privilege of exploring so long these byways of wildness? Lucky to have survived with boat and self intact?

"Yes, all that, but not now. Now I only feel the relaxation of fatigue, of relief and release. After two tries this circuit is closed."

We would be remiss if we did not remind you that Reeves made his first Figure 8 attempt starting in fall 2017. Adding up all of his legs since then, the San Francisco native has pretty much been at sea for a year, and, in terms of sheer miles traveled, has already been around the world twice.

But Randall Reeves is just getting started.

Reeves' wife, Joanna Bloor, told us, "I'm thrilled to know he's heading north. I tend to live most of my time in complete and utter denial. I find it helpful so I don't worry about things all day every day."

We wish Reeves a safe passage north. In case you didn't know, you can follow Randall Reeves at www.figure8voyage.com.

— tim

a roaring good time

The *Latitude* Crew List Party. From a distance, it sounds like a freight train. Seriously. What do herds and flocks and pods and gaggles of sailors packed into the top floor of Golden Gate Yacht Club sound like? Well, it's loud. And it sounds like a lotta fun.

Hawkeye King was there. We've seen Hawkeye, a senior software engineer at Saildrone, at the last few Spring Crew List Parties. "I've been racing on the Bay since my pop first bought a boat in Berkeley in the '80s," he said. Hawkeye did some small-boat sailing in the Seattle area, and taught sailing classes through his tenure as a graduate student at the University of Washington. "I love the *L38* crew parties for two reasons that revolve around the tightly knit SF Bay sailing community. First, I'm guaranteed to see a lot of friends there, find out who's sailing with whom, and what's the crew status of a lot of boats on the Bay. Also, I get to meet a lot of sailors who aren't yet on a boat or aren't really tied into the scene, but who are interested and want to get out on the water. It tends to be a lively and interactive group, and I get to meet some fun folks."

Hawkeye recently bought an Olson 30 that he's been slowly refurbishing. We wish you good luck with that, dude.

Kira Maxiner was there. "I just love the Crew Party," she said. "I wanted to see who was there and who was looking for crew — and I wanted to connect with my sailing friends." Kira's love and passion for sailing started at a 2014 Crew Party, when she got a spot on a J/88, which was a fortuitous ride. She's gone on to get her captain's license, and currently teaches at Modern Sailing.

Kira will also be part of a seminar at the boat show, "Giving Women the Tools They Need to Get Out on the Water" along with co-speakers Nicole Ortiz and Darcy Shea. "We want to build women up, and want people to know that they're not alone in wanting to be on the water." Kira encouraged everyone to use the Crew Party as a way to tap into the sailing community. "I want more people to be included in any capacity. There's just so many opportunities."

Benjamin Shaw was there. A lifelong sailor, Ben has captained and crewed on boats in the South Pacific, the Caribbean, the Mediterranean and the Pacific Northwest. "But I grew up on the East Coast, and the majority of my sailing has been done on the magnificent Chesapeake Bay," Ben said. "When I moved to San Francisco in 2012, I was excited to explore a whole new, very different Bay. A journalist by trade, Shaw worked as a reporter on Capitol Hill and as a radio and TV producer at National Geographic. Shaw recently started the Podcast *Out The Gate Sailing*, where's he's interviewed a few local legends, including Jonathan Buser, Heather Richard and Randall Reeves (with whom he spoke via sat phone a few weeks ago).

"So when I wanted to learn more about sailing and the sailing community in San Francisco, starting the podcast seemed like the perfect way to pair my passions for storytelling and sailing. It's really an excuse to connect with and learn from interesting people in the Bay Area while sharing some great sea stories."

It was Ben's first-ever Crew Party. "The event didn't disappoint. The San Francisco sailing community — especially *Latitude 38* — has been very welcoming."

Leonie Derarnus and Wolfgang Stoeffl were there. Both members of GGYC, and both originally from Germany, the couple met at a Crew Party six years ago, and have since become a thing. We have rarely met two people so happy to be in each other's company. These kinds of Crew List Party stories are not unheard of. Husbands and wives have met, and generations of new sailors have been spawned. We're not guaranteeing anything here, people — we're not Tinder or Match.com. But if you're looking for like-minded spirits, it's not a bad gig.

There were dozens of people, in total, whom we met, cheers-ed and happily chatted with. One couple — their names, despite being splashed across a giant name tag, now escape us — were at one of their

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a sailing matriarch

For most Americans, March 17 marks St. Patrick's Day. For the legions of family, friends, fellow crew, protégés, competitors and former co-workers and customers (she was a sailmaker), March 17, 2019, marked Jocelyn Nash's 90th circumnavigation of the sun.

Four generations of Jocelyn's family threw her a big shindig at Richmond Yacht Club on that blissfully sunny Sunday afternoon. After guests gorged themselves on champagne and hors d'oeuvres, Life on Water filmmaker Oleg Harencar showed a trailer for his latest movie, *Sailing Set Her Free*. The profile



ALL PHOTOS LATITUDE / CREW

looks at 90

points out how Mrs. Nash opened up new waters for women in yacht racing.

The tales told in the trailer and by speakers at the party clued us into the obstacles she overcame on her way to becoming a great sailor. (She wanted to be a skipper, but you have to belong to a yacht club to sign up for races, but she couldn't join a yacht club because only men could join yacht clubs . . . While racing, the glamorous gal wore a shower cap to protect her hairdo and bright red lipstick so that everyone would know she was female.)

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roaring — continued

first Crew Parties. He was a tech guy who worked with social media; she was . . . a teacher, if memory serves (which it might not, given that it was later in the night and that our drinks were free. Thanks, boss!) What struck us most about the gentleman in particular was how much he wanted to do a Baja Ha-Ha. We don't want to overstate it, but he said he's been thinking about it for years. It seemed to represent a pinnacle, a dream, the idea of hopping onboard somebody's boat and heading south, south.

That, more than anything, is what we want the Crew Party to be — the chance to realize a dream, an opportunity to meet people, mingle and open doors. But no pressure. You don't have to make good on your passions or meet your partner for life. Just be there, and let the community do the rest. We look forward to seeing you for the Fall Crew Party in September. Please stay tuned for details.

— tim



We can only identify three people from the glorious melee that was the Spring Crew Party. Top left: Wolfgang Stoeffl and Leonie Derarnus, quite possibly the cutest couple we've ever met. Bottom right: Steadfast and stoic 'Latitude' employee Crissy Fields.



SIGHTINGS

teaser: a trip to an icy desert

Ever since I started sailing seven years ago, the majority of my vacations have become centered around boats. Even though I am typically leaving my own boat to join another, my friends and coworkers alike still ask if I am sailing *to* my vacation destination, which is usually several thousand miles away. My answer is generally along the lines of, "If I could sail there, I wouldn't be here!" Most landlubbers don't realize how slow sailing is. Sadly, a week off work certainly isn't enough time for anything other than daysails.

I've never taken sailing lessons, or been onboard a boat with professional sailors. I found that I wanted to get out of my comfort zone. A passage to Antarctica, I thought, would be the perfect opportunity for a new, thrilling experience. Beyond the curiosity of what it would

continued on outside column of next sightings page

a sailing matriarch

Friends and fellow RYC members are trying to raise enough funds to allow Oleg to complete the film. To help out with a tax-deductible contribution, write a check to Richmond Yacht Club Foundation, with "Jocelyn Nash Film" in the memo line. Mail it to 351 Brickyard Cove Road, Richmond, CA 94801 or drop it off at the RYC office.

Go to www.lifeonthewater.us/jocelyn-nash if you prefer to donate online (not tax-deductible) and to watch the trailer.

We previously profiled Jocelyn and

'Pelagic Australis' tucked into a little cove in the depths of the Antarctic continent.



— continued

her many accomplishments in *Sightings* in the July, 2016, issue of *Latitude 38*.

Happy birthday, Jocelyn!
— chris

Mrs. Nash, deep in leis, at the finish of the 1957 Transpac.



COURTESY JOCELYN NASH

icy desert teaser — continued

be like to visit a land so completely desolate. I also wanted to see how I could improve as a sailor — from heavy-weather sailing to route planning, to what safety gear and procedures were onboard, and dealing with not-so-cruiser-friendly anchorages. The logistics seemed fascinating to me, and I was curious how professionals dealt with the unpredictability of it all.



Rachel Belle, somewhere in the deep, deep south.

The desire to see Antarctica stemmed from a childhood curiosity. In grade school, I found myself eager to learn about all the continents with little kids like me living on them. All of them except Antarctica, because apparently nobody could live there — it was too cold. But this icy desert only piqued my interest. After years of traveling, I realized I only had two more continents to visit before I would have seen all seven. This became more of a goal than I realized.

I received numerous recommendations for Skip Novak's boat *Pelagic Australis*. A vessel built specifically for several annual Antarctic voyages was, I decided, going to provide the most comfortable, safe and reliable trip. For those of you that don't know, Chicagoan Skip Novak is a legendary sailor with four Whitbread Round the World Races under his belt. He's also an author and expert in heavy-weather sailing. I'd been watching YouTube videos about his charters and sailing tactics. Even though Novak wasn't onboard for my trip, just sailing on *Pelagic Australis* was a privilege.

The trip to the bottom of the world was 23 days total. The night before departing, the crew asked us what we were looking forward to experiencing on the voyage. Many people wanted to see Cape Horn and icebergs. One passenger wanted to swim at Deception Island. Me? I wanted to see penguins.

The experience levels of the passengers was mixed. A few people were boat owners, while some people had never been sailing before. I found it exciting just to anticipate what was ahead.

We completed a 562-mile journey from Chile to the Antarctic Peninsula in exactly three days. The voyage, especially on the way there, was surprisingly pleasant. We even did some respectable sailing and had perfect conditions as our first set of minke whales crossed the bow in the mid-day sun. It wasn't all smooth sailing though, which, of course, kept things exciting.

— rachel belle

Readers — In the next few months, Rachel Belle will go into detail about her trip to Antarctica aboard Pelagic Australis in a special edition of World of Chartering.



PHOTOS COURTESY RACHEL BELLE

SIGHTINGS

'vega' in dire straits

"People will die out there because we're not able to deliver medicines," says Shane Grainger, skipper of the 127-year-old North Sea cargo sailing vessel *Vega*, marooned here in a boatyard in southern Thailand.

Grainger and I are drinking coffee in his apartment across the street from Phithak Shipyard in Satun, Thailand, surrounded by the few things salvaged after the 60-ft, 36-ton *Vega* was dropped during what should have been a routine haulout.



Meggi Macoun and Shane Grainger.

Grainger says the carriage wheels collapsed when the lift was run off the yard's railway at low water; *Vega* dropped first on her port side. The Norwegian-built cargo vessel was righted by a huge crane, only to be dropped again on her starboard side. The rising tide did the rest, flooding the interior and ruining the cargo and everything Shane and his partner Meggi own. They're sorting things out piece by piece in the hot sun, inventorying the damage and making repairs.

Shane, who grew up in Florida in a family boatyard, and his partner Meggi Macoun, a German, met while working for the World Health Organization in Africa. Back in the early 2000s, they decided they'd had enough of large organizations and should try to make the world a better place on their own. They bought *Vega* in 2001 in the Canary Islands, where she'd sat out of the water for five years and was in dire need of repairs. They were on their way to Thailand to do boat work when the 2004 tsunami in Indonesia made *Vega's* ability to carry cargo a satori moment.

In the years since then, Shane and Meggi estimate they've delivered more than 300 tons of medicines, educational supplies and technology, along with training by Indonesian medical professionals who join them for the journey to remote islands like Nila in the Banda Sea, where *Vega* is the only vessel to visit from the outside world all year long.

None of the islands would be considered well-off economically, but their cultures are rich and complex in tradition.

With their work and subsequent disillusionment with NGOs, Shane says he and Meggi make a concerted effort to deliver their aid in a way that causes the least disruption to the cultural values of the islands they visit. "One of the reasons *Vega* is so successful is we don't create culture shock. It's like an old-style trading boat the islanders are used to," Shane said. "It also gives us a chance to do some wonderful sailing, keep an old ship alive, and keep us alive!"

Shane and Meggi tailor their approach to the needs of the island. For example, in locales where Wi-Fi networks exist, they deliver iPads or notebook computers, setting up regional centers for students to take exams required for advanced educational placement. But in outlying islands where no such technology exists, they deliver traditional supplies like backpacks, pencils and books — always conferring with locals about their particular need.

"We ask people, 'What do you need to do your job?' and we provide that. Midwives, for example, can better deal with birthing complications because they have training and medical supplies. Teachers can do a better job because they have teaching aids."

We've finished our coffee (a rare Arabica blend growing wild on East Timor for which they bartered) and each ramble back to our projects. Mine is a modern foam-core catamaran. Shane saw to *Vega*, her planks exposed and new ribs about a foot square in diameter being cut from logs with chainsaws and fit by local carpenters. "Bottom line: If we're going to get back out there," he says, "we're going to need some help."

You can find their Facebook page by searching for "Historical Vessel

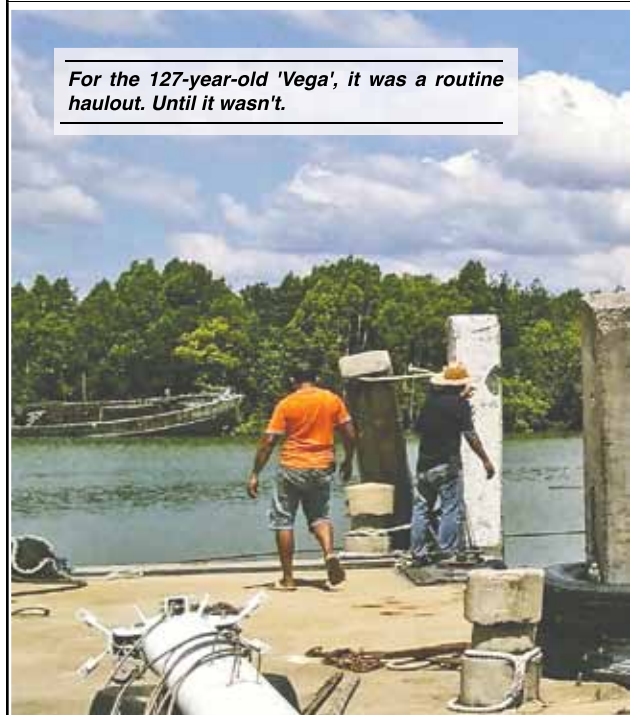
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delta doo dah

Shortly after this April issue hits the docks, we'll be opening registration for the 11th annual Delta Doo Dah cruising rally. We hope that many of our readers will sign up and take advantage of the watery wonderland that makes up San Francisco Bay's big backyard. And why not? It's free to enter. After that you'll control when and where you go. No matter what your budget or bracket of time there's a Delta itinerary for you.

If you need help getting started, and even if you don't, we encourage you to

For the 127-year-old 'Vega', it was a routine haulout. Until it wasn't.



PHOTOS COURTESY HISTORICAL VESSEL VEGA

turns it up to 11

come to our Delta Seminar & Kickoff Party on Saturday, May 18. Richmond Yacht Club will host from 6 to 9 p.m. In addition to the sharing of knowledge, we'll give away door prizes, sell logowear and fleet burgees, and get to know our fellow fleet members.

On June 1, many Delta Doo Dah sailors will join the Delta Ditch Run from Richmond to Stockton Sailing Club. The DDR has always been a race, but we've joined forces with them to help grow the

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'vega' — continued

Vega." With 132,000 followers, video views often surpass one million each week. Shane posts some amazing photos of classic boats there as well. Their website is www.sailvega.com, where there's also a link for donations.

— tom van dyke

Readers — It's been seven years since Tom left Santa Cruz Harbor in his Searunner 31 trimaran En Pointe (a January, 2015, Latitude cover girl) to join the 2012 Baja Ha-Ha and realized a lifetime goal of sailing away. He's currently in Thailand refitting Umineko, hull #1 of the St. Francis 44 series, "The eighth boat I've owned since getting hooked on sailing in San Francisco Bay way back when Latitude 38 was only a few years old."



SIGHTINGS

short sightings

The Stanford Sailing Scandal — In mid-March, John Vandemoer, who'd been Stanford's head sailing coach for over 11 years, pled guilty to conspiracy to commit racketeering in the largest case of college admissions fraud in US history, where wealthy parents were paying bribes to test proctors to inflate SAT scores, or to coaches to admit unqualified students to athletic teams.

According to the *Stanford Daily*, Vandemoer, 41, accepted bribes in exchange for recruiting two students to Stanford's sailing team, even though they had no competitive racing experience. Vandemoer reportedly accepted \$770,000 in payments to Stanford's sailing program as part of the scheme, which included a previously undisclosed \$500,000, according to reporting by *Scuttlebutt*. Vandemoer was fired from Stanford the same day he pled guilty, and sentenced to 18

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delta doo dah

Cruising Division. Not sure where to go or how long to take? How about 67 miles to Stockton in one day?!

Just as this issue was going to press, Eric Chiu, the harbormaster at Delta Bay Marina in Isleton, reached out to us to sign on as sponsor. We've added a party there, with a wine tasting and food pairing, on July 13 to our official itinerary.

Our old friends at Owl Harbor in Isleton are turning it up this year. The Stockons are celebrating their 10-year anniversary as owners of this bucolic, sailboat-friendly marina. They've invited

Can you feel the seasons changing? Glassy days, like this one on San Pablo Bay off China Camp, will soon be replaced with summer sea breezes. Like all changes in the season, we are, at once, sad to see the old go, and excited for the new.



— continued

us to join for the celebrations on the weekend of August 16-18.

For the second year in row, Bay View Boat Club will welcome a limited number of Doo Dah boats to join them on August 17 for their BBQ dinner and dance party on Bradford Island, not far from Isleton on the San Joaquin River.

We'll have details about all of the above and more in the near future. In the meantime, you'll find much more info and the online registration (planned for noon on April 2) at www.deltadoodah.com.

— chris



LATITUDE / TIM

short sightings — continued

months in prison. Clinton Hayes, an assistant coach for nine years, was named interim head coach.

Just a few pages ago, we told you about Hans Henken, who's part of the American Sail GP team, an Olympic hopeful in the 49er class, and a Stanford sailing team alumnus. Henken commented on his experience at Stanford. "I had an awesome time being part of the sailing team. Any kind of team is more than just one particular person. Even though John [Vandemoer] was our coach, the team's identity was created by the people around and by the sailors on the team. It's unfortunate what's happened, but the team will be stronger for it. They all band together and trust each other's judgment and hold each other in high regard. Moving forward I think everything will be fine."

Support Dredging in San Rafael — Over the last three months, representatives from the City of San Rafael have been traveling the country advocating for dredging in Marin's largest city. The San Rafael Channel, a federally designated waterway, has not been fully dredged since 2002. And local businesses are asking for your help.

"I am pleased to report that through the combined efforts of the San Rafael Channel Association and the City of San Rafael, the Channel [or Creek] has become a recognized project on the Army Corps of Engineers' radar," wrote Nadine Urciuoli of Helmut's Marine Service. "Two presidentially declared disasters in winter 2017 and 2019 (2019 declaration pending) for severe winter storms, flooding and mudslides drove significant volumes of sediment from the surrounding hillsides into the Creek, further shoaling the channel and rendering large portions of the Creek non-navigable in low tide. The deferred maintenance dredging coupled with these storms have created an urgent need for dredging of the San Rafael Channel." Urciuoli went on to say that there are 134 businesses within 400 feet of the Creek which grossed \$191 million in taxable sales in 2017.

Seven pump stations, which pump storm water directly into the Creek, protect Marin County's most heavily populated FEMA flood zone. Local authorities say dredging is critical to keeping these areas safe. In addition, three police and fire rescue boats are stationed along the waterway, which "formerly allowed firefighters access to water to fight hillside fires," Urciuoli said. "However, due to the sediment buildup in the Channel, it can no longer be used, increasing critical response time by more than 20 minutes."

Urciuoli is urging people to write letters in support of dredging. "We need the community to voice their concerns to have the Channel dredged." Please address the letters "To Whom It May Concern" and email them to nadine@helmutsmarine.com.

Law and Order: America's Cup Arbitration — Potential challengers for the 36th America's Cup had their day in court in mid-March to settle an arbitration issue. We're not sure if it was an actual court, or if they wear those white wigs in New Zealand, or if the lawyers were geared up in the helmets and body armor — and carrying their briefcases, of course — of the modern America's Cup.

Regardless, here's what went down, according to *Live Sail Die*: "The first arbitration process for the 36th America's Cup has come to an end, with the Arbitration Panel ruling that the Dutch Challenge is legal, and changes to the protocol around late entry fees can be made by the Challenger of Record (COR) and defender Emirates Team New Zealand (ETNZ). COR and defender almost managed to avoid a need for arbitration when they announced they'd agreed to a protocol change to assist the late entry teams in meeting the financial requirements to compete in the 36th America's Cup."

Did everyone get that? We think what they're saying is that the Dutch challenge can totally sail, and that there are gonna be lots of teams in 2021. Either way, our advice to the lawyers is: Just sail.

LAUNCHING TOMORROW'S SAILORS —

Most *Latitude* readers are extremely passionate about sailing, regardless if their time on the water is spent racing, cruising or casual day-sailing. Yet in the wider world, industry stats indicate that participation in our glorious sport is slowly declining.

Why? We'd bet it's due to a variety

of their own special world of enjoyment with sailing."

Jaimie Bartlett: "Sailing became a lifelong activity after I experienced the team aspect of racing sailboats with everyone working together for a common

being on the water daily is a reward in itself," says Brent, who has been a full-time coach at St Francis YC for eight years. He grew up racing competitively and pleasure sailing in Monterey Bay.

Lat 38: *What do kids get from sailing nowadays?*

Paul Lang: "Kids still get the same things from sailing that I did when I first learned," says Paul Lang, Instructional Coordinator of San Diego's Mission Bay Aquatic Center. "That is, feelings of freedom and independence and the joy of overcoming challenges. Kids now also get to take a break from their phones and online worlds through sailing — a hands-on activity that requires full awareness and engagement from the individual to do it well."

Paul first learned to sail in high school during a two-week junior program at Sausalito YC.

Kent Prater: "Kids these days are very bright and digitally savvy. But, so many of them are not being exposed to the rewards of outdoor activities of any kind. Many of the kids that come into our program are not from sailing families, so this is a whole new exciting and somewhat frightening world for them.

"We find, and are told by parents, that kids who embrace sailing are gaining confidence, self-esteem, indepen-

The Treasure Island Sailing Center does a fantastic job getting a diverse range of kids (as well as adults) out onto Clipper Cove.

If everyone is as stoked as this young woman, then the future of sailing is looking bright.

of societal factors, including increased time demands of work and school, obsession with digital gadgetry and lack of prioritizing time spent outdoors bonding with Mother Nature.

But here in California, a dedicated group of sail-training educators is working hard to reverse that trend by introducing both youngsters and young-at-heart adults to the magic of sailing. In February many of them compared techniques and training strategies while attending US Sailing's annual National Sailing Programs Symposium. So we used that opportunity to tap into their insights on the current state of West Coast sail training.

Lat 38: *First, we're curious to know: What was the spark that made sailing a lifelong activity for you?*

Kent Prater: "For me," says Kent Prater, volunteer director of the junior sailing program at San Diego's Silver Gate Yacht Club, "the mixture of serenity and excitement, the technical aspects of sailing, plus the camaraderie with fellow sailors are what has kept me engaged with the sport [for 46 years]."

Kent didn't learn to sail until he was 20, but today he enjoys "watching kids in our program learn to sail and find

goal," says Jaime, who owns the training organization Nautical Solutions, and is a guest coach at Encinal Yacht Club.

"I love being on the water. So, when I had the opportunity to get out there every day to coach — and get paid for it — that was another hook.

"There is no better feeling than getting paid to pursue your passion. Now, my passion for sailing has transformed into a passion for teaching, inspiring young sailors to find what will give them the lifelong passion for sailing, and encouraging boating safety for boaters of all kinds and ages."

Jaime grew up sailing and coaching in New Jersey, and later moved to CA to direct a college sailing program.

Brent Harrill: "It's incredibly rewarding watching both new and experienced sailors challenge themselves to become better sailors and people. And

ALL PHOTOS TISC EXCEPT AS NOTED



INSTRUCTORS SHARE THEIR INSIGHTS



"Yahoo! We're having some fun now!" Expose kids to the magic of sailing, and many will soon hunger for more.

dence and pride!"

Jaimie Bartlett: "Kids get many things from sailing these days: teamwork, independence, confidence, responsibility, etc. However, in today's world there is one more important thing: Sailing gives kids the opportunity to fully disconnect from electronics, social media, etc., so they can fully connect with their peers, their boat, and the natural environment."

Virginia Howard: "The benefits of sailing include self-confidence, thinking fast, problem-solving, and learning knots," says Virginia, who is director

of the Del Rey YC Junior Program. "Being able to tie down your belongings is a skill that you will use off the water too. My daughter's quote: 'No, it won't fall off the roof of my car, I've been tying down boats since I was 10!' So there are many take-aways!"

Virginia didn't learn to sail until her daughter decided she wanted to learn to sail and race. "I wasn't about to sit home on Wednesday nights or weekends, so I started racing. I learned a whole lot in a short period of time and it was fun!"

Travis Lund: "Nowadays, kids all get the added confidence-building, decision-making, communication and team-building skills that sailing has always provided," says Travis Lund, Executive Director of the Treasure Island Sailing Center.

"But now more than ever, sailing provides solace from the noise, chatter and constant flow of inescapable information. It provides them a platform for uninterrupted concentration while still having a fun and exhilarating experience that they will carry for a lifetime."

Lat 38: "In recent years, have sailing programs had to adapt to changes in kids?"

Paul Lang: I don't see that kids have changed all that much over the years," says Paul Lang, who is the Instructional Coordinator, of San Diego's Mission Bay Aquatic Center.

"Some programs have not changed at all in decades, while others are doing groundbreaking, innovative work. There is a growing trend of programs recognizing the ability to use sailing to accomplish loftier goals than simply learning to sail.

"The programs I like to learn about are the ones using sailing as a means to teach life skills in a fun

and engaging way; skills like responsibility, teamwork and critical thinking. These are powerful skills that we learn as sailors, but the application of these skills goes far beyond sailing. I think US Sailing has done a good job of involving programs from all over the country that are doing this well, and that is having a positive influence on all programs."

Kent Prater: "One big concept that I have taken from my exposure to NSPS over the past eight years is the evolution of 'adventure sailing' in our programs — with less focus on creating competitive sailors, and much more focus on teaching the kids to sail, have fun, be safe, enjoy the environment, make new friends, challenge themselves, and hopefully become sailors for life.

"Too many kids are burning out of youth sports programs across a broad spectrum. Our challenge is to avoid that happening in youth sailing."



It doesn't take much for kids to have the time of their lives on boats.

Travis Lund: "Kids not only have more choices available to them these days, they also have access to volumes of information in the palms of their hands. The challenge has become not only how to keep them, but also how to attract them to a sport that by most accounts is one of the most exciting activities many of us will ever do. As boats, labor, insurance and other costs have risen over the years, our sport has become out of reach for many so-called middle-class families. It has always been out of reach for low-income families.

"The dedication to proving that sailing is a sport for the masses has been a theme I have witnessed over the past



LAUNCHING TOMORROW'S SAILORS —



LATITUDE / TIM

few years. When I look back to when sailing was seen proudly as an upper-crust sport, that label has now become a shameful reminder of why our sport shows signs of decline.

"Most of us in the business today are working terribly hard to break down the barriers to water access and sailing. With the advent of 'community centers', our sport's leadership has begun to normalize the idea of financial-based scholarships and has gained support for making sailing available to the masses.

"Although this is still a financial puzzle

Offering instruction on the Oakland-Alameda Estuary, the nonprofit Alameda Community Sailing Center is a resource open to all.

In San Rafael, high schoolers can learn to sail as a physical education elective.

zle yet to be solved, we are all finding creative ways to engage underserved communities. With the help of some generous people and foundations, we are laying the groundwork to turn our sport around."

Lat 38: *Over the years have you made changes in your approach to teaching? Has the ratio of boys to girls changed?*

Paul Lang: "At Mission Bay Aquatic Center we are all about open access to the water, and we continue to strive to bring as many participants to our programming as we can. We've had a lot of

success in integrating STEM instruction into our youth programs through working closely with the US Sailing REACH initiative.

"I think many programs are afraid that adding STEM activities to their sailing instruction will water down their program, but our experience is that integrating STEM improved our program overall."

Jaimie Bartlett: "Most of the changes are coming from more advanced instructor training. The techniques and skills that we teach instructor candidates are evolving and enabling them to have more of a professional outlook on their job. They are using research-based teaching methods to allow every sailor the opportunity to learn."

Virginia Howard: "There are more boys than girls some years, but it varies year to year. We try to pair up our instructors to balance that challenge."

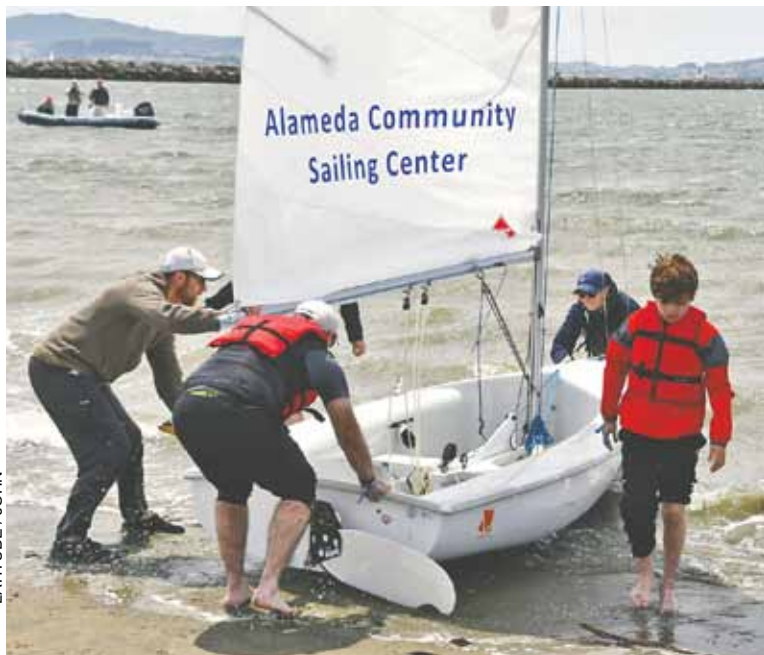
Dan Brandt: "I have been seeing a lot more girls getting into high school sailing, and sailing in general," says Dan, who is the youth sailing director at Richmond YC. "I would say in most of my programs girls outnumber boys."

Dan grew up sailing Laser 2s, moved onto 470s, then 29ers and 49ers. "I really like watching the progression of the sailors. Seeing the different rates at which they all improve."

Kent Prater: "We continue to look for creative ways to engage the kids to give them the best opportunity to become hooked on sailing. For us, that means maintaining a very low ratio of kids to instructors, and introducing the kids to a variety of boats, from the small singlehanded O'Pen Bic to the doublehanded RS Feva, and our keelboat, a Hunter 216.

"We keep their time on the water interesting, with a mix of fun drills, games and informal races."

Travis Lund: "Programs are changing to suit the needs and desires of modern children. We are working to diversify our offerings to capture those from



LATITUDE / JOHN

INSTRUCTORS SHARE THEIR INSIGHTS

different socioeconomic backgrounds and ability levels. With more programs intentionally targeted at populations who have historically not been in our sport, the culture of sailing education is evolving. We have seen a dedication to involve more women in our sport.

"Currently at Treasure Island Sailing Center we are achieving a 50/50 ratio of girls and boys. We are targeting low-income families in our outreach and trying to break down barriers to participation by looking at things like transportation issues and swimming lessons."

Lat 38: *Is it a goal of your programs to achieve gender equality and ethnic diversity?*

Kent Prater: "Ethnic diversity is, unfortunately, not great in our program and we have not been able to determine why that is."

"This year we are launching an effort to reach deeper into our community for participation. It's possible that this will broaden our ethnic diversity, but at a minimum it will increase the exposure

of our program to more families who don't realize what sailing has to offer as a youth sport.

Travis Lund: "Creating an environment where the 'masses' feel like they can access sailing will go a long way toward solving this problem. We have seen great improvement in gender equality in sailing. I think this is due to the intentional methods that have been developed to create opportunities for girls to join sailing."

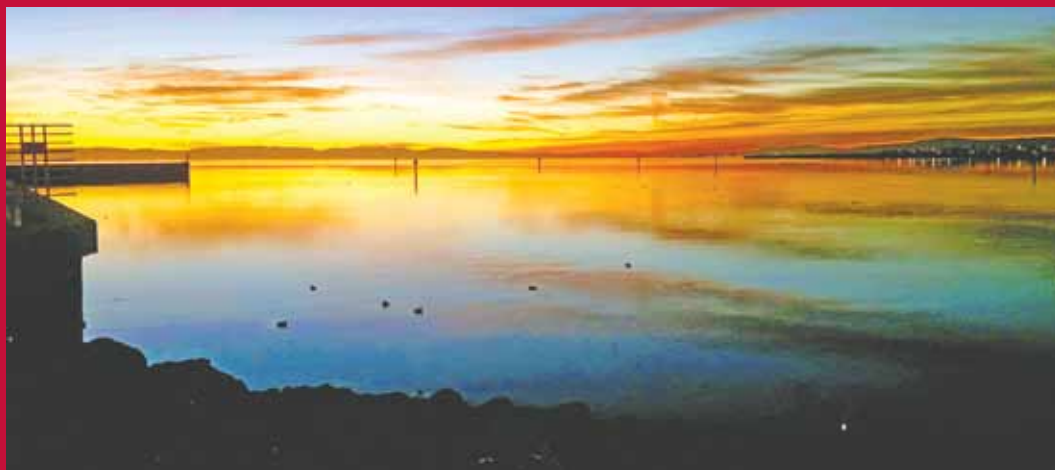
"I fear the problem here is that although we have more women in our

sport than we did, say, 20 years ago, I'm not sure that the economics have changed. We still have a lot of affluent families in the sport. Perhaps if we



California Sail Training leaders. L to R are US Sailing VP Rich Jepsen, Paul Lang of Mission Bay Aquatic Center, Brent Harrill of StFYC, Morgan Collins of Club Nautique, Sean Dougherty of Del Rey YC, Kevin Straw of Mission Bay Aquatic Center, Renee Corpuz-Lahne of Sausalito YC, Michael Scott of Encinal YC, Dan Brandt of Richmond YC, Adam Corpuz-Lahne of StFYC, Emily Zugnoni of Alameda Community Sailing Center, T. Kent Prater of Silver Gate YC and Jaimie Bartlett of Nautical Solutions. (Other presenters not pictured: Virginia Howard of Del Rey YC, Travis Lund and Laura DeFelice of Treasure Island Sailing Center, and Graham Biehl of StFYC.)

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LAUNCHING TOMORROW'S SAILORS

started with low income first we would see a rise in ethnic diversity as well.

"However, like the model for getting women into sailing, our methods must be intentional. Saying we want to be diverse isn't good enough. We must make great effort to reach these populations.

"For sailing to survive as a mainstream sport, it must begin to engage with other sports' leadership where ethnic diversity is the norm. At the top levels of our sport, studies and partnerships must be formed to identify the specific barriers that separate sailing from ethnic minorities. To look at simple things like transportation, ability to swim — or a parent's ability to swim — and providing food, may lead us to some areas we have not been thinking about.

"I've read about US Sailing partnering with skiing and hockey, and using those sports as models for coaching and participation. But in the case



LATITUDE / TIM

STEMsail is an afterschool program that gets kids talking about science while having loads of fun on the water.

of ethnic diversity, sports like basketball, baseball and football may be better partners. For instance, if I could get Steph Curry to come to TISC and teach him how to sail, and he would allow us to use that for publicity, I'm certain our percentage of African Americans would increase overnight.

"There is no silver-bullet solution to

this problem. I've been the executive director at TISC for five years and have not had one minority instructor application hit my desk. It's a problem we are resolute in solving, but one that pains us to look at."

As you can tell, these sailing educators take their responsibilities very seriously, as they should.

As to the question of how to get more kids — or adults — revved up about sailing, it's been our experience that if you can simply get newcomers out on the water a few times to experience the magic of harnessing the wind under sail, they're often hungry for more before they get back to the dock.

Sharing the pleasures of sailing is a gift that can 'keep on giving' for a lifetime. So our hats are off to this cadre of big-hearted, forward-thinking instructors out on the water.

— **latitude/andy**

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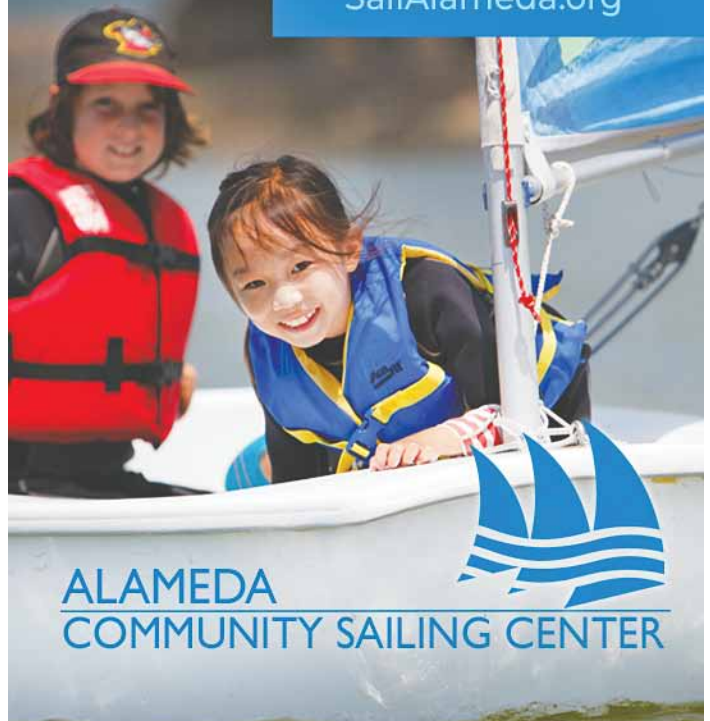


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THE IMPROBABLE

In the annals of sailboat racing, certain boats stand out — boats that shift the paradigm, change the thinking, and sometimes head the sport in a whole new direction. The schooner America, J-Class Ranger, and the yawl Dorade come readily to mind. Also on that list is the Mull 42 Improbable. One of the first yachts created expressly to excel in off-the-wind races with little regard to any handicap rule, for a few short years, Improbable turned the racing world on its ear. Many of the lightweight speedsters of today can trace their roots back the antics of the 'Red Rocket', the hard-driving skipper who conceived the boat, and the West Coast 'hippie' crew — and lone Kiwi — who sailed it.

A famous face may soon be back sailing the waters of San Francisco Bay. If all goes as planned, the Mull 42 *Improbable* could return here in time for the 50th anniversary of its 1970 launch — restored,

updated, lightened and potentially faster than ever.

The boat is currently at Jim Betts' yard in Anacortes, Washington, undergoing a refresh and refurbish by the third owner, former Bay Area rigger and round-the-world racer Bruce Schwab. These days,

Bruce runs Ocean Planet Energy Systems — a supplier and installer of high-end marine electronics headquartered in Maine. In order to work on the boat, in his 'spare time', Bruce periodically flies cross-country to Washington, works furiously on the boat for a few days to a week, then flies back to Maine and his real job.

If this seems a bit crazy, Schwab will be the first to agree. "This whole thing was taken on against everyone's better judgment," he says, "including mine." In his defense, it's not something he chose — it chose him. There are two big reasons he's decided to see it through. The first is that "This is the boat that got me into all of it," he says. "All the racing and especially the singlehanded I've done all started with *Improbable*." The second reason is that the boat's last owner — who lived aboard for most of the last 40 years — was his father, Leonard.

We should start at the beginning.

Improbable was the brainchild of Commodore Tompkins and his band of merry men — among them, Skip Allan, Dave Wahle, Robert 'Danny' Daniels, Kim Desenberg, and a young New Zealander

named Ron Holland. By the late '60s, Commodore — then in his 30s — was a force to be reckoned with in ocean racing. He had thousands of ocean racing miles on scores of boats, and an enviable track record for making them win races. (For those who might not know, sailing was in his blood from an early age. Warwick 'Commodore' Tompkins grew up aboard his father's 85-ft German pilot schooner *Wander Bird*, and made his first rounding of Cape Horn at age 4.)

In 1969, the guys had just returned to the West Coast from winning efforts in both the Southern Ocean Racing Conference (SORC), and the Jamaica Race that followed it. Commodore was bursting with energy and competitive juices. A student as well as purveyor of the craft of sailing, he read everything he could get his hands on regarding ocean racing, and had been particularly impressed by a concept in a book by British designer John Illingworth: Storm systems moved across the Atlantic west-to-east at about seven knots, and a boat that could maintain that average (rare in those days, particularly for a smaller boat) could 'ride' a favorable wind system for the entire course.

Commodore started to imagine a purpose-built dragon-slayer boat that could dominate the Jamaica and similar mostly downwind races. It all came together — as we suspect many epiphanies do — in the shower one night after a cold day on the Bay. Ron Holland, then 22, was staying at his house and Commodore, still toweling himself off, laid it out. . .

"You could build a small, narrow boat for flat-out downwind racing. Make it light and stiff — out of wood so it would be economical. Crew of six: four really good guys and two owners who could split the costs. And if you did it right, you could do it for less than most of these guys spend on a new set of sails."

Furthermore, such a boat would pay little homage to the tenets of the then-current CCA (Cruising Club of America) or the newly minted IOR (International Offshore Rule), then in its infancy. Speed, efficiency and ease of handling were the guidelines for this concept.

Commodore and the guys fleshed out



the idea. The 'dream' boat should be at least 38 feet long, have an outboard rudder, be tiller-steered — and painted bright red. The latter was homage to Dick Carter's Admiral's Cup winner *Red Rooster*, on which Commodore and Skip had crewed the previous summer.

The concept was brought to Alameda designer Gary Mull (for whom Holland was apprenticing at the time). His initial reaction was, "It can't be done." But eventually, he produced drawing for a 38-footer with a masthead rig and transom-hung rudder that he thought was good-looking and close to the concept.

"This whole thing was taken on against everyone's better judgment."

Now all they had to do was find somebody to pay for it.

"Since it was my idea, it fell on me to find an owner," recalls Commodore. He had several prospects in mind, men he had sailed with who were familiar with Commodore, his group of commandos,



BRUCE SCHWAB

Bruce Schwab is bringing a lifetime of sailing experience into the rebirth of 'Improbable'.



LATITUDE/JR

A reefed-down 'Improbable' blasts up the Solent at the '71 Admiral's Cup. By this time, the original outboard rudder had been changed to an inboard one. Inset, Skip Allan and Commodore Tompkins — who 40 years later discovered they shared the same birthday.

the SORC, sufficient time to "play", enthusiasm for all of the above — and of course enough discretionary income to make it happen.

Talks continued for weeks. No decisions were made, but no rejections, either. About once a week, Commodore would update the crew: "70/30 in favor," for example. Or "60/40 against." On a particularly slow Acapulco Race on *White Heather*, as the boat passed Cedros in the fading light, someone asked, "What's going on with our boat?"

"I spoke with (the prospective owners) before we sailed," said Commodore, "and it's improbable we will get a boat."

To which Dave Wahle, who was steering, responded, "'Improbable' is a great name. Let's call it *Improbable!*"

Eventually, Marin real estate developer Dave Allen joined the party with the necessary finances, experience and enthusiasm. The only requests he had were that the boat be made 4 feet longer, and that it be ready in time for the 1971 SORC, which started in late January.

The 'improbable project' was launched!

Improbable was built in New Zealand of cold-molded kauri. Innovations incorporated into the build included galvanized steel floors and aluminum frames around the mast. These helped spread the loads from the rig and keel, and made the hull stronger, stiffer and lighter. The boat also had titanium primary winches, cross-linked so you could power the lee-side winch from an 'ant-hill' on the windward side. The mast (which had no winches on it) was supported by flat-bar rod rigging, and part of the custom deck layout included 'sunshine' vents (basically underdeck dorades). It's

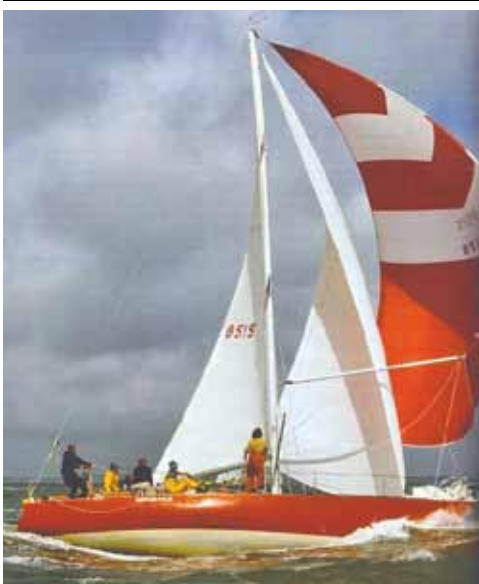
no exaggeration to say, in her size range, *Improbable* was perhaps the most all-out, no-compromises racing boat built to that time.

By the time the boat was launched in December 1970 (a little late and about 1,000 pounds heavier than anticipated), there was just enough time for a very short maiden sail, undertaken at night in the inner harbor of Auckland, with almost no wind and a jury-rigged pair of 2x4s for a tiller. Then, just before Christmas, *Improbable* was loaded onto a freighter for the trip to the US East Coast. When the ship's departure got delayed more than a week, it seemed, well, improbable that the boat would make it to Florida in time for the SORC.

With the clock ticking down, the freighter docked in Baltimore and *Improbable* was loaded onto a trailer for the final sprint to Tampa Bay. As Skip recalls, the boat finally arrived on the first day of racing, "Tipped over at 30 degrees and dragging remnants of a phone booth and power lines from the twisted bow pulpit" — the result of a shortcut the trucker had taken to avoid permits and other delays.

That meant the boat missed the first day's racing. The second event of the series was the St. Pete to Fort Lauderdale Race two days later. The boatyard and sailing crew worked furiously and around

the clock to get *Improbable* rigged and ready. The boat hit the water about two hours before its first-ever start, and, with the crew still leading lines and screwing stuff to the deck, motored over for its safety inspection.



If all goes according to plan, 'Red Rocket' might be on the Bay later this year.

The firing of the starting gun in Tampa Bay signaled both the start of the race and *Improbable's* 'shake-down' sail. Except for the brief, windless outing right after launch, the crew had never sailed the boat, and had never had the spin-

naker up. As they set about sorting the boat out and learning to sail it, expectations ran high. As

THE IMPROBABLE

Ron Holland remembers in his new book, *All the Oceans*, "It took just a couple of hours after the start for *Improbable* to answer the burning question: was she fast? As soon as we set our big red spinnaker, we had our answer as most of the fleet slid astern."

Despite this, *Improbable's* performance at the SORC was anticlimactic. Designed as a downwind flyer, the boat was unremarkable going the other way. And there was a lot of 'other way' in that series. Out of 126+ hours of sailing in that edition of the SORC, only 15 to 20 were off the wind.

That said, and even missing the first race, *Improbable* ended up 3rd in class and 12th overall out of 60 boats. There was certainly disappointment, but all in all, it wasn't too shabby for a boat that had been in the water less than a week.

Enthusiasm for *Improbable* led her crew to seek a position on that year's Admiral's Cup team (for which the SORC served as a qualifier). In the end, *Improbable* scored more points than any of the yachts selected for the three-boat American team, but the selection committee named the boat only as an alternate.

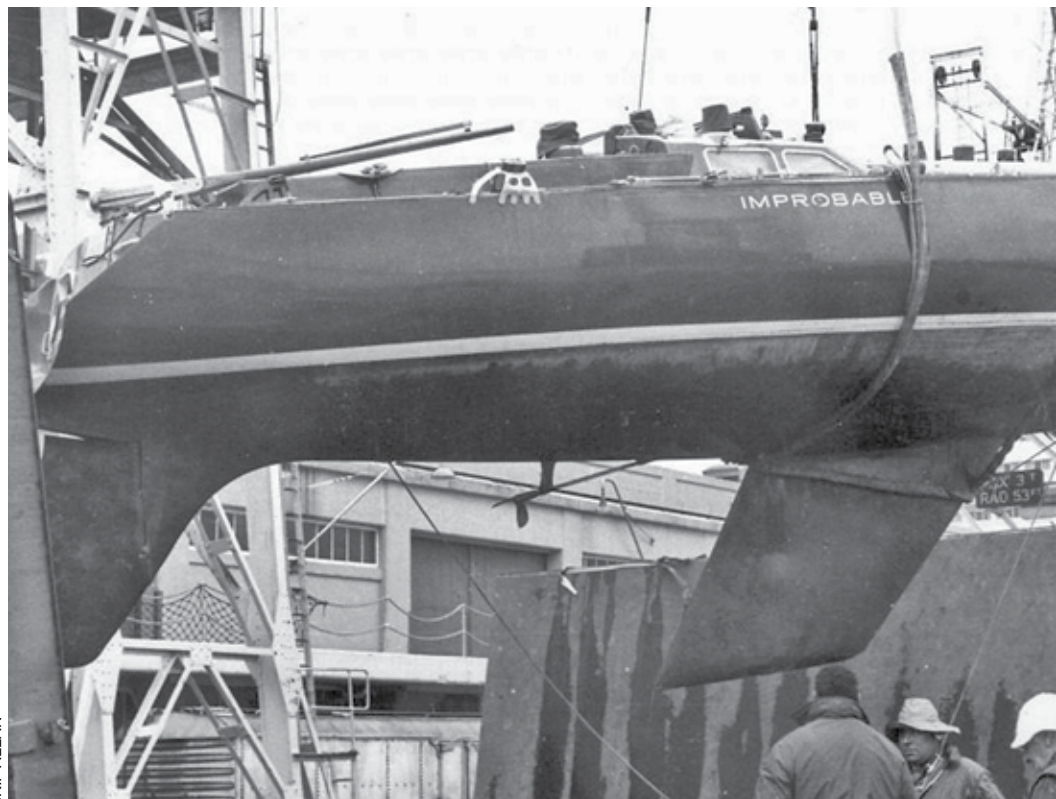
It probably didn't help that the radical new boat was from the West Coast, and had what looked like a bunch of damn hippies sailing it.

"It took just a couple of hours after the start for 'Improbable' to answer the burning question: was she fast?"

"The red hull with the stars and stripes on the rudder, our *Easy Rider* crew shirts, pony tails and other California paraphernalia did not endear us to the East Coast '71 Admiral's Cup selectors," says Skip.

Two weeks later, the debutante yacht finally got a proper coming-out party in the form of the 1971 Jamaica Race, an 800-miler from Miami to Montego Bay. Off the wind in good breeze the whole way, *Improbable* pleased even the veteran ocean-racing crew with long surfs that often pegged the speedo's 20-knot limit — unheard of performance at the time for a 42-footer. Before the race was over, the boat had earned the nickname that has stuck with it these many years: "The Red Rocket."

Improbable arrived in Jamaica fifth overall — as in, the fifth boat to finish.



SKIP ALLAN

'Improbable' in the slings. The boat's probable success inspired many designers of the time, and spawned several sisterships.

The only four boats in front were much larger, including two maxis, the 73-footers *Ondine* and the first-to-finish *Windward Passage*. *Improbable* finished only eight hours behind *Passage*, which owed them 20. The two-month-old boat won top honors going away. People noticed.

A month later, the glow had still not worn off when Dave Allen found a way to get the boat into the Admiral's Cup. Per Holland's suggestion (and since the boat was built in New Zealand), *Improbable* was entered as a New Zealand yacht — the first from that country, and the first and last 'one boat team' to attend what at that time was the most prestigious racing series on the planet.

And it was literally 'off to the races'!

As mentioned, *Improbable* is a tiller-driven boat, and all seven feet of that impressive kauri appendage were needed in breeze-on conditions. "Under spinny, it took two, even three drivers pushing and pulling on opposite sides of the tiller (to keep the boat under control)," Skip says of the 600-mile Fastnet Race, the final event of the '71 Admiral's Cup series.

"Running back from the Rock in a southwest gale, we were the only boat to carry a spinnaker the whole way — Ron Holland, Commodore Tompkins, Dave Wahle and myself power assisting each other at the Red Rocket's helm. No

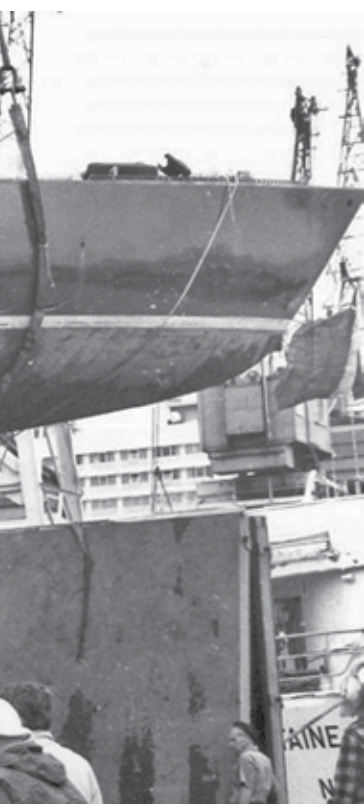
roundups! The only Admirals's Cup boat we couldn't catch was the well-sailed (48-footer) *Ragamuffin*, overall Fastnet winner."

The British team ended up winning that year, but the little boat from New Zealand — sailed by five Americans and one Kiwi — certainly made an impression. No less a personage than Ted Hood came over to have a look, commenting, "This is a 40-ft boat with 50-ft speed."

There were other races, of course, and other victories. *Improbable* took first in class and third overall in the 60-boat Transpac in '73. And she enjoyed some sterling racing Down Under against the likes of *Inca*, *Apollo*, *Ragtime*, *Quicksilver* and others.

But "progress" was catching up. The IOR soon dominated offshore proceedings, and it became increasingly difficult to keep *Improbable* competitive under that handicap rule. At the suggestion of Mull, the boat had already been given slightly more beam before going to England, and by the time the adventures Down Under were complete, the boat sported its own version of IOR's infamous 'B Bumps' — basically foam-cored 'blisters' at the point of max beam that gave a slight measurement advantage.

By 1976, the writing on the wall could no longer be ignored. With *Improbable's*



brief heyday over, Dave Allen was looking for the next generation of all-around yacht that could win the SORC and Admiral's Cup. He commissioned a design by Ron Holland, who by then had hung out his design shingle in Ireland. The collaboration gave the sailing world another one of those 'stand-out' boats, and one of its greatest racing machines, the 40-

ft *Imp*, which would go on to win pretty much everything in 1977 — SORC, Fastnet Race, Admiral's Cup High Point, and San Francisco's Big Boat Series.

Holland credits his experience with *Improbable* as a major factor in designing *Imp* to be a good all-around performer.

Improbable ended up at Anderson's boat yard in Sausalito (site of present-day KKMI), where, as it happened, one day in 1976, Commodore was working on his quarter-tonner *Insatiable*. "When a guy walked up, pointed to *Improbable* and said, 'Do you know anything about that boat in the corner?'

"I told him if he'd buy me lunch, I'd tell him all about that boat..."

That man was Leonard Schwab, who a short time later purchased the Red Rocket from Dave Allen.

Len Schwab came from a technical background. He worked his way up from milling machine programmer at Boeing (where he was part of the team that built wings for the first 747s) to CNC guru at Lockheed, where he was lead programmer on the first Space Shuttle tiles. His work and reputation eventually allowed him to become an independent contrac-

tor — which allowed him more time to pursue his real passion: sailing.

In 1973, Len and his girlfriend piled his three boys, Bruce, Steve and Chris, along with the family dog, into a VW van and took off on a cross-country trip. The goal: Find a boat to sail into the sunset. They found that perfect boat in Chesapeake Bay, a Winthrop Warner 38-footer that Len named *Sara B*, after his grandmother.

That was followed by a cruise down the East Coast, over to Jamaica and the Bahamas, and eventually through Panama and back up to San Francisco. It was on that trip that the Schwabs ducked into Morro Bay to wait out some rough weather. While there (along with a bunch of other northbound yachts), they watched one day as a bright-red boat named *Improbable* appeared out of the storm-tossed seas.

The crew tied up, got some dinner and showers, and, the next day, donned their foulies and headed back out into the maelstrom. Len figured any boat that could take that pounding had to be a worthwhile vessel. Which was why he inquired about the boat after spotting it at Anderson's.



The boat has gone through several color changes over the years. It's currently white.

Sara B's three-year sojourn had special significance for Len's oldest boy, Bruce, who would go on to make a living in the marine industry, and make his mark as a sailor in two singlehanded around-the-world races. Much of that journey started with sailing with, and

against, his dad on *Improbable*.

"He was living on the boat by that time, and doing all these SSS (Singlehanded Sailing Society) races. And I was always full of ideas for improving the boat, which drove him crazy," recalls Bruce. "Finally one day in 1984, he said, 'Okay smart-ass, get your own boat and we'll see what you know.' The Three Bridge Fiasco was coming up and we bet the entry fee.

I borrowed the Carrera 38 *Svendle* from my boss, Sven Svendsen, won the singlehanded division and was the second boat to finish.

"That kind of got me going with the singlehanded, and I wound up racing *Svendle* a whole bunch after that. A couple of years later, I was first overall." Bruce also participated in many other crewed or shorthanded races, many of them also winning efforts, including eight class wins in the Doublehanded Farallones.

From there, things really started taking off. In the early '90s, after a decade-long restoration, Bruce launched the modified wooden 1930 30-Square-Meter *Rumbleseat*. And by 'modified,' we mean what a hot rodder does to a Model A Ford to make a dragster out of it. The little sliver of a boat, (38 feet LOA, with 6.5-ft beam) won the Singlehanded Farallones Race in 1994, and the Singlehanded TransPac (San Francisco to Kauai) in '96.

Bruce famously went on to collaborate with Tom Wylie (another *Improbable* alum) on the design and construction of the Open 60 *Ocean Planet*. He sailed this boat around the world twice — in the 2002-'03 Around Alone Race (with stops) and the 2004-'05 Vendée Globe (nonstop). He was the first American to officially finish the latter event.

By that time, Len had moved *Improbable* up to the Pacific Northwest and was living aboard and enjoying the solo cruising and fishing life in the San Juans. He would often sail off by himself for days



Len Schwab lived aboard 'Improbable' for almost 40 years.

BRUCE SCHWAB

BRUCE SCHWAB

IMPROBABLE

at a time, returning with the boat's three or four freezers full of fresh salmon. He eventually moved ashore near the boat in Birch Bay, Washington, and kept single-handing until he was 80.

Len Schwab passed away a year ago this month at age 82.

Which brings us back to the present, and the frequent-flying businessman son, Bruce.

As this was being written, Bruce was through most of the 'emotional minefield' of going through the boat and ridding it of all the weighty stuff of the last 40 years. So the 'fish tanks' are now long gone. So is the commercial fishing-boat autopilot — and the anchor windlass, the 50-pound tiller, the skeg, and that big, heavy steel rudder he's never liked. (He plans to replace it with a well-designed carbon fiber one.) About half the 14 winches will be coming off the deck. He's also started removing or modifying various structural components to lighten the boat even further. Integrity-wise, Bruce says the boat is as solid as the day it was launched.

Like any red-blooded sailboat racer, Schwab's inclination is to really trick the

boat out. However, unlike many of the boat projects he's been involved with over the years, there is a provenance to consider in the case of *Improbable*. Critics have complained that if he changes too much, at some point *Improbable* would cease to be *Improbable*, at least from a purist standpoint.

As if these decisions weren't weighty

"I will be taking all that I have learned from my lifetime of sailing to bring 'Improbable' to a higher level of performance."

enough, fate dangled a further carrot in the form of a for-sale Farr 40 mast lying just yards away from where the boat is stored at Betts' yard. "I could probably save 200 pounds right there over *Improbable's* original mast, which is still in the boat," he says.

"My initial goal was to get *Improbable* fully operational in her present configuration," says Schwab. "And I still hope to get all the remaining crew from the glory days

out for a sail, like Commodore, Skip, Ron, Tom Wylie, Dave Wahle, Kim . . .

"But now I've decided to let my dreams take over. I will be taking all that I have learned from my lifetime of sailing and working on boats to bring *Improbable* to a higher level of performance than ever before; an effective, uncluttered racer/cruiser that is as light as originally intended."

Of course, the boat will also enjoy the latest in electronics and energy-management systems, courtesy of Ocean Planet Energy Systems. And will once again be painted red.

If this Cinderella story goes as hoped (a lot depends on finances), Bruce will return the boat to the Bay in time to do a few local races — and maybe even the 2019 Transpac. The next year, *Improbable's* 50th anniversary, the Pacific Cup.

Right now, between gnarly weather, a sporadic work schedule and trying to figure out how he's going to afford all this, Bruce admits those lofty goals might seem, well . . . improbable. But as everyone who's been associated with this boat over the years knows, with *Improbable*, nothing is impossible.

— latitude/jr

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WINDSHIPS —

The centuries-long Age of Sail met an abrupt end with the advent of the engine, the fuel for which has long been cheap, abundant, and, until recently, perceived as consequence free. Diesel has since ruled the ocean and global shipping.

There have been a few modest attempts to install sails or wind-assisted technology on 'modern' commercial ships. In 1925, the *Baden Baden* — which was fitted with two 50-ft-tall, 9-ft-wide towers called Flettner rotors — crossed the Atlantic. "Billions of horsepower absolutely free! Blue coal," exclaimed the rotor's inventor, Anton Flettner. The German navy, which had initially expressed interest in the technology, ultimately withdrew its support, citing the cheap cost of fuel. It would take nearly 75 years before the maritime industry experimented, in earnest, with Flettner rotors again.

Over the years, there have been a handful of novelty operations that ship cargo by sail, many of which are viable business models, but are ultimately niche operations infinitesimal in scale compared to global maritime shipping, which moves approximately 90% of all the world's goods — and is one of the world's biggest polluters. "Research has shown that just one of the largest container ships can emit as much pollution as about 50 million cars. What's more,

The 'Buckau', seen below, was later renamed the 'Baden Baden', and was fitted with Flettner rotors. The cylinders are spun along their long axis to use the "Magnus effect," where lift is generated at right angles to the wind to drive the ship forward.

the 15 largest ships emit as much nitrogen oxide and sulphur oxide as the world's 760 million cars," the BBC reported last year.

But there may be a new age of industrial sail on the horizon. Last year, the International Maritime Organization (IMO) announced a plan to reduce carbon emissions in the global shipping industry by at least 50% by 2050. It's not clear what authority the IMO, a United Nations agency, has to enforce its ambitious goal, which will require cleaner fuel, more efficient ships, and alternative propulsion — including wind. But the IMO is not alone. In December 2018, the Maersk Group, the world's largest shipping line, announced its "goal to reach carbon neutrality by 2050."

"It's an exciting time," said Gavin Allwright, the secretary of the International Windship Association (IWSA), a nonprofit that works with governments and companies offering wind-assisted innovations. "Just a few years ago," Allwright said, "the question from commercial shippers used to be, 'Why wind? Why should we be doing this?' A year ago the question became, 'How do we get this on ships?' What I

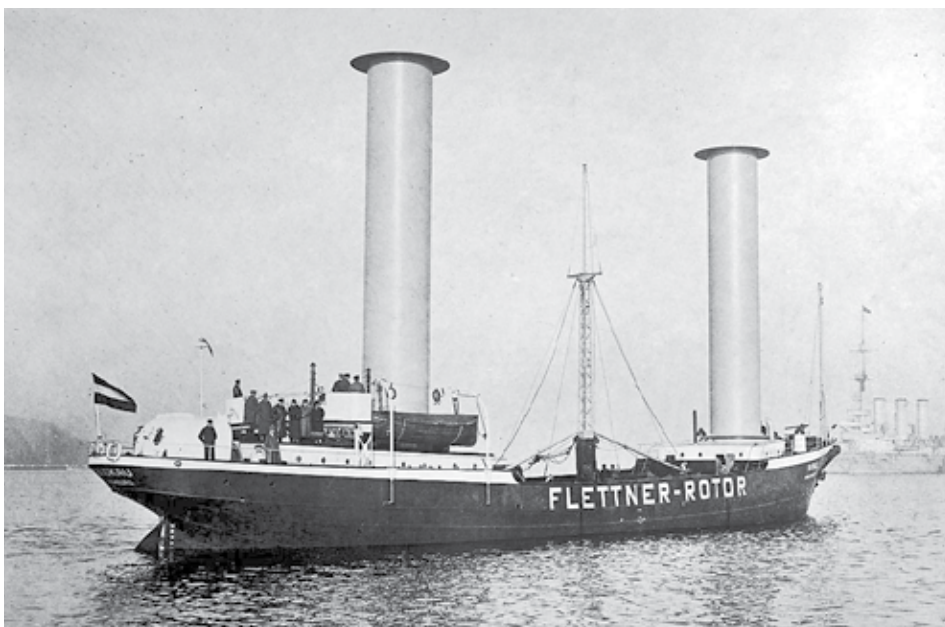


say to them now is, 'Your competitors are testing wind, why aren't you?'"

There are several different types of wind-assisted technologies that are in the research-and-development phase, or are already in use. One company fitted a few ships with large kites. Another start-up is experimenting with square-rigged sails in self-contained units mounted on flat-decked ships. Other businesses have proposed a variety of wingsails or foils that can be deployed from mobile containers. And yet another group has developed a turbine that's able to power and store wind energy. Wind-assisted options generally save 20% to 50% in fuel consumption, and provide a similar reduction in emissions.

A Bay Area company has also weighed in. Wind+Wing Technologies (WWT), is trying to implement two innovations for commercial vessels — a wind-assisted hybrid ferry, as well as a wing that can be fitted to commercial ships. Founded by Adventure Cat Sailing Charters president Jay Gardner, WWT has been pushing for clean-energy ferries on the Bay for over a decade.

"It was just so obvious," said Gardner. "You've got this wind resource on the



WILL THERE BE A NEW AGE OF SAIL?



WIND+WING TECHNOLOGIES

In 2014, Wind+Wing Tech did a six-month demonstration with this trimaran in association with Bay Area Air Quality Management District. Sailing eight hours a day five days a week, WWT collected data on all Bay Area ferry routes, and showed a reduction of over 40% in fuel use in normal San Francisco Bay winds.

Bay. Why don't we commercialize it?" Gardner admitted that trying to get Bay Area ferry companies to adopt options to harness the wind — in tandem with either traditional diesel or electric propulsion — has been surprisingly, if not shockingly difficult. "Why wouldn't you have wind-assist and save 50% on fuel and emissions?" Gardner wondered. We often hear this baffled sentiment from advocates of green alternatives: Why wouldn't you use clean, renewable and ultimately cheaper energy?

Advancements in materials and automated systems have made wind options more practicable. But implementing them is also a question of will. What's more, any sense of urgency to move toward wind-assist is inherently tied to the cost of fuel. On the rare occasions that diesel prices have shot up over the decades, ferries and shipping lines have scrambled for options.

"Back in 2008, when the price of diesel spiked to \$4.75 a gallon, I didn't think wind-assist was going to be a very hard sell at all," Gardner said. "The top people at Golden Gate Ferry contacted us asking what they could do; they were spending millions more in fuel. But two years before, they wouldn't have met with you. Now, over a decade later, we're making progress, we're doing good. We're very hopeful and cautiously optimistic that things are going to come to fruition in the near future.

"We are realistically optimistic," Gardener equivocated.

Gavin Allwright told *Latitude* that, even prior to the IMO and Maersk's respective declarations, there has been small but steady expansion in ships using wind-assist. The number of Flettner rotors in operation has increased to six vessels with 14 ro-

tors. "And another new build will soon be underway in China, where a number of companies have shown interest in wind propulsion, and quietly sea-trialed two wingsails on a 300,000-ton VLCC tanker at the end of last year." Allwright said that the growing attraction to wind-assist from Chinese companies bodes well for the industry as a whole.

It's important to emphasize that, at present, only a small handful of ships use some kind of wind-assist. But Allwright cited a 2017 European Union report stating that if the technology continues to proliferate, roughly 15% of the world's commercial shipping fleet could be using wind-assist within a decade. "From a fleet size of around 60,000 ships, roughly 10,000 could be using wind by 2030," he said. "I would say we are likely to double the number of wind-assist propulsion vessels within the next 12 months to 12 to 15." Allwright

said that once about 100 wind-assist installations are made, "we will start to see a self-sustaining growth developing along with production costs starting to drop and economies of scale starting to be felt.

"But any prediction is only as good as the crystal that the ball is made from."

Wind+Wing Technologies' struggle to convince Bay Area ferry operators to adopt wind-assisted options is somewhat indicative of the political climate in the maritime industry. The Napa-based WWT is working on a roughly 100-passenger wind-assist vessel that they hope to deliver to the Bay next year. Their WingDrive is similar to and inspired by the solid wing seen on the America's Cup catamarans, and would serve as auxiliary propulsion on ferries. (They also have a patented concept for commercial ships, where wings fold into a container, which can then be moved from ship to ship; more on the nuts and bolts of the technology in a bit). "When we were thinking about applying wind resources to the ferries, we thought about the Alcatraz and Vallejo lines — and especially the new Richmond line," Gardner said. "We're talking beam reaches here."

There have been a few aberrant fuel-

An artist rendering of a 400 passenger, all electric WingDrive ferry. "The Blue and Gold Fleet is entertaining the idea for this vessel, and is embracing future technologies in earnest," said Charlie Bogue of Wind+Wing Technologies.



MORRELLI MELVIN DESIGN

WINDSHIPS —

price spikes that made wind-assist seem attractive, if not essential. The 1973-74 OPEC oil embargo was so severe that it

led to innovations that would be realized decades later when technology matched the urgent, breakthrough vision (more on this later, too). Since the three-plus-dollar-a-gallon spike in 2008, fuel prices have hovered at historic lows. "And, [the ferry agencies]

don't pay any taxes on fuel because they're buying over-the-road, or red diesel. They're basically paying \$1.75 a gallon," Gardner said.

"The ferries themselves are very thirsty animals, with an average fuel economy of just 14 passenger miles per gallon of diesel. Burning fuel also has

Jay Gardner, second from right, poses in front of the Wind+Wing Technologies demonstrator with (from left) Todd Wolfe, Jeremiah Rodgers and Pamela Simonson.

this side effect of burning greenhouse gases. But [the ferry agencies] don't want to hear anything about greenhouse gases, and seem resistant to new technology. The reality, however, is that it's a significant factor, and the world is paying more and more attention. The question is, how do we green our transportation schedule and create less pollution?" Gardner said that combining wind propulsion with battery-electric drivetrains is a natural fit for wind assist — the less you use your batteries, the longer they stay charged.

A proposed ferry line to Treasure Island — which is expected to go from 600 residents to 24,000 over the next 15 years — would be ideal for wind-assist, given its beam-reach orientation to the wind, short length and nascent stages that can be molded by eco-minded planners. "We've taken out directors from many of the local ferry services on the Bay sailing on the Treasure Island route among others, and they just had a ball," Gardner said. "But in the boardroom they have to be careful; they can't suggest a technology that they think might not work."

Much like renewable alternatives on land, adopting wind-assist or even electric-hybrid technologies represents a series of trade-offs, as well as the boldness to try something different that's perceived as experimental and risky.

The auto industry has made huge strides away from gas power, with the number of electric cars on the road increasing by 57% since 2016, according to the International Energy Agency, though only 4.8% of cars on road in the US are electric — California alone has just less than half of the total electric cars in the nation. There is also a growing niche of electric aircraft, and it's safe to say that both the auto and aero industries will continue to trend to lower-emission alternatives.

The maritime industry, however, lags behind.

"There's this antiquated outlook," said Charlie Bogue, the director of market development and strategy for WWT, who echoed Gardner's senti-



SKYSAILS



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Wing+Wing Technologies' Charlie Bogue.



MARTHA BLANCHFIELD

ments about ferry agencies' resistance to change. "With planes, trains and automobiles, everyone is going electric. I understand if a ferry line or a shipping company doesn't want to swap an entire fleet, but they have to understand that there's going to be electric hybrids and other gradual changes to current fleets."

With a business model built on fast, reliable service with robust ridership, ferry agencies are self-proclaimed non-risk takers that demand proven technology. "They don't deviate a lot," Bogue said. "The downside is you never get innovation, you never take an educated step forward." Bogue said that when the Port of San Francisco recently redid the Ferry Building, they chose not to include electrical infrastructure for hybrid ferries. "It just seems a bit shortsighted to not plan for electric motors and hybrids that will become the norm." (Last year, the Red and White Fleet launched the 128-ft, three-deck, 600-passenger *Enhydra*, the Bay Area's first and, at present, only plug-in hybrid electric ferry.)

A Water Emergency Transportation Authority (WETA) spokesperson told *Latitude* that they have "always built the cleanest ferries that can deliver the service required. We are seeking funding and technological solutions for a potential hybrid-electric vessel within the next few years [and] we expect to continue to progress toward developing a low-

WILL THERE BE A NEW AGE OF SAIL?



ANEMOI/MARINE

Left: A ship flies a SkySails kite. Right: Flettner rotors are being used on more and more ships.

carbon ferry fleet as opportunities come available and the technology develops." The WETA spokesperson went on to say that wind-assist was not an appropriate fit for their fleet, due to the trade-off of additional weight, equipment and costs, "thus reducing passenger capacity without a predictable propulsion benefit."

Bogue countered this sentiment: "Many agencies analyze new technologies like ours against only their existing vessel design. But what if we built vessels that were more route-specific and engineered for a specific purpose? Depending on the route, it's entirely possible to design a zero-emission catamaran ferry that holds the same amount of passengers and goes the necessary speeds — right now."

"My wife Pam taught me how to sail when I was 18," said Jay Gardner. "We bought a little boat together when we were in high school, then sailed down to Mexico for four years. We got involved in delivery-skipper work all over the West Coast, and also got involved in sailmaking, mostly because we couldn't afford new sails and had to make our own." Gardner went on to found Adventure Cat Sailing some 28 years ago. The tall, lanky, mustachioed Bay Area native likes to say that Adventure Cat has been using

the free-wind resource on San Francisco Bay for nearly three decades. "Ninety-five percent of our trips are done with wind power. We use the engine to get in and out of the dock, and occasionally to beat a strong current under the Gate. We only have a \$2,000-a-year bill for diesel for nine months of operation." Gardner said it's thrilling to get people sailing on the Bay for the first time.

Gardner is an exceedingly friendly and infinitely patient man. "We're not giving up," he said. "I really love sailing, and I really like this wing thing. But if we can't do it in SF Bay, it probably won't work."

Originally from Napa, Charlie Bogue grew up doing weekend sails around Sausalito and Angel Island on his parents' Islander 28. "Once I went to college, I got into racing," Bogue said. He crewed on an Express 37 in the mid-aughts, when the boat won a few Big Boat Series. With a background in investment, Bogue started doing marketing and business development for Adventure Cat. "It was just a natural fit," Bogue said of working for Gardner. "I love seeing the smile we put on people faces and introducing people to sailing."

Bogue said that his work with WWT comes from a sense of moral responsibility. "I have kids, and I see the need to make some changes. I am a whole-heart-

ed believer." Bogue is actually based out of Croatia, where his wife, whom he first met in high school in Napa, is originally from. "Being in Croatia is a combination of business and personal decisions. In terms of adoption of new technology in ferry and shipping, there's more appetite for that kind of innovation as opposed to in the States."

In Hamburg, Germany, for example, a company called SkySails designed a kite that was flown off the bow of ships. In 2008, six SkySails kite systems were installed on large freighters, but none of those systems are currently in operation. "The shipping crisis, which started a war on freight rates in 2008, has driven down prices — companies couldn't make a profit, and had cut down on staff and crew; the kites required at least two trained mariners onboard to operate the system," said Sven Klingenberg, the co-founder and head of sales and marketing at SkySails Yachts GmbH. "The commercial shipping industry has no money for new, forward-thinking technology."

There was another factor that curbed SkySails' proliferation. In addition to political and industry will to adopt alternatives, there's also the will of the mariners themselves. "When using the kites, you had to consider the mindset of the captain and the shipping company. They needed to be sailors or environmentally minded," Klingenberg said. "The human factor was a decisive thing. If they are strictly like a truck driver bringing freight from A to B and have no passion for sailing or kiting, that was the number one blocking factor. There was no time to play around with these things."

Klingenberg said that when they were in use, the SkySails kites allowed ships to throttle back their engines and save about 20-30% in fuel.

Commercial kites have been made possible by advancement in materials, especially in lighter, stronger cloth and lines. "It took 15 years and 50 million euros to develop," Klingenberg said, "It's actually been in the market for 15 years. In the best years, we had more than 90 engineers working on it. Some of them had previously worked at the German particle colliders. Because if you dig deep in kite technology, there are a lot of details."

SkySails has since changed its focus, and given birth to several "daughter companies," including SkySails Yachts. Large motoryachts don't typically have the fuel capacity to make transoceanic passages. Kites can help increase their range, but also cut down on noise and vibration and even stabilize the way a

WINDSHIPS —

RACE FOR WATER



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vessel rides through the water.

"When we were looking at the market for big kites," Klingenberg said, "I thought we only had a chance if we could cure a pain. One of the pains many yachts have is a limited range. They can't even go across the Atlantic; they have to ship instead. It's a lot of logistics, costs and headaches. The kite is a superb range extender; [large motoryachts] can then get across the ocean by themselves."

The only yacht currently flying a SkySails kite is *Race for Water*, the ambassador boat for a foundation of the same name dedicated to the preservation of water and the ocean. Recently, the North Carolina-based Daedalus Yachts, which manufactures zero-emission carbon fiber catamarans, announced an upcoming model with the SkySails Yacht kite system. SkySails also gave birth to SkySails power, where a kite is flown out of a 20-ft container, which generates electricity as it figure-eights while airborne. This mobile alternative offers a clean, low-key, low-cost option to conventional generators or permanent windmills.

Klingenberg also used to work for one of the angel investors to the inventor of what became known as the DynaRig on

Tom Perkins' *Maltese Falcon*. The DynaRig consists of freestanding, square-rigged masts that the sails furl in and out of. When deployed, the sails form a single, highly efficient panel. The masts (of which there are three on the nearly 300-ft *Falcon*) rotate for sail trim, and the entire system is controlled by a simple console. The "efficiency of the DynaRig is about two times the efficiency of a traditional square rig," read a paper co-written by Perkins and Gerard Dijkstra, *Maltese Falcon's* designer. The DynaRig was created in the '70s during the OPEC embargo, but wasn't actually fabricated until years later when hydraulics, roller furling and computers were up to par.

"The patent for the DynaRig was sitting in a Hamburg patent office for a number of years," Klingenberg said.

So what are some of the trade-offs of wind-assist technologies?

"In shipping, one of the biggest concerns is certainly the deck-space loss," said Charlie Bogue. "You need a place to put those things. With a telescoping DynaRig, for example, the issue then becomes how you load and unload your

cargo. The same is true for Flettner rotors." Bogue said some wind-assist options are limited to bulk carriers, which make up just over 20% of the world's merchant fleet. "The other part is the issue of installation and expensive retrofits. When you do that, you're picking a technology. It's a big investment, and sometimes the question is who's going to pay for that investment." Many commercial ships are chartered from their owners. This means that if a ship's owner invests in a costly wind-assist retrofit, they might not realize any of the fuel savings. Bogue said that a new model is emerging where owner and charterer are, in some cases, splitting fuel costs.

"There are barriers and challenges in the way the industry is structured," said Gavin Allwright, picking up on Bogue's point. "But the split incentive, where the owner pays for the technology but the charterer gets the fuel saving, is a significant one. This is not the same in every market, but there are models of financing under development that share savings. But when marine fuel remains untaxed, then there is less incentive to change."

Bogue said that the current cost structure is part of the reason that they developed their modular wing — a 40-ft shipping container with multiple wings that can be both stowed and deployed from a self-contained unit. "We feel that with the container side, you can scale it to whatever client. You might have 10 or 20 units, which allows them choice; they can use it or not as they see fit."

When considering certain assist options, designers must also account for "air draft," or the distance from the surface of the water to the highest point on a vessel. "It's common that many mega yachts can't get into San Francisco Bay," said Bay Area naval architect Tom Wylie, who's hopeful about the future of windships. "I think you will see commercial sail explode over the next five years."

Bogue said that with WWT's Wing-Drive and Container Wings, many people

'Maltese Falcon' on San Francisco Bay in 2008. All that sail can be controlled from a simple panel.

RICHARD SPINDLER

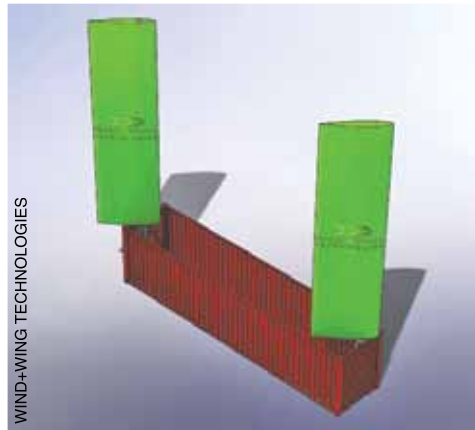


WILL THERE BE A NEW AGE OF SAIL?

are put off by the idea of a sail always flying. We have to admit that the concept of a "permanent sail" goes against several of our sailorly instincts. Despite our enthusiasm for a new age of sail, we're also unwittingly victim to antiquated thinking.

The WingDrive is remarkably simple. The entire wing swivels 360 degrees, with the angle of attack automatically controlled/adjusted depending on the direction of the wind. In addition, the back half of the sail is adjustable, and can be sheeted to adjust camber and provide additional thrust. When disengaged, the wing becomes a giant wind vane that's completely neutral to the wind. Again, a sailor's instinct might be to assume that there will be windage, but Bogue said that, "If you look at the wing head on, it almost disappears. It's very slippery. A quarter-inch stainless-steel shroud has the same amount of drag as the demonstrator's WingDrive."

Last year in Vallejo, we took a ride on the WWT "demonstrator," a Reynolds 33 catamaran outfitted with two electric Nissan Leaf batteries, one in each hull. The boat has an Aquawatt 75-horsepow-



Wind+Wing Tech's "Container Wing" concept.

er electric outboard for auxiliary power, and a 39-ft-tall by 11-ft (at base) wing with a sail area of 367-square feet, and a weight at just over 400 pounds. The wing sits atop a 16-ft x 10-ft platform, which completely removes it from the "cockpit" of the boat. There's no ducking during tacks and jibes, in other words.

On a brisk late-spring day, we did long beam reaches up and down the Mare Island Strait as Jay Gardner drove, and Charlie Bogue spoke with representatives from various Bay Area transporta-

tion agencies. "Do you want to drive?" Gardner asked us. Of course we did.

How did the boat sail? The ride was effortless — smoother than any sailboat we've helmed. It was a bit strange not to see and actively be trimming the sail (even for low-tech cruisers like us). We were sailing between 10 and 15 knots, and the addition of the wind assist adds 50% to the demonstrator's speed, at the same time reducing electric amperage draw by 15% or more, which greatly extends battery life. In higher winds, Gardner said, the wing can provide all necessary power to drive the boat. "Did the America's Cup research and development help with your wings?" we asked Gardner.

"Absolutely," he said. "They were obviously racing cats, and ours is more of a commercial application. But it's the same heritage. And boy, does it sail!" The wing's heritage — and its America's Cup pedigree — can be traced directly to Morrelli & Melvin, in more ways than one. "Morrelli & Melvin Design [MM] are the engineers who have done the work; they're a key partner of ours," Bogue made sure to emphasize.



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WINDSHIPS

In 2008, Gardner partnered with MM and the State of California for a study titled *Feasibility of a Wind-Assisted Ferry for San Francisco Bay*. That project led to their 2014 trimaran demonstrator. "The State funded half of it, and Adventure Cat donated a lot to make it happen. That study was so successful, the California Air Resources Board (CARB) started writing in funding. But we don't want to rely on the government; that money comes and goes." The study found that with sail power, ferries could realize a 40% decrease in fuel consumption compared to diesel alone — as well as an estimated annual savings of \$100,000, at a minimum, of fuel costs per vessel.

"We're taking the knowledge and technology of the Cup and dumbing it down and putting it on a ferry; we're trickling down the technology," said Erik Berzins, a naval architect at Morrelli & Melvin. Berzins said that for shorter routes, MM designed a double-ended vessel capable of motorsailing in either direction, which increases efficiency. "For trips with a short crossing, you eliminate maneuver-



The WWT demonstrator makes a zero-emissions pass by a WETA ferry.

ing time and save a lot of energy. That boat was very geographical and route specific." Berzins said that given a ferry wing's potential power, it was essential to keep it well maintained, like any other component on a ship.

In November, a Golden Gate ferry crashed into the dock at the Ferry Building in San Francisco because of an apparent mechanical malfunction. Even well-proven technologies have their moments. "For some reason there's this mindset that a boat with an engine is safer than a wing," Berzins said.

Hopefully, our minds will change with the times.

There are powerful forces working against wind-assisted innovations in the maritime industry. Some of them are ingrained individual beliefs stemming from our sailing experience, but some of them are deep political constraints equally resistant to moving toward new technologies.

Regardless of your beliefs or sense of urgency regarding climate change, we hope we can all agree that saving money on fuel, and operating ships as well-rounded mariners harnessing the wind, is beneficial to everyone. We won't make any predictions, but, for now, the signs point to a new age of sail.

latitude / tim

With additional reporting by martha blanchfield

Wind+Wing Technologies will have their demonstrator at the Pacific Sail & Power Boat Show from April 4 to 7. Charlie Bogue will be giving a free seminar on April 6 at 4:45, and Gavin Allwright will be giving a seminar on April 7 at 2:15.

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PUDDLE JUMPERS HEAD WEST —

As we pen this report from Banderas Bay, Mexico, in mid-March, boatloads of westbound cruisers gathered here are stowing their lists of unfinished projects, lashing down deck gear, and heading out into the vast Pacific Ocean. Their destination, the Marquesas Islands, lies nearly 3,000 miles away.

With deep blue anchorages abutted



After cruising Mexico for four wonderful seasons aboard 'Bliss', Tessa, 6, Todd and Jolanda are looking forward to exploring remote atolls.

by steep volcanic pinnacles, these lush, primeval isles are as timeless as they are remote. Lying between 8° and 10°S, they are the easternmost of French Polynesia's five archipelagos.

At this writing, 110 boats from 13 different countries have officially regis-

tered for the 23rd annual Pacific Puddle Jump, and many of them are currently en route, having jumped off from ports as far north as San Francisco, and as far south as Valdivia, Chile. But as always, the vast majority of them will depart from either Banderas Bay or Panama.

It was great fun to catch up with many PPJ voyagers last month at three South Pacific Bon Voyage events in Panama (hosted by the Balboa YC and Shelter Bay Marina) and Mexico (hosted by the Vallarta YC). As in years past, the backgrounds of the crews are as diverse as the boats they sail on. Engineers, airline pilots, teachers, firefighters, artists, writers, CEOs and at least one politician put their occupations on hold to pursue their wanderlust. The one thing they all have in common, of course, is a long-held dream of island-hopping through the South Pacific's vast wonderland of tropical landfalls.

As is typical, the average boat length

Attendees at the Vallarta YC event show their spirit. Thanks to support from the South Pacific Sailing Network, a contingent of SoPac sailing experts flew in to share local knowledge.



in this year's Puddle Jump armada is about 43 ft. The largest is Lowell Potiker's San Diego-based Hylas 70 *Runaway*, and the smallest is Mike Martin's Bayfield 32 *Nanatuk*, proudly homeported in Whitehorse, Yukon, Canada.

In contrast to the fleet's many vintage cruisers, built in the 1970s and '80s, the Huntington Harbor, CA-based Thorpe 58 *Argo* was just commissioned a few weeks ago. "We have on board field marine researchers and medical professionals," explained builder/skipper Doug Thorpe.

Among the most luxurious entries



MEET THE FLEET



Westbound sailors from a dozen countries attended the Balboa YC event — seen here at the Pacific approach to the Panama Canal.

are five gleaming Oyster yachts. And among the fastest are 24 catamarans — mostly Lagoons, Leopards and Catanas, plus one sleek, red Outremer 51 named *Archer*, which San Francisco-based globetrotters Seth and Elizabeth Hynes brought through the Panama Canal early last month.

For some Tahiti-bound sailors, jumping the puddle is a repeat experience. Californians Bruce Balan and Alene Rice made their first Pacific crossing

more than a decade ago aboard their bright-red Cross 46 tri *Migration*, and they've been cruising the Pacific Basin — north and south — ever since. Launched in 1969, she's the oldest boat on the entry roster. But having just undergone an extensive refit, she's more than ready for another SoPac circuit. Bruce bought her 29 years ago.

Another notable entry is Bob Anderson's custom-built 62-ft Crealock schooner *Shellback*, homeported at Petrolia, CA, but bound for far-flung adventures. As Bob explains, "The *Shellback* is a one-of-a-kind schooner that can accommodate a large crew. We are Pacific Rim people learning more about our home. We're interested in wayfinding and learning the old ways of sailing from the source."

Elana Connor is one of only five female skippers and one of only a few singlehanders. Sailing aboard the San Francisco-based Sabre 34 *Windfo-la*, she says, "Singlehanded still scares the pants off me, but living fearlessly is not about eliminating fear, but rather, about facing what I'm scared of." Her little dog Zia will keep her company along the way.

Singlehander Mike Jacoby of Hood



By the end of the Shelter Bay SoPac seminar, Aussie David Vogel abandoned his Western Caribbean cruising plans. He'll head for Tahiti instead.

River, Oregon, was the early bird of this year's fleet. Aboard his Ingrid 38 *Easy* he set sail from Columbia in December. Upon arrival, he had the idyllic anchorages of Hiva Oa and Fatu Hiva practically all to himself.

Norm Facey of the Vancouver, BC-based Roberts 50 *DreamCatcher* is one of the saltier members of the fleet, having spent much of the past five years offshore. "The wind did it," he explains. "I was originally planning a two-to three-year Pacific loop, but when we got to New Caledonia, it was easier

to keep going downwind than turn around. So here we are. We'll finish our circumnavigation when we pull into Hiva Oa. It's been a

"Living fearlessly is not about eliminating fear, but rather, about facing what I'm scared of."

gas the whole way."

Like many in the fleet, Larry Cailouet has been waiting a very long time to make this journey. "Scenes of the South Pacific were planted in my mind as a boy," he recalls. Now he and wife Diana "will be part of those scenes." Their Delaware-based Oyster 55 *Esca-*



PUDDLE JUMPERS HEAD WEST —



A cadre of cruiser kids as young as 3 are helping their moms and dads cross thousands of miles of open ocean this month.

pade circumnavigated under previous owners, so Larry figures, "If I get lost, maybe she'll know the way.

Susan Koning of the Florida-based Beneteau 51 *Shenemere* says, "Years ago my boyfriend and I sailed the South Pacific on a 33-ft boat. Now, exactly 20 years later, my husband and I are sailing back to the South Pacific with our family — and we're looking forward to Another incredible adventure!

"The most interesting thing about us is our crew," she adds, "is that my daughter and her boyfriend are taking time to explore the world before they do 'the standard plan'."

Past participants have always liked the fact that the Puddle Jump is a loose-

ly structured 'westward migration', rather than a formal rally. With boats leaving from a variety of ports along the West Coast of the Americas anytime between late February and early June, fleet communication has typically been handled by volunteer radio net controllers who set up

check-in procedures — typically one net for Panama starters and one for Mexico starters.

There will be HF radio nets this year also, but because fewer and fewer boats are equipped with SSB or Ham radios these days, we've also adopted the services of CruiserSat.net, which allows fleet members to relay their lat-long position plus 'status' comments by a variety of electronic means, including via Iridium GO!, Garmin InReach, HF radio-facilitated email and SPOT Messenger. All participating PPJ boats will have their positions displayed on a PPJ-specific tracking page (unless the skipper opts out), so boats in port with Wi-Fi, as well as friends, family members and arm-chair voyagers, can follow the fleet's progress.

Another cool feature that was customized specifically for the Puddle Jump is that boats at sea can request specific, real-time fleet data such as the names and positions of all boats within



COURTESY PUERTO SEGURO

Preparing for the Jump is hard work, but the rewards of making landfall in the Marquesas are many. Seen here is Fatu Hiva.

a 200-mile radius.

Individual boats can opt in and out of receiving reports from other boats whenever they wish, but based the 'status' notes we've seen so far, getting info on other boats' progress could be pretty entertaining — especially if you were stuck in the middle of the ocean with no wind.

The idea of implementing all this was to make this ambitious crossing safer and a bit more fun, while re-establishing some of the fleetwide camaraderie that was common back in the days when most offshore cruisers actively participated in HF radio nets. Here are some sample reports received last month.

Reporting from south of the equator, Jason and Lisa Diesel wrote: "All continues well aboard *Argo*. We have passed the halfway point between the Galapagos and the Gambiers [archipelago] ... Everyone aboard is a little happier as we're not being tossed around like sardines anymore. Seas much calmer. Having two teenagers on board does little for power conservation."

In mid-March the Austin, Texas-based *Catana 471 Sugar Shack* reported, "Arrived safely at Robinson Crusoe Island at 0100 this morning. Had a great spinnaker run during most of the

2019 Puddle Jumpers — By the Numbers

For a bit more insight into the backgrounds of typical PPJ passage-makers and how they prepare for this crossing, check out these stats from the 110-boat fleet.

Owners & Nations

- 13 nations are represented:
 - Australia
 - Canada
 - Denmark
 - Germany
 - Ireland
 - Mexico
 - Netherlands
 - New Zealand
 - Norway
 - United Kingdom
 - South Africa
 - Switzerland
 - United States
- 55 is the average age of captains
- 5 skippers are female
- 6 boats plan to circumnavigate

Crew On Board

- 40% have more than two crew
- 20% have kids under 18 on board

Boat Stats

- average age of boats is 20 years old
- average length of boats is 43 feet
- 77% are monohulls
- 23% are multihulls
- 21% of PPJ boats were bought less than three years ago
- 19% of PPJ boats have been owned more than 10 years
- 25% of owners have had more than three boats prior to their current boat

Onboard Communications

- 52% have sat comm devices
- 29% have sat comm, no HF radio
- 52% have VHF as only radio
- 32% have SSB radio
- 15% have Ham radio

Safety Gear

- 97% have liferaft
- 99% have EPIRB or PLB

MEET THE FLEET

three-and-a-half-day trip from Chile. Will stay here for one or two days before heading to Easter Island."

On day 9 of their crossing, Charles Wilding and Fung Lai's Nautitech Open

40 cat *Wilderness* were elated. "Good winds of 8-12 knots and good progress. We are loving our spinnaker. It's been up for 24 hours, and in these conditions it doubles our boat speed compared to standard white sails... We lower it and raise it again every 12 hours to check for chafe."

Many Panama starters stop for a day or more in the Galapagos Islands along their route west. For Mexico starters the only possible stop on the way to the Marquesas is at the

Revillagigedo Islands, which lie roughly 300 miles off the Mexican mainland. From there, the Vancouver-based *Sling-shot* checked in while anchored at Isla Socorro. "Beautiful downwind sail today in north wind from Isla Benedicto

"Swam with giant manta rays, dolphins and white-tipped sharks today. Amazing place!"

in 20 to 25 knots... Swam with giant manta rays, dolphins and white-tipped sharks today. Amazing place!"

The majority of this year's PPJ fleet will be crossing this month, so now is a great time to tap into their blog reports and enjoy some bluewater adventuring vicariously. See the tracking link on the PPJ site, www.pacificpuddlejumps.com, or visit CruiserSat.net.

We wish the entire fleet fair winds



Parents Michelle and Kevin think their daughters Allison, 12, and Ashley, 9, are ideally aged to enjoy a SoPac cruise aboard 'Reverie'.

and sunny skies!

— andy

Look for a complete recap of this year's Pacific Puddle Jump here in the coming months.

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SAVING OUR BOATYARDS

In a February *Latitude*, we reported on a lawsuit filed against KKMI in Richmond by the California Sportfishing Protection Alliance (CSPA). In the March issue, we ran a series of letters written by clients of KKMI addressed to William Jennings, the executive director of CSPA, regarding the lawsuit, as well as Jennings' response to those letters. These events, along with the recent closing of the Svendsen's yard in Alameda, got us thinking about boatyards and their place in the boating ecosystem. This report, which is part of our continuing coverage on the evolution of the Bay Area's waterfront, is our effort to make industry-specific permits for boatyards a sexy and exciting topic.

Recreational boatyards, or facilities that serve primarily vessels less than 65 feet in length, are an essential piece of the social and industrial ecosystem that supports recreational boating. Boatyards are also the most vulnerable link in that ecosystem. By necessity, they occupy waterfront land, an increasingly scarce and desirable resource in the housing-deficient Bay Area. But as the lawsuit filed by CSPA demonstrates, housing is just one of the challenges facing Bay Area boatyards, which also operate in a very complicated regulatory environment, with multiple overlapping government jurisdictions and a large body of law and regulation that bear upon almost every aspect of boatyard's operations.

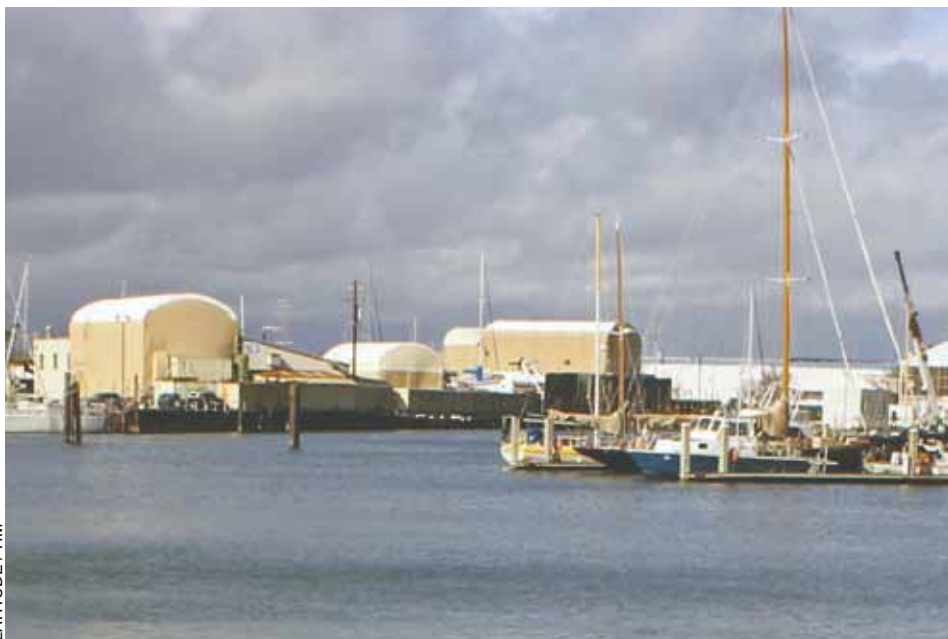
For example, boatyards are required to meet environmental benchmarks under the Federal Clean Water Act and Clean Air Act. These are complicated pieces of legislation, and in addition to these requirements, boatyards must also navigate the regulations promulgated by the US EPA and the California EPA that derive from this legislation. If work is necessary to upgrade or repair

boatyard facilities, permits are required from a whole host of agencies, including the Army Corp of Engineers, the Bay Conservation and Development Commission, the California Coastal Commission, the State Lands Commission, and local jurisdictions that have authority over zoning and development on lands where the yard is located. And all of this is separate from the health and safety requirements that yards must meet to protect employees and patrons.

As Paul Kaplan, CEO of KKMI, says, "Boatyards are almost as heavily regulated as the nuclear power industry. Maybe more so!"

All of this regulation comes at a cost, and it is those of us who have boats and use boatyard services in the Bay Area that ultimately pay. However, these regulations also produce real benefits. Boatyard operations are much cleaner now than they were even 10 years ago, and the waters of the Bay are much cleaner as a result of the efforts to clean up the environment, not just at boatyards, but across industries throughout the region and the state. So we, as sailors and boat-

The Santa Fe Channel outside KKMI has become a contentious body of water in a recent lawsuit.



LATITUDE / TIM



ers, benefit from the regulations, but as customers we also have an interest in keeping costs down and boatyards in business.

The Clean Zone

Ironically, efforts to clean up boatyards may also contribute to their vulnerability. There was a time, not too long ago, that the idea of putting housing on an old boatyard site or adjacent to an existing facility would have been unthinkable. The old sites were contaminated, and the ongoing commercial and industrial activity in an existing boatyard would have been toxic to nearby residents. That is much less true now as sites have been decontaminated and boatyard operations have gotten significantly cleaner.

Despite the push to develop waterfront parcels for housing and mixed-use commercial and retail, several of the recreational boatyards in the Bay Area are on lands that are not immediately in danger of being developed, although there are yards that are still vulnerable in this way. According to Kaplan, the KKMI yard in Sausalito is protected by local zoning that restricts development to maritime uses, and the KKMI and Svendsen's Bay Marine yards in Richmond are in areas zoned for industrial use. Recreational yards that are located

ONE PERMIT AT A TIME



LATITUDE / JOHN

The now defunct Cryer & Sons boatyard in Oakland is a decaying relic of its former self.

in Alameda, Oakland, Berkeley, and San Francisco could also be protected through zoning, but that takes political will in the face of enormous demands to redevelop the lands for their "highest and best use," a loaded term favored by developers and politicians that overstates current benefits and understates long-term benefits in land use.

One of the problems associated with land use decisions, as we learned in Alameda, is that new residents and the city council members who represent them often have no connection to the maritime tradition or history of these places. Boatyards serve a tiny fraction of the population in the Bay Area, so maintaining boatyards as ongoing commercial enterprises is irrelevant to the vast majority of the local population. In addition, there is a public perception that boat owners are wealthy, and can sustain any hardship placed in their way. This is clearly not true, but convincing people who have no connection to boats or boating is an uphill battle.

One tactic we could employ is to retire the word "yacht" from the English language and use the word "boat" instead. Boat is less bourgeois, and seems more attainable and more wholesome than a yacht.

The Permit's The Thing

The costs associated with operating in a "permit-rich" environment are very high, often with no clear benefit for

boaters who use boatyard services. But again, the permits were created to help the environment, and not boaters directly. No one is arguing that boatyards should not be regulated, nor is anyone claiming that regulatory oversight is a bad thing in itself. However, the number of overlapping jurisdictions, and the necessity of complying with permits from multiple agencies that regulate more or less the same thing, create opportunities for oversight efficiency and streamlined permitting processes.

Dr. Josh Burnam, partner at Anchor QEA and chairman of the Marinas and Boatyards Committee at the Bay Planning Coalition, an organization that represents the interests of industrial and commercial enterprises, ports and local governments, as well as recreational users around the Bay, says that there are vast opportunities for simplifying permits and permit applications, which would benefit not only boatyards, but also the regulatory agencies. "There is an interest on all sides in streamlining and simplifying the regulatory thicket," Burnam notes, "but sometimes we all feel like we're attacking an elephant with a spoon."

One area that seems particularly ripe for streamlining is creating a general permit specific to boatyards that would allow them to engage in ongoing maintenance without having to apply for an individual permit. For example, if pilings

The Fifth Avenue Marina in Oakland.



LATITUDE / JOHN

SAVING OUR BOATYARDS

need to be replaced or a seawall repaired, the boatyards would be permitted to do that without applying for a permit, since ongoing and recurring maintenance would already be covered by the general permit.

Washington State implemented such a system in 2016, and the results have been favorable. The general permit is managed by the Washington State Department of Ecology, and covers ongoing operations, sets industry-specific environmental standards that recreational boatyards have to meet, specifies testing and reporting requirements, and establishes tiers for the kind of reporting that must be done based on the number of times wastewater or other standards are exceeded, as well as the kind of response that is required to correct the violation. The permit also specifies that Best Management Practices must be employed in operating the yard, and specifies the responsibilities that yard operators have with respect to employee education and oversight of do-it-yourselfers who are allowed to work in the yard. The general permit is complicated, running 59 pages, including eight pages of definitions. But this is a simplification!

Individual permits would still be required for large projects, or anything outside the scope of normal boatyard operations. But the benefits are potentially large. As Randy Short, president of Almar Marinas and past chairman of the California Division of Boating and Waterways, notes, "The regulatory environment surrounding boatyards and marinas is exceedingly complicated, and the hundreds of thousands of dollars spent on consultants and lawyers to navigate that environment have to be passed on to boaters. There is no real value added by the complexity."

The Copper Connection

One advantage of developing a general boatyard permit is that environmental guidelines could be tailored to the marine industry. At issue in the lawsuit brought by CSPA against KKMI was the violation of guidelines for copper discharges in wastewater, also known as effluence. According to Ray Durazo, chairman of Recreational Boaters of California (RBOC), an organization that advocates for the interests of recreational boaters, "We have every reason to believe that KKMI is a responsible actor. But we live in an environmental policy environment that measures toxins in parts per billion. Even the best organizations are unable to comply with these guidelines."

There are three heavy metals that are typically regulated in the boatyard con-

text: copper, zinc, and lead. Of these, copper is the most challenging, largely because of the way it is used. Copper is an effective biocide, which is why it's used in bottom paints. This puts boatyards in a difficult position, as they must be permitted by the California Department of Pesticide Regulation to apply copper-based bottom paints. So boatyards are applying a legal product, under the supervision of the department that regulates pesticides, on behalf of consumers who choose copper-based paints because they are effective. There are other non-copper-based antifouling coatings on the market, but it's not clear that they're more effective than traditional bottom paint. In addition, the long-term environmental effects of these alternative biocides have not yet been established.

Boatyards, then, are in the business of applying copper bottom paints as a normal and approved part of doing business, but are also expected to meet stormwater discharge standards that are not specific to the industry. The development of a general permit for the boatyard industry could address this problem by establishing realistic standards for copper discharges based on Best Management Practices and the best available technology. Under this scenario, diligent organizations would not be in violation of their permits, and would not be vulnerable to the kind of lawsuit that was brought against KKMI by CSPA under the Clean Water Act.

(But there is a certain level of irony in this debate. One Bay Area boatyard told us that in some cases, city governments have been lax in their enforcement and regulation. This has created a vacuum that's been filled by non-governmental organizations (NGOs), which can create an environment where lawsuits flourish. So in some cases, the problem is also too



LATITUDE / JOHN

In one of the strangest twists of irony in this debate, boatyard discharge is required by law to have less copper than drinking water. The water in this picture coming out of the hose going into the Bay is illegal. But the same water from the same tap going into our reusable water bottle is deemed safe for human consumption. It's important to note that copper is harmful to some species of fish, particularly salmonids.

little regulation, as well as too much.)

The goal of removing copper from the environment is laudable, but it's critical to note that recreational boats are only one source of copper. According to Shelly Anghera, PhD, vice president and environmental scientist with Moffatt and Nichol in Southern California, "The problem with copper in the water is much greater in Southern California than it is in the Bay. Standards for copper are more stringent for pure ocean water than for the more brackish conditions found in the Bay. Additionally, many of the harbors down here are man-made, and don't have the same kind of flushing that harbors in the Bay get."

There is reason to believe that the copper problem will improve, Anghera said. "Assembly Bill 425 [2013] was designed to limit the amount of copper shed by boats. And Senate Bill 346 [2010] restricts the amount of copper in automobile brake pads and tires. Taken

ONE PERMIT AT A TIME

together, I expect copper concentrations in the water to fall by 50% or more once this legislation is fully implemented."

But more laws raise an interesting conundrum. Laws protect the environment from our worst selves, but excessive laws also mire responsible people and businesses in excessive regulations. We're not sure what the right balance is, but we again advocate for streamlining laws whenever feasible.

As a Boat Owner, What Can I Do?

The challenges facing boatyards are vast, and the policy environment in which they operate is complicated, but there are a number of things that boat owners can do. First, when selecting a boatyard, have a conversation about their Best Management Practices. If you are doing your own work, adopt those practices as your own.

Second, keep your boat clean and in good repair, and keep the bottom paint in good shape. New paint is more effective



The biggest culprits of Bay pollution tend to come from land, not boats or boatyards.

than older paint, and the effort required to keep the bottom clean is reduced when the paint is new. Third, make sure that the person diving your boat uses Best Management Practices when cleaning the bottom. The California Professional Divers Association has guidelines for bottom cleaning, and proper technique reduces the amount of copper being shed into the water.

Fourth, consider becoming a member of RBOC and BoatUS. RBOC has been a voice in the State Capitol for the interests of California recreational boaters for more than 50 years, and is considered one of the most effective state-level boating advocacy organizations in the United States. Likewise, BoatUS has a public affairs division that advocates for boaters at the national level.

Finally, pay attention to development issues in your local community. Many of the towns and cities ringing the Bay have a long tradition in the maritime trades and industry, traditions that aren't necessarily important to non-boaters in the community. It is vitally important that we make our voices heard when land use issues are being considered.

These are all small steps, but taken together, they can make a difference. We're not experts in acceptable parts per million for copper, but we know with certainty that everyone wants a clean Bay to sail on.

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BANDERAS BAY REGATTA —



Above: Andy Barrow's Vallarta-based Beneteau 390 'Hey-Ya' and David Pressley's Frers 33 'Pinocchio' from Richmond YC. Below: Mark and Patty Thompson's Marin County-based Catalina 470 'Agave Azul' won the boat parade.



The 2019 Banderas Bay Regatta didn't disappoint. Now in its 27th year, this edition of one of the longest-running cruiser's regattas on the West Coast hosted an eclectic mix of 30 boats. Participants included a range of boat types, from cruising boats like Marshall Peabody's Seattle-flagged Roughwater 33 *Tenacity* and Patsy Verhoeven's Gulfstar 50 *Talion* out of La Paz, to racing boats like Linda Sweet's PV-based Varianta 44, the MEX-ORC-winning *Olas Lindas*, and Mike Seth's mighty J/145 *Double Take* sailing in her home waters.

Conditions for the event on March 7-9 were classic Banderas Bay, with wind speeds ranging from 6-8 knots on Day 1 to almost 20 knots on Day 3. Also as expected in Banderas Bay, not only did competitors enjoy the beautiful mountains surrounding the bay, but many participants reported sightings of whales, dolphins, rays and turtles.

Principal Race Officer Don Becker and his team called the courses for the event. The excellent conditions gave him the op-

MARCH IN PARADISE

portunity to send boats all over Banderas Bay on reaching courses designed to be cruiser- and multihull-friendly.

BBR includes a decorated boat parade that leaves from both Nuevo Vallarta and La Cruz on Wednesday and meets in the racing area for start practice. This year's theme was Sabado Night Fever, with disco music as the boats headed out to play. The parade included non-racers, sponsors and powerboats for the first time this year. Start practice day is called "Start Your Heart Out" and ends with a beer can race to La Cruz that is open to all.

As with every Banderas Bay Regatta, the motto is "They had a party and a yacht race broke out." This year's event was no different. Vallarta Yacht Club in Paradise Village Marina hosted the opening day and nightly themed parties, with buffet dinners and live music. New sponsor SMA Yachts hosted a free-for-competitors happy hour on Friday night after Race 2. The awards party on the beach at Paradise Village is also a BBR tradition that is a shared memory for more than 2,000 sailors in the event's 28-year history. This year's final beach party featured music by Luna Rumba and a fireworks display.

Mark and Patty Thompson of Corinthian YC in Tiburon and their Catalina 470 *Agave Azul* won the Early Bird Award for the first to register, won their division, and won Best Boat in the boat parade.

J/World, a sailing school based in Paradise Village, occupied the Twenty-



Linda Sweet's 'Olas Lindas' and the Roswolds' Seattle-based 'Wings' raced in the Performance A division.

Something division. "Our 'results' are a bit convoluted," explained J/World's president, Wayne Zittel. "We switch skippers every race (it's a coached session for our clients), and teams swapped boats every day (round-robin, to keep things fair). So while the 'official' results show only the scores of each boat, we internally tracked each team's performance.

"This year, we had students from across North America, including Canada and the US (from Maine to the West Coast). The three days prior to the regatta are spent in a clinic environment, with lectures each morning, then on-the-water practice all afternoon. Everyone

had a great time and enjoyed not only the spectacular offerings of Banderas Bay, but also the hospitality of the Vallarta YC."

"They had a party and a yacht race broke out."

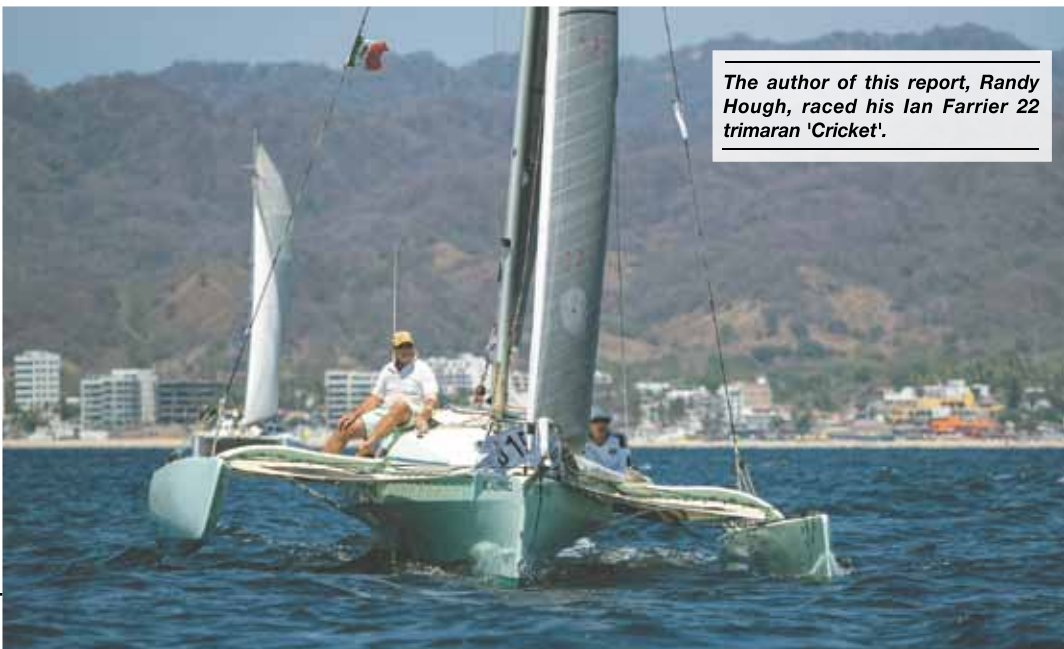
A new perpetual trophy has been established to honor longtime BBR participant and friend Bob Smith, whom we lost last year.

Pantera and Bob are legendary in Banderas Bay. He was living the dream that many of us share: Build a boat, retire, and cruise in Mexico. A Baja Ha-Ha vet, *Pantera* was one of the first boats to earn a minus rating for BBR, and she still won races. Bob lived aboard the 44-footer for 10 years.

Last December, *Pantera* was reported missing, then found wrecked in the Sea of Cortez. Bob's body was found on a beach several miles away on November 20.

The *Pantera* Cup will be awarded at the Banderas Bay Regatta every year based on the results of the season's events, including the Banderas Bay Blast in December, the Vallarta Cup in January, Herding Cats in February and the BBR in March. All multihulls with cabins that have a Vallarta YC rating are eligible. Participation in the BBR is required; other events are optional — we know cruising has no schedule — that's why we do it.

ALL PHOTOS JOHN POUNDER / JLDIGITALMEDIA / WWW.JLDIGITALMEDIA.NET



The author of this report, Randy Hough, raced his Ian Farrier 22 trimaran 'Cricket'.

BANDERAS BAY REGATTA



This first year, the trophy went to the winner of the multihull class, Eric Laakmann and his Outremer 55 *Zephyr* from Seattle.

Next year's BBR XXVIII is set for March 24-28, following the San Diego to PV Race and MEXORC. Banderas Bay is the place to be next March! The Parade

Randy Hough awarding the first Pantera Cup to Eric Laakmann and the crew of 'Zephyr'.

The Outremer 55 'Zephyr', seen here at the weather mark, won the inaugural Pantera Cup.

theme will be Roaring 20s (for 2020, and for our 21° latitude and great breezes).

— **randy hough & latitude/chris**

BANDERAS BAY REGATTA, 3/7-9 (3r, 0t)

PERFORMANCE A — 1) **Double Take**, J/145, Mike Seth, 7 points; 2) **Sirocco**, J/130, Lee Pryor, 8; 3) **Wings**, Serendipity 43, Fred Roswold, 10. (5

boats)

PERFORMANCE B —

1) **Sinfonia Nautica**, J/105, Bart Smit, 3 points; 2) **Bright Star**, Jeanneau SunFast 38, Dor Anderson, 7; 3) **Carmanah**, C&C 43, John DeMeyer, 8. (5 boats)

TWENTY SOMETHING

— 1) **J/World 1**, J/80, 3 points; 2) **J/World 3**, J/80, 7; 3) **J/World 2**, J/80, 8. (3 boats)

CRUISING OVER 45-

FT — 1) **Agave Azul**, Catalina 470, Mark Thompson, 3 points; 2) **Talion**, Gulfstar 50, Patsy Verhoeven, 7; 3) **Scout**, Jeanneau Sun Odyssey 52.2, Greg Himes, 8. (4 boats)

CRUISING UNDER 45-

FT — 1) **ZOA**, Ericson 381, Kris Rittenhouse, 3 points; 2) **Blue Oasis**, Jeanneau SO 45p, Barry Constant, 7; 3) **Pinocchio**, Frers 33, David Pressley, 9. (6 boats)

JIB AND MAIN — 1) **Poco Loco Dos**, Catalina 38, Keith Sangster, 4 points; 2) **Georgia**, Van de Stadt 41, Ben Mewes, 5; 3) **40-Love**, Hunter 40, Joel Gerber, 10. (4 boats)

MULTIHULL — 1) **Zephyr**, Outremer 55, Eric Laakmann, 4 points; 2) **Cricket**, F-22, Randy Hough, 5; 3) **Jazz**, F-41es, Graham McGlashan, 10. (3 boats)

Full results at www.banderasbayregatta.com



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"Steer under the boat!"

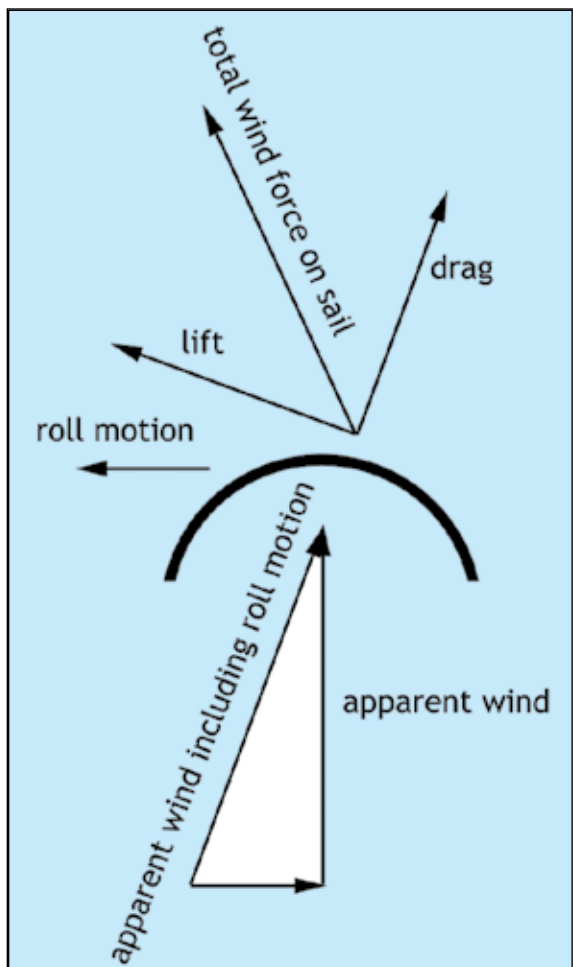
We were about to round up on starboard tack, so the driver spun the wheel to port and we bore off hard, bringing us momentarily upright but now rolling to starboard. The starboard roll continued, threatening a round-down. "Head up!" I shouted again, along with several other crew yelling pretty much the same thing. "Too much!" yelled a trimmer as we entered another round-up, and the driver turned down again. We rolled three more times and then lost it to windward, knocked down flat off the Cityfront in what was really just a typical afternoon sea breeze.

We eased the spinnaker sheet and the vang, and after much flogging got the boat upright and the spinnaker drawing again.

"Max, why don't you give it a try?" the owner said as he gestured for me to take the helm.

This was a fast boat in its day. Big and heavy with a tall rig, "from the dark

A spinnaker on a rolling boat can produce an aerodynamic force that pulls the boat in the direction it's already rolling.



years of IOR," as Lee would say. It was still a fast boat upwind; lots of ballast and a long waterline for its rating. But off the wind in a blow, we were done for.

"Lee, take over the trim!" I ordered.

Lee Helm and I were guests on this crew, filling in for two regulars who couldn't make it that weekend. So we didn't want to assume any undue authority. But this was survival mode, and I wanted Lee calling the trim.

"Like, pole forward two feet, please," she called to the afterguy trimmer. "And spinny sheet in, we need to oversheet to suppress the windward roll. And vang back on ASAP."

That helped, but everything still felt incredibly unstable. The boat seemed like it couldn't decide which way it wanted to roll, and my helm inputs were mostly out of phase and behind the action. There was an impressive stern wave behind us. We had to shout to be heard over the bow wave. And this old lead mine was only going 12 knots.

"I just can't keep this thing from rolling," I said in frustration. We were likely to broach again, one direction or the other, so I was favoring a windward spinout to starboard. On two occasions we had to dump the spinnaker sheet to keep the boat upright, but if we didn't sail a deeper run we would have to jibe soon. And one place I did not want to go was into the early ebb current to starboard.

"Lee, see what you can do with this," I said after the second hair-raising round-up.

I have many more big-boat miles than Lee, but she has the small-boat chops, the fast reflexes, and even the stronger, more durable arms from her windsurfing. Maybe she could get this beast to the leeward mark before the rest of our division passed us.

We swapped places as the boat started another roll cycle. But when we started to roll to starboard, with risk of a leeward broach, her first move was to snap the wheel to port for a second, then make the required turn to starboard.

"It's like, a small-boat maneuver," she explained over the roar of tortured 12-knot water. "Use the transient roll moment from the rudder to cancel the roll to starboard. Works great on a Laser. There's like, major negative roll damping in this rig, so the roll motion pulls the boat

farther to the side it's already rolling to unless you can . . ."

She yanked the wheel hard to port again, then eased the helm to starboard.

". . . Unless you can stop the roll with a quick rudder jab."

I overtrimmed the spinnaker sheet a little more, and asked for the pole to go another few inches forward. We seemed to be almost under control.

"Sure wish this boat had a tiller," Lee grumbled as she struggled to produce more sharp spikes in turn and roll inputs despite the geared-down helm linkage.

"I think I see what you're doing," said the owner. "Let me take it back."

Well, it was his boat, so we let the owner have his helm back. The boat started to roll again.

"If we spin out," I tried to brief the crew, "release whichever string is on the low . . ."

But it was too late. We rolled to port, barely recovered from another almost round-up, then rolled heavily to starboard as the boat yawed way to leeward. The helm was still over to port after over-correcting from the last roll, and with the rig leaning way to starboard there was nothing to keep the boat from spinning out to leeward. At that point, the rudder was mostly out of the water anyway.

"Heads down!" I yelled.

The boom flew across in the classic jibe-broach maneuver. I called for holding the sheet and running the guy, but the sheet had already been let halfway out in a panic, and the two wraps left on the winch drum had found their way into a tight override knot so the sheet was not going out any more just then. The afterguy had also been released, but so had the foreguy, and that allowed the pole — which had been eased forward not just for roll control but also to keep it out of the water if we broached in this direction — to become deeply immersed in the Bay and promptly wrap itself around a shroud.

I was watching how far we went over and never actually saw the masthead touch the water, but others in the crew would later swear that it was several feet under.

The race was over for us. We still had our mast, and the spinnaker was still in one piece, but the pole was bent in half.

"I just couldn't stop the rolling," the owner shook his head as we cleaned up the mess for the sail home.

"Negative roll damping," said Lee.

NEW SPIN ON SPINNAKER SPINOUT



ALL PHOTOS MAX EBB

Two superimposed video frames showing Lee's "Death Roll Simulator" in action. It's made from a mailing tube with some dead batteries for ballast.

"Initiated by Strouhal instability. I'm surprised I lasted, like, as long as I did when I had the wheel."

"The helm seems to have a mind of its own," I said. "It starts to roll one way, and by the time I make a helm input to correct the roll, it's trying to roll the other way."

"Critical Strouhal number," said Lee. "That's the parameter that controls the vortex-shedding frequency of an object in steady flow, and it produces alternating side-to-side forces. If the resonant frequency of the structure is close to the vortex-shedding frequency . . ."

"You mean like the Tacoma Narrows Bridge?" someone asked.

"Or a submarine periscope without the vortex suppressors?" asked another crew.

"Same deal," Lee confirmed. "Let's work this out and see where we are with this old rig."

I was thinking "broach coach" but had the good manners not to use the term in front of the owner.

"Estimate Reynolds number first," she began as soggy sandwiches were passed around. The lunch bag had been stowed in the sink, but on our last roll the sink had gone well below the waterline and the sink had flooded with sea water. "Reynolds number is just apparent air speed times object size divided by kinematic viscosity. It's a measure of the rela-

tive importance of momentum compared to viscosity. Big or fast things care more about momentum, small or slow things are more affected by viscosity, so it's all about speed times size. I'll use width of the spinnaker for the characteristic size. What's the J measurement, 15 feet?"

"Fifteen point two," the owner said, confirming the size.

"Like, if we assume the spinnaker section is half-round, and girth is the usual 180% of J, and we get . . ." she pulled her phone, safe in a waterproof case, out of her foulie pocket and entered some numbers in the calculator app. "15 times 1.8 times two divided by pi . . . 17 feet of spinnaker width at max girth. Apparent wind was like, 20 knots, or 34 feet per second. Reynolds number is those two numbers multiplied together and divided by kinematic viscosity, to make it non-dimensional, which for air is about 160 times ten to the negative six."

"You just happen to know that?" I asked.

"Doesn't everybody?" she replied.

"Let's finish. I get a Reynolds number of 3.6 million."

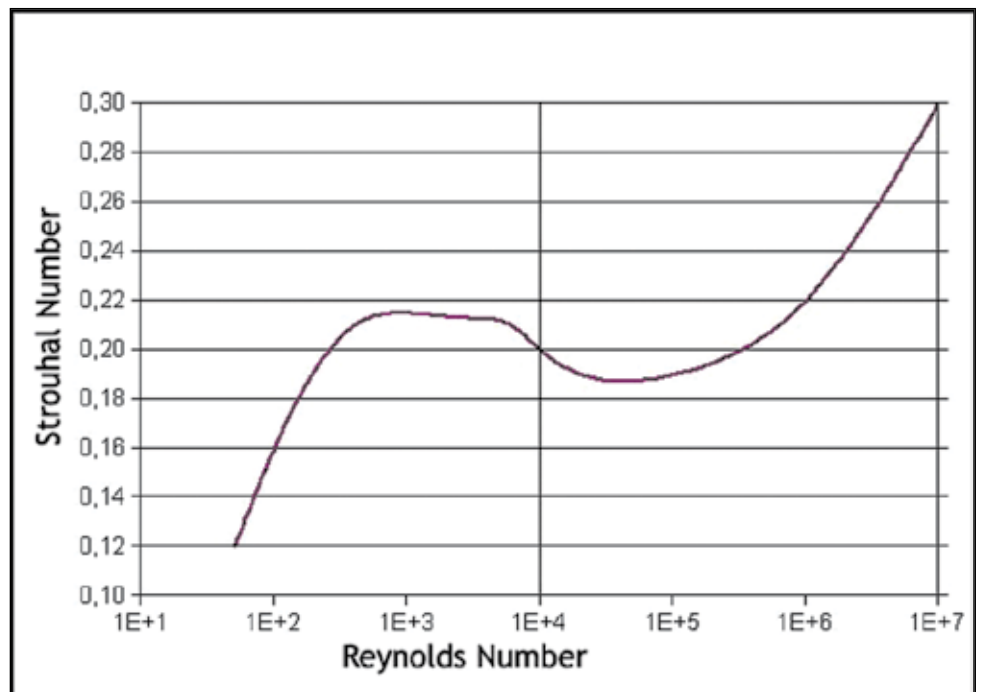
"Which means?"

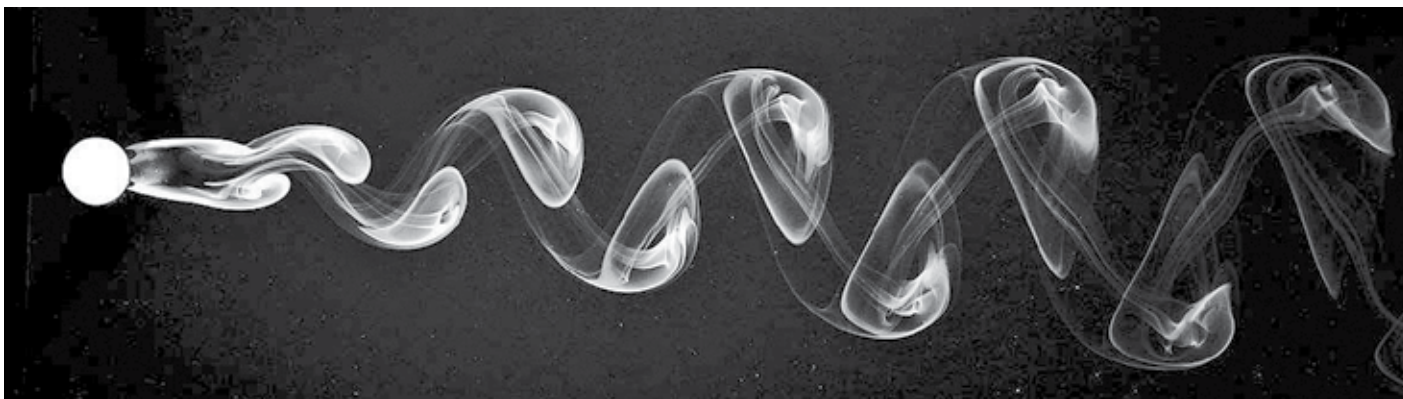
"Now we have to look up the chart of critical Strouhal number as a function of Reynolds number. The Reynolds number doesn't have to be very precise, just an order of magnitude will usually do it."

She made a quick online query and displayed a small graph on her phone.

"Critical Strouhal number is about 0.25. That means that vortex shedding frequency times the width of the object is one-quarter the speed of the air flow. And like, physically, that means that the air in the free stream goes about four spinnaker widths for every complete cycle of alternating side force."

The effect of Reynolds number on Strouhal number.





Classic vortex shedding pattern. If the Strouhal number is in the 0.20 to 0.25 range, a pair of vortices is shed in the time it takes the fluid to move four to five times the width of the obstruction.

"So what's the critical frequency?" I asked.

"Frequency times length over speed is one-quarter, and like, period is the inverse of frequency, so vortex-shedding period would be four times spinnaker width divided by speed, or . . . wait for it . . . a vortex-shedding period of two seconds for the complete cycle. Every half-cycle — that is, every second, the side force on the spinnaker is reversing from port to starboard. That's why it's so hard to keep up with this boat on the helm. Sure wish it had a tiller."

$$\text{Reynolds number} = \frac{V L}{\nu}$$

$$\text{Strouhal number} = f L / V$$

$V = \text{wind speed}$ $L = \text{size of object}$ $\nu = \text{kinematic viscosity}$ $f = \text{vortex-shedding frequency}$

"Well that explains why the boat kept trying to go the opposite way I was trying to steer it," said the owner. "But you know, I think this boat's roll period is much longer than two seconds. So I don't think we have resonance with the vortex shedding, if your numbers are right."

"That's where the negative damping coefficient comes in," said Lee. "If the boat didn't roll at all, we'd have vortex shedding on the two-second period. But when we start to roll, the flow is locked into synchronizing with the transverse motion of the rig. And like, the surprising thing, for a semicircular cross section like a spinnaker, is that once the sail starts moving transversely in one direction, the force vector becomes angled in a way that pulls the sail even more in that same direction."

"That doesn't make sense," the foredeck crew chimed in. "Wouldn't aerodynamic drag tend to stabilize a spinnaker that's rolling to one side, by adding drag?"

"You'd think so, but like, no," Lee answered. "There's a neat little gadget you

can build to demonstrate this on land. I can build one when we're back at the club."

We enjoyed a perfectly civilized day-sail back to the yacht club, even though the sandwiches were soggy. At least the cookie tin survived our banana split maneuver.

Meanwhile Lee drew a vector diagram showing how the lift force created by air moving around a spinnaker on a rolling boat could, in theory, make the boat roll more, not less. But I was not convinced; it still seemed like the drag should be working against the roll.

"Use the transient roll moment from the rudder to cancel the roll to starboard. Works great on a Laser."

Two hours later we were warm and dry and sitting around a table in the yacht club bar. All except Lee, who was scavenging some odd objects from the club storage closet. She returned with a mailing tube, some alkaline batteries, duct tape, a box knife, a long, thin screwdriver and a tape measure.

"Two inches in diameter and 26 inches long, perfect," she said. "First we cut away the front half of the tube for 18 inches of its length. That leaves eight inches still round in cross section, and 18 inches with just a half-circle cross section, like the spinnaker."

Lee was not doing the construction herself, but directing the foredeck crew.

"Now poke a hole through the diameter, six inches from the round end, through the round part. Make sure it's lined up, like, very accurately so there's

no bias to one side."

She waited for the tasks to be completed. "Now tape over the bottom and add ballast. It needs about a pound — two D-cells and six or seven double-A's will be about right."

"Are we done?" asked the crew after the ballast was in place.

Lee held the device by the screwdriver handle and tested the pendulum action. It looked like a big cardboard metronome, set to about 60 beats per minute.

"Maybe a little too much friction in the bearing," she said. "Let's replace the screwdriver with some taut dental floss. Last time I made one of these demos, I used, like, skateboard wheel bearings. They house nicely inside Class 200 thin-wall PVC 3/4" pipe, and 5/16" fiberglass rod makes a good axle."

With the pendulum now strung on a thin strand of floss, we followed Lee out onto the yacht club deck overlooking the harbor. The sea breeze was still blowing at a steady 10 knots. The pendulum got off to a slow start, but within a minute it was flopping more than 60 degrees from side to side. We all took a turn with the gadget, to make sure no-one was adding energy by the way it was being held.

"Good demo, Lee!" said another voice from one of the tables out on the deck. It was an older gentleman, not one of our crew, and I didn't recognize him as a yacht club member either. But he seemed to know Lee Helm.

"Professor!" said Lee, quite surprised. It turned out he was Lee's fluid dynamics professor, with a group of professors who had rented the Regatta Room for a meeting.

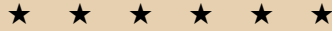
I took the opportunity to ask about the relationship between Reynolds number and Strouhal number.

"Big swirls have little swirls, that feed on their velocity," he replied.

"And little swirls have lesser swirls, and so on to viscosity."

max ebb

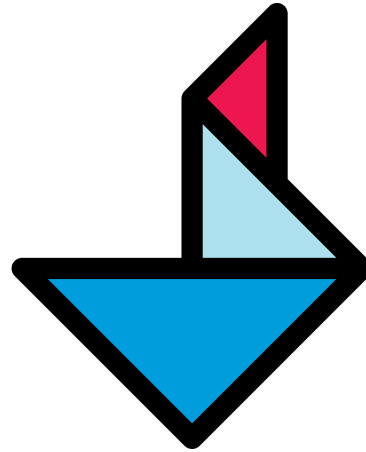
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THE RACING

Late winter regattas covered herein include RYC's **Big Daddy**, the **SSS Corinthian**, StFYC's **California Dreamin'** and SDYC's **Women's Winter Invitational**. **Midwinter Series** wrap up with reports and/or photos from Golden Gate, Encinal, South Beach and Sausalito YCs; **Box Scores** sum up many others. We end with a tidy trio of **Race Notes**.

Big Daddy Regatta

The two days of Richmond Yacht Club's Big Daddy Regatta featured different weather challenges, but one thing they had in common was unsettled conditions, with more wind than forecast. On Sunday, more wind was a good thing; on Saturday, not so much.

If Saturday's forecast for a storm front didn't deter a few entries from showing up for the buoy races, the actual conditions made some think twice about going out. Others ventured out of the harbor only to return, not liking the sloppy south fetch or winds peaking at around 30 knots. Cold precipitation was one thing — most hardy racers will put up with that — but being tossed about like flotsam on the windswept waves was another.

The Henderson 30 *Family Hour* "went in before anything broke." When Bob Harford of the Express 37 *Stewball* saw 31 knots he decided that wasn't worth it. The Columbia C32 *Six Brothers* ripped

showed up.

The Farr 40 *Twisted* started Race 1 and just kept right on going, past the windward mark, to their homeport, Oakland YC. The ranks of PHRF A on the Deep Water course were thus reduced until Buzz Blackett's Antrim Class 40 *California Condor* was match-racing Romeo Uriarte's Landmark 43 *Destin*. After *Condor* snagged the weather mark, it was no longer a fair fight. "In the second race, our keel bulb hooked the anchor rode for the windward mark," said *Condor's* skipper. "We dragged the rode, anchor and mark around the offset mark (hooking it too), jibe-set the kite, and then looked back to see both marks chasing us about 40 feet away. As we began to drop the kite to be able to stop the boat, the weather mark came loose from its rode. The weather mark and the offset mark floated away, and we carried on with the race.

"We discovered only after Sunday's race that the rode, chain and anchor were still on our keel bulb, which shed some light on why we couldn't get the boat going very well during races 2 and 3 on Saturday and the pursuit race on Sunday. Pretty weird that the anchor didn't set and the ground tackle didn't fall off during all the sailing and maneuvers both days."

The windward mark boat filled in for the weather mark on the Deep Water course.

Conditions improved for Race 2 and lightened up for Race 3, with even the sea state ameliorating.

Back at RYC, the sailors warmed up with hot beverages and spirited conversation. Most of the latter revolved around the weather forecasts. Predictions for Sunday's pursuit race included winds from 5 to 8 knots. SailFlow had 6-10 knots until noon, dropping to 1 knot. It was supposed to be flooding all day, but water releases upstream fooled with that prediction. On Sunday morning, Windyty showed 3 knots all day, first from the southeast, then the north, then

the northwest. The northwesterly never arrived, but neither did the dreaded 3 knots. Wind velocity mostly hovered around the 7- to 8-knot range, enough to get 92 boats around the course. Not all storm activity had passed yet, and the sailors raced under a dramatic sky. Some spotted afternoon lightning in the East Bay.

Sunday's race is a pursuit, with skippers starting according to their rating and choosing which direction to round Alcatraz and Angel Island from a start line near Southampton Shoal. From the race committee's point of view, it was really hard to tell which way was going to be best. First to finish was the Express 37 *Golden Moon*, sailing a clockwise course — a starboard rounding of the islands. The top six monohulls went the same way.

"There were good reasons to go each of the ways," said skipper Kame Richards. "We talked to Gordie [Nash] before the start — I usually do — and he said, 'I'm going to go the way that I don't plan on going.' Because he says every time he makes a plan it's wrong.

"It was ebbing really hard at Southampton Shoal before the start, and the boats going into Raccoon Strait were reaching to get into the Strait. It looked like two thirds of the boats were going that way, and if you went the other way, your problem got smaller: There's a lot fewer boats you have to pass. We did not have a hard-and-fast plan. The weather forecast was for it to shut down globally all over the Bay. It didn't do that."

"We found ebb shortly after Southampton," said *Golden Moon* crew Mike Mannix. "We had a one-tack beat, then a little reach at the end to get to Alcatraz."

"We sailed pretty far left on starboard after starting before we tacked over, and boats that tacked onto port soon after the start didn't have the current that we had on the shallower part of the racecourse," explained Kame. "So we probably passed half of the boats that started before us before Alcatraz by going to that left side."

"We put the spinnaker up before we turned at Alcatraz because we got swept past it," said Mike. "We flew the spinnaker from Alcatraz to Raccoon Strait, then went hard on the wind through Raccoon and most of the way across."

"Sailing into Raccoon Strait we happened to be close to Charles Brochard of *Baleineau*. He was a Corinthian YC member," said Kame. "Those guys know that corner of the Bay really well, so wherever they went we followed them. We came out



Winning helmspeople aboard 'Golden Moon' included RYC juniors Aiko Wentworth (7), Sadie Paulling (9) and William Wentworth (9).

their headsail. Joan Byrne's Olson 911S *Heart of Gold* had engine trouble and took in 40 gallons of water.

The forecast had called for high teens with gusts to 25. What transpired was a steady 25 with gusts to 31. "The sea state was foul," said Richard vonEhrenkrook of the Cal 20 *Can O'Whoopass*. "The delivery over was even worse, with heavy rain." On the Southampton Shoal course (one of three racing areas), Richard put up the single index finger, requesting a single-lap course, before each race, for the Cal 20 division. Only two of them

LATITUDE / CHRIS



Kame Richards' Express 37 'Golden Moon' was first to finish RYC's Big Daddy pursuit race on Sunday, March 10.

On Saturday, March 9, Big Daddy Regatta crews struggled with mishaps, big winds and rough seas — before and during the first of three races.

of Raccoon on the left-hand side of the Strait, close-hauled on starboard, sailed seven eighths of the way to the finish, tacked over, and were easing sheets to get to the finish line." There were not yet any multihulls in sight when *Golden Moon* finished.

"The three juniors all got a turn driving. Sadie drove the finish," said Mike.

"The deal is, if you try for one of these for 20 or 30 years, you get one! I think I won with Peter Hogg on the trimaran *Aotea* 25 years ago or more. This is the first time we've won in a real boat," Kame laughed.

Crew in addition to Kame and Mike included Sally Richards, Tom, Eliza and Sadie Paulling, Nathan Bossett, Jonathan Bridge, and Sean, Aiko and William Wentworth.

The winning multihull, Alan O'Driscoll's D-Class catamaran *HMB Boys & Girls Club*, went counterclockwise. You may recall that Alan and crew Bryan Wade also won RYC's Great Pumpkin pursuit race, which sails the same course, last October.

— *latitude/chris*

RYC BIG DADDY REGATTA, 3/9 (3r, 0t)

PHRF A — 1) **Destin**, Landmark 43, Romeo

Uriarte, 4 points; 2) **California Condor**, Antrim Class 40, Buzz Blackett, 5. (3 boats)

PHRF B — 1) **Peregrine**, J/120, David Halliwill, 3 points; 2) **Swift Ness**, J/111, Nesrin Basoz, 6; 3) **CentoMiglia**, Flying Tiger 10, Mark Kennedy. (3 boats)

PHRF C — 1) **Invictus**, Jeanneau SunFast 3600, Nicolas Popp, 4 points; 2) **Encore**, Sydney 36 CR, Wayne Koide, 7; 3) **Vera Cruz**, Beneteau First 40, Michael Johnson, 8. (5 boats)

PHRF D — 1) **Ahi**, Santana 35, Andy Newell, 7 points; 2) **Another Girl**, Alerion 38, Cinde Lou Delmas, 10; 3) **Carmelita**, Catalina 42 MkI, Christian Lewis, 12. (4 boats)

PHRF E — 1) **Kangaroo Jockey**, J/70, Mark Thomas, 5 points; 2) **TBD**, Melges 20, Lance Kim, 8; 3) **Rampage**, J/70, Tom Thayer, 9. (3 boats)

PHRF F — 1) **Frogflips**, J/24, Richard Stockdale, 4 points; 2) **The Flying Tiger**, Moore 24, Vaughn Seifers, 5; 3) **Lickety Split**, SC27, Rick Raduziner, 9. (4 boats)

EXPRESS 37 — 1) **Expeditious**, Bartz Schneider, 4 points; 2) **Golden Moon**, Kame Richards, 6; 3) **Bullet**, Larry Baskin, 10. (4 boats)

J/105 — 1) **Vuja Star**, Chris Kim, 3 points; 2) **Kestrel**, Eric Patterson, 6; 3) **Yellowfin**, Dick MacLay, 11. (3 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton, 4 points; 2) **Wile E. Coyote**, Dan Pruzan, 6; 3) **Tequila Mockingbird**, Matt Krogstad, 8. (12 boats)

SANTANA 22 — 1) **Carlos**, Jan Grygier, 4 points; 2) **Albacore**, Michael Quinn, 5; 3) **High & Dry**, Igor Polevoy, 11. (5 boats)

CAL 20 — 1) **Can O'Whoopass**, Richard vonEhrenkrook, 3 points; 2) **Baby Blue**, Chris Cassell, 9. (2 boats)

RYC BIG DADDY PURSUIT RACE, 3/10

MONOHULL — 1) **Golden Moon**; 2) **CentoMiglia**; 3) **Yankee Air Pirate**, Olson 30, Donald Newman; 4) **Abigail Morgan**, Express 27, Ron Kell; 5) **WYSIWYG**, Olson 30, Hendrik Bruhns; 6) **Baleineau**, Olson 34, Charlie Brochard; 7) **Motorcycle Irene**; 8) **Bad Hare Day**, Wylie Wabbit, Erik

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

March's racing stories included:

- US Sailing Rolex Yachtsman & Yachtswomen of the Year
- NHYC Newport to Cabo Race
- San Diego NOOD Regatta
- StFYC Spring One Design
- Bocas Regatta • Golden Globe Race
- Round New Zealand Race
- Katie Love at the JJs Down Under
- Previews of YRA's Intro to Racing, April races, and more.

THE RACING



Big Daddy pursuit race, clockwise from top right: the Islander 36 'Luna Sea' and Farallon Clipper 'VIP' started together ('VIP' was last to finish); blink and you'll miss those sneaky fast cats, like the D-Class 'HMB Boys & Girls Club'; 'Mintaka4' and 'Hammer' cross courses at Alcatraz; Multihull Division winner Alan O'Driscoll says, "We went counterclockwise." Bottles of wine lent gravitas to the first-place bags.

ALL PHOTOS THIS PAGE LATITUDE / CHRIS

Menzel; 9) **Jeannette**, Frers 40, Bob Novy; 10) **The Flying Tiger**. (82 boats)

MULTIHULL — 1) **HMB Boys & Girls Club**, D-Class cat, Alan O'Driscoll; 2) **Hammer**, Marstrom Seacart, Jonathan Hunt; 3) **SmartRecruiters**, Extreme 40, Jerome Ternynck. (11 boats)

Full results at www.regattanetwork.com

SSS Corinthian Race

The skies cleared briefly and it stopped raining just in time to get in the second race of the Singlehanded Sailing Society's season, the Corinthian. This race is one of the most feared or loved, as getting into and out of the start and finish area off CYC can be difficult, with wind holes and shifts and adverse current turning the best plans to dust or glory. The two course choices are Course 1, the traditional course, which takes Little Harding Buoy to port, Blossom Rock Buoy to starboard, Blackaller Buoy to starboard, the Southampton platform to port, Little Harding to starboard and finally to the finish. It's a long course at around 18 miles, but also one that offers plenty of tactical decisions and passing lanes in a variety of conditions. Course 2 is the same except that it leaves out the first rounding of Little Harding.

This year, the race chair called a slight postponement due to lack of wind at 11

a.m. and a lingering flood. Once the wind started to fill in from the west, Course 2 was mercifully selected, and the boats sailed slowly off the line headed for Blossom Rock.

Singlehanded Overall winner Scott Owens on his Schumacher 1/4-ton *Summertime Dream* described his start: "My experience in the Corinthian is after the start to try to get to the right for the incoming westerly. This year the slower boats started last, and we did not have too many issues with lack of wind. I think this was the critical point in why the boats that did well overall were the ones that started last."

In the Doublehanded Monohull Division, Memo Gidley and his mom Mary on the Non-Spinnaker entry *Basic Instinct*, an Elliott 1050, prepared carefully for the race. "My mom and I sailed the course the week before and had a pretty good idea of the route we were going take. Our goal was to make minimal mistakes in our maneuvers. I also figured it was going to be a light-air race and set up the rig for those conditions." Being a professional race car driver, Memo's running a lap before the start seems right.

Overall Multihull winner Andrew Scott on the F-27 *Papillon* also had a good start. "My 11-year-old son Kai was

my crew. He did most of the driving, while I provided tactics and muscle. Before the race, we discussed that the flood was predicted to be small, so, with the runoff, we anticipated that the ebb would start much earlier than the tide tables predicted. This proved beneficial in the second half of the race."

The multihulls started first. "At the start we were mid-line to catch the dying ebb and have clear air. So we were farther from the next mark but were able to always have forward momentum."

Farther down the course *Summertime Dream* "overstood getting to Blossom because I did go for that westerly and it filled in quickly. I should have done what Glenn Isaacson and Liz Baylis did on *Q* and headed right for Blossom after clearing the start area. Going to Blackaller I elected to go out to Alcatraz because I thought there was more northerly going on. It did not hurt when I saw Will Paxton and Liz Baylis also going to Alcatraz."

While Scott was heading east, Drew and Kai were working their way back to Little Harding after Southampton. "Going to Southampton, we worked hard to stay in the flood, as ebb was already starting along Angel Island. We then took advantage of the ebb going through Raccoon Strait to Little Harding by staying on the



Angel Island side. Both of those moves enabled us to gain a lot of distance on our competitors."

At the finish, *Summertime Dream* had an easier time than others. "After turning around Southampton, I went through Raccoon Strait," says Owens. "The tide was turning to an ebb and there was still a bit of northerly in the wind, so it was a fast leg to Little Harding. And I lucked out finishing. I stayed low and reached up to the finish line. I had lots of wind and did not fall into any holes like some of my competitors."

"As much as I like CYC from our Friday night race experience, the finishes in front of the club as the wind dies make my stomach turn!" said Memo from *Basic Instinct*. "This SSS race was exactly the same. I had my stopwatch timing competition, and I had an approximate idea of where we needed to be, but, as the wind lightened, my nerves increased, and we barely got across the finish with little speed."

The race attracted 110 boats in several forms from slow to fast. It's what makes the SSS one of the stronger sailboat racing organizations on the Bay.

Andrew put in a plug for a hidden feature of the SSS and some other races on the Bay, the Jibset tracking system

Top row, l-r: The SSS Corinthian Race started off CYC on February 23 in light air; 'Mr. Magoo' headed toward the final mark, Little Harding, but 'Cat Sass' dropped their mast prematurely. **Bottom row:** 'Reality Cheque', 'Stratocaster' and 'Leglus' in South Beach YC's Island Fever race on beautiful but fluky March 16; for series results, see Box Scores on page 115.

that uses your cell phone. "My wife, other son and parents all watched live while we were racing, and then I was able to compare our track to other boats' after the race. It would be great if more boats started using the system."

— ncs

SSS CORINTHIAN RACE, 2/23

SINGLEHANDED ≤ 108 — 1) **Lilith**, Wyliecat 39, Tim Knowles; 2) **Envolée**, Beneteau Figaro 2, Nathalie Criou; 3) **Hokulani**, J/120, Tracy Rogers. (3 boats)

SINGLEHANDED 111-159 — 1) **Uno**, Wyliecat 30, Bren Meyer; 2) **Crinan II**, Wyliecat 30, Don Martin; 3) **Warwhoop**, Contessa 33, Chuck Hooper. (6 boats)

SINGLEHANDED ≥ 162 — 1) **Summertime Dream**, Schumacher 1/4-ton, Scott Owens; 2) **Eyrie**, Hawkfarm 28, Synthia Petroka; 3) **Sweet Pea**, Islander 30-2, Jan Hirsch. (8 boats)

SINGLEHANDED SPORTBOAT — 1) **Outsider**, Azzura 310, Greg Nelsen; 2) **Fugu**, Wilderness 30S, Chris Case; 3) **Sleeper**, Olson 30, Adam Correa. (3 boats)

SINGLEHANDED EXPRESS 27 — 1) **Archimedes**, Joe Balderrama; 2) **Taz!!**, George Lyth-

cott. (2 boats)

SINGLEHANDED NON-SPINNAKER — 1) **Katester**, Sabre Spirit, Byron Reeves; 2) **Mulan**, Beneteau 10R, Michael Chammout. (3 boats)

DOUBLEHANDED ≤ 108 — 1) **Serenade**, Sabre Spirit, Hank Easom/Vicki Sodaro; 2) **Invictus**, Jeanneau SunFast 3600, Nico Popp/Jacques Benkoski; 3) **Still Pinchin'**, J/105, Morgan & Jordan Paxhia; 4) **Vuja Star**, J/105, Chris Kim/Carl Plant. (18 boats)

DOUBLEHANDED 111-159 — 1) **Sketch**, Olson 25, David Gruver/John Collins; 2) **Arcadia**, Mod. Santana 27, Gordie Nash/Terry Bennett; 3) **Siren**, SC33, Brendan Huffman/John Rothe. (11 boats)

DOUBLEHANDED ≥ 162 — 1) **Siento el Viento**, C&C 29-1, Ian Matthew/Jeff Drust; 2) **Zeehond**, Newport 30 MKII, Donn Guay/Dave Salinovich; 3) **Old School**, Yankee Dolphin, Dick Loomis/John Amen. (6 boats)

DOUBLEHANDED SPORTBOAT — 1) **Max**, Ultimate 24, Bryan Wade/Mike Holden; 2) **Kwazy**, Wylie Wabbit, Colin Moore/Mike Lazzaro; 3) **Bad Hare Day**, Wylie Wabbit, Erik Menzel/Malcom Fiefe. (9 boats)

DOUBLEHANDED EXPRESS 27 — 1) **Motorcycle Irene**, Zach Anderson/Will Paxton; 2)

THE RACING

YOUNGSTER



Andale, Pat Brown/Patrick Brown, Jr.; 3) **Abigail Morgan**, Ron & Oliver Kell. (10 boats)

DOUBLEHANDED MOORE 24 — 1) **Firefly**, Joel Turmel/Dylan Ale; 2) **Mooretician**, Peter Schoen/Roe Patterson; 3) **Flying Circus**, Bill Erkelens/Keith Stahnke. (7 boats)

DOUBLEHANDED NON-SPINNAKER — 1) **Basic Instinct**, Elliott 1050, Memo & Mary Gidley; 2) **Q**, Schumacher 40, Glenn Isaacson/Liz Baylis; 3) **Red Hawk**, Hawkfarm, Gerald McNulty/Dave Smith. (12 boats)

DOUBLEHANDED MULTIHULL <20 — 1) **Mojo**, F-25c, Christopher Harvey/Dan Mone; 2) **Roshambo**, Corsair 31R, Darren Doud/Chris Lewis; 3) **Ocealy 3**, Diamond 24, Fred Bouju/Jacques Guegau. (7 boats)

DOUBLEHANDED MULTIHULL ≥20 — 1) **Papillon**, F-27, Andrew & Kai Scott; 2) **Wings**, F-24, William & Tammy Cook; 3) **Greyhound**, F-22, Evan McDonald/George Kiskaddon. (6 boats)

OVERALL SINGLEHANDED MONOHULL — 1) **Summertime Dream**; 2) **Uno**; 3) **Lilith**; 4) **Katester**; 5) **Crinan II**; 6) **Eyrie**; 7) **Mulan**; 8) **Warwhoop**; 9) **Outsider**; 10) **Surprise!**, Alerion 38, Bob Johnston. (25 boats)

OVERALL DOUBLEHANDED MONOHULL — 1) **Basic Instinct**; 2) **Q**; 3) **Sketch**; 4) **Firefly**; 5) **Mooretician**; 6) **Flying Circus**; 7) **Red Hawk**; 8) **Motorcycle Irene**; 9) **Arcadia**; 10) **Serenade**. (73 boats)

Full results at www.jibeset.net

The Seaweed Soup cup winners from 'Youngster', left to right: Lester Hardy, Ryan Heffernan, Marc Lambros, Ron Young, Jeff Spoering and Ryan Busalacchi (not shown: Kim Eagles-Smith).

Seaweed Soup at Golden Gate

The final installment of GGYC's Seaweed Soup midwinter series sailed under drizzly skies on March 2. A mostly light northeasterly built into the mid-teens toward mid-Bay. PRO Charles Hodgkins gave all divisions a 4.5-mile shorty triangle, Course 10. The race started in front of GGYC, sailed a short tight-reach leg to A in front of the St. Francis, followed by a beat to Harding Rock, a run to Mason, and another tight reach to the finish. The ebb, stronger than predicted, made it feel longer than it was.

"The current was a challenge," said Hodgkins. "The first boat finished in 45 minutes. With the ebb we thought it might take longer. After Harding Rock, some boats came straight in toward GGYC and played the current relief on the Cityfront to get to Mason." A fog

settled in low on the water toward the end of the finishes. For some time the race committee could barely see the pin.

PHRF 3 ended with a tie, 12 points each for *Arcadia* and Mike Mannix's *Catalina 38 Harp* (both of which are past overall series winners). *Arcadia* won the tie-breaker. Upon accepting the award for first place, *Arcadia's* skipper, Gordie Nash, commented: "We were all rooting for *Harp*. He would have won if he hadn't broken all his halyards [in February's race]."

The boat with the lowest score wins the perpetual trophy, and this year that honor went to Ron Young's IOD *Youngster*, with 6 points. Ron has owned the 1937 classic since 1991. "Her restoration took 15 months. We've been racing her continually since 1994." *Youngster* has been sailing Seaweed Soup since 2003.

BYC MIDWINTERS WINNERS RACE, 2/24

RED — 1) **Motorcycle Irene**, Express 27, Will Paxton/Zach Anderson; 2) **RYC Juniors 2**, J/22, Owen Lahr; 3) **Dianne**, Express 27, Steve Katzman. (8 boats)

BLUE — 1) **RYC Juniors 1**, J/22, Chase Englehart; 2) **Mad Max**, Santana 22, Megan Dwyer. (2 boats)

WHITE — 1) **For Pete's Sake**, Ultimate 24, Peter Cook; 2) **Eagle**, Express 27, Ross Groelz; 3) **Andale**, Express 27, Pat Brown. (7 boats)

Full results at www.berkeleyyc.org/racing

IYC ISLAND DAYS (5r, 1t)

SPINNAKER I — 1) **Outsider**, Azzura 310, Greg Nelsen, 4.5 points; 2) **Good & Plenty**, Soverel 33, Steve Berl, 10; 3) **Taz!!**, Express 27, George Lythcott, 12. (7 boats)

SPINNAKER II — 1) **Cassiopeia**, Islander 36, Kit Wiegman, 4 points; 2) **Wuvulu**, Islander Bahama 30, John New, 9. (2 boats)

168-RATERS — 1) **Faster Faster!**, Merit 25, David Ross, 4 points; 2) **Loki**, Santana 525, Tim Roche, 10; 3) **Irish Blessing**, J/24, Chad Peddy, 15. (3 boats)

COLUMBIA 5.5 — 1) **Sonic Death Monkey**, Dominic Marchal, 5 points; 2) **Carina**, Scott Mc-

MIDWINTERS BOX SCORES

Coy, 7; 3) **Rogue**, Ryan Nelson, 9. (5 boats)

SIZE MATTERS — 1) **Loco 2**, Mercury, Paul Mueller, 8 points; 2) **Tinker**, Wilderness 21, Matthew Beall, 10; 3) **Fun**, Santana 22, Chris Nicholas, 14. (5 boats)

NON-SPINNAKER — 1) **Lively**, Olson 30, Javier Jerez, 7 points; 2) **Christine Rose**, Catalina 30, Billy Cook, 8. (2 boats)

Full results at www.jibeset.net

RYC SMALL BOAT MIDWINTERS

WYLIE WABBIT — 1) Tim Russell, 10 points; 2) Colin Moore, 18; 3) Kim Desenberg, 23. (8 boats)

ULTIMATE 20 — 1) Phil Kanegsberg, 8 points; 2) David Woodside, 11; 3) Mike Josselyn, 18. (4 boats)

MERCURY — 1) Scott Easom, 6 points; 2) Lyn Hines, 16; 3) Chris Lanzafame, 21. (9 boats)

THISTLE — 1) Michael Gillum, 6 points; 2) David Rumbaugh, 15; 3) Jonathan Howell, 24. (10 boats)

INTERNATIONAL 110 — 1) Brendan Meyer, 6 points; 2) Eric Stassevitch, 14; 3) Jonathan Kaplan, 18. (4 boats)

INTERNATIONAL 14 — 1) John Clark, 8 points; 2) James Clarkson, 13; 3) Kirk Twardowski, 17. (5 boats)

29er — 1) Jack Sutter, 6 points; 2) Jason Akram, 11; 3) Connell Phillipps, 21. (6 boats)

SNIFE — 1) Packy Davis, 15 points; 2) Doug Howson, 19; 3) John Kelly, 22. (4 boats)

CFJ — 1) Florence Duff, 15 points; 2) Yasmin Horri, 16; 3) Lily Horri, 16. (5 boats)

LASER — 1) Emilio Castelli, 19 points; 2) Toshinari Takayanagi, 25; 3) Ryan Nelson, 26; 4) Roger Herbst, 36; 5) Julian Soto, 37; 6) Mike Bishop, 43. (25 boats)

LASER RADIAL — 1) Jayden Benedict, 14 points; 2) Jacob Bauman, 19; 3) Will Glasson, 24. (12 boats)

BYTE — 1) Michele Logan, 10 points; 2) Ann Lewis, 23; 3) Gene Harris, 27. (9 boats)

EL TORO SR. — 1) Michael Quinn, 15 points; 2) Art Lange, 17; 3) Gordie Nash, 33; 4) Tim Burden, 37. (17 boats)

EL TORO JR. — 1) Jack Holden, 8 points; 2) Evan Sullivan, 15; 3) Max Kuempel, 23. (10 boats)



'Good and Plenty', 'Red Cloud', 'Vitesse Too' and 'Smokin' sail off the line in the Central Bay during the final Jack Frost race day on March 2.

In 2019, she has an amazing 80 races on her schedule.

"The GGYC Midwinters is one of our favorite series. We like wind shifts and confusing current-wind combinations. The crazier the conditions the better we seem to do."

Ron says his strategy in this regatta consists of getting "all the way from our berth at SFYC in Belvedere to the starting line on time, given that *Youngster* has never had an engine and we sail everywhere we go."

— *latitude/chris*

GGYC MANUEL FAGUNDES SEAWEED SOUP SERIES (4r, 0t)

PHRF 1 — 1) **Gentoo**, Soto 30, Paul Dorsey, 9 points; 2) **Wildcard**, SC37, Mark Thomas, 16; 3) **Skeleton Key**, J/111, Peter Wagner, 18. (13 boats)

SOUTHAMPTON OPEN CLASS — 1) **VX One**, Kelly Pike, 6 points; 2) **VX One**, Phillip Weston, 13; 3) **Seascape 18**, Philip Frankl, 19. (5 boats)

KELLER COVE OPEN CLASS — 1) **Pyramid Wing Dinghy**, David Hodges, 9 points; 2) **Day Sailer**, Steve Lowry, 15; 3) **RS Aero**, Craig Perez, 25. (12 boats)

Full results at www.richmondyc.org

SBYC ISLAND FEVER SERIES (5r, 1t)

SPINNAKER <100 — 1) **Meliliani**, J/105, Richard Butts, 8 points; 2) **Leglus**, Ohashi 52, Hiro Minami, 9; 3) **CentoMiglia**, Flying Tiger 10, Pearl Prisco, 16. (4 boats)

SPINNAKER 101-149 — 1) **Stratocaster**, J/32, Lewis Lanier, 5 points; 2) **Reality Cheque**, Beneteau 35s5, Ross Werner, 10; 3) **Double Down**, Schumacher 30, Robert Fairbank, 13. (5 boats)

SPINNAKER ≥150 — 1) **Avalon**, Catalina 30, John Ford, 4 points; 2) **Sparky**, Catalina 25, Paul Zell, 8; 3) **Tilly Whim**, C&C 30, Frances Larose, 12. (5 boats)

NON-SPINNAKER — 1) **Bravo Zulu**, Sonar 23, Walter Raineri, 4 points; 2) **Amaranth**, Beneteau First 345, John Davis, 9; 3) **Amandla**, Cata-

PHRF 2 — 1) **CentoMiglia**, Flying Tiger 10, Mark Kennedy, 11 points; 2) **Envolée**, Beneteau Figaro 2, Nathalie Criou, 14; 3) **Raven**, C&C 115, Brice Dunwoodie, 15. (10 boats)

PHRF 3 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash, 12 points; 2) **Harp**, Catalina 38, Mike Mannix, 12; 3) **El Raton**, Express 27, Ray Lotto, 18. (9 boats)

PHRF 4 — 1) **Youngster**, IOD, Ron Young, 6 points; 2) **Bottoms Up**, J/22, Brett Davis, 9; 3) **Xarifa**, IOD, Paul Manning, 18. (11 boats)

CATALINA 34 — 1) **Queimada**, David Sanner, 7 points; 2) **Mottley**, Chris Owen, 10; 3) **Crews Nest**, Ray Irvine, 14. (5 boats)

KNARR — 1) **Pegasus**, Peter Noonan, 12 points; 2) **Narcissus**, John Jenkins, 13; 3) **Kraken**, Risley Sams, 14. (8 boats)

FOLKBOAT — 1) **Rodhaette**, Laurence Chambers, 11 points; 2) **Thea**, Chris Herrmann, 12; 3) **Polruan**, James Vernon, 17. (9 boats)

Full results at www.jibeset.net

MOSTLY MIDWINTERS BOX SCORES

lina 34, Kurt Magdanz, 11. (4 boats)

Full results at www.southbeachayachtclub.org

SCYC MIDWINTERS SERIES

SPINNAKER ≤80 — 1) **Roller Coaster**, SC50, Jack Gordon, 6 points; 2) **Animal**, Sydney 38, Scott Walecka, 7; 3) **Heartbeat**, Wylie 46, Lou Pambianco, 8. (4 boats)

SPINNAKER >81 — 1) **Pacific High**, SOB 30, Susie Snyder, 6 points; 2) **Yellowbelly**, SC27, Homer Lighthall, 11; 3) **Hanalei**, SC27, Robert Schuyler, 13. (13 boats)

JIB & MAIN <181 — 1) **Sailing Pair a Dice**, Catalina 30, Barry Keeler, 7 points; 2) **Tusitala**, C&C 40, John Nugent, 8; 3) **Zoop**, Islander 36, Paul Tara, 11. (6 boats)

JIB & MAIN >182 — 1) **Shanman**, Santana 22, Tom Manheim, 7; 2) **Azor**, Santana 22, Ross Clark, 7; 3) **Sandpiper**, C&C MkII, Peter Connolly, 10. (3 boats)

DOUBLEHANDED — 1) **Nobody's Girl**,

Jack Frost: Winter at Its Best

Midwinter racing at its best finished the season for Encinal YC's Jack Frost races on March 2, with two races completed under gray clouds turning to misty rain as the wind filled in. An impressive ebb ran through the course all day.

Race 9 of the series was a match between finding wind puffs in the 3- to 7-knot breeze and navigating the strong ebb. The crew of *Smokin'*, a Melges 24 with Kevin Clark at the helm, thought they had a huge lead sewn up until the wind died down on the last stretch to the finish before shifting from a north-easterly to a northwesterly. Without the needed breeze, *Smokin'*, sailing under spinnaker, jibed in vain against the ebb, losing their 17-minute lead, but still squeaked through to maintain their first place with only minutes to spare. The Hobie 33 *Vitesse Too* kept her speed up to grab second, while *Red Cloud* held onto third. By the time the C fleet was approaching the finish, the new wind had filled. *Synchronicity* captured the bullet. The Cal 40 *Azure* came in second with WYSIWYG hot on her heels for third. With the wind shift, the lead boats in the Santana 22 fleet finished with the divisions in front of them.

Race 10 saw 10- to 12-knot winds, which made the ebb less of an issue. *Smokin'* kept up her pace, capturing an-

Moore 24, Sydnie Moore, 7 points; 2) **Penguin**, Moore 24, Matt Dini, 8; 3) **Lowly Worm 2.0**, Moore 24, Scott Nelson, 11. (5 boats)

Full results at www.regattanetwork.com

SEQYC REDWOOD CUP SERIES (5r, 1t)

SPINNAKER — 1) **Friction Loss**, J/30, Jenny Thompson, 4 points; 2) **Frequent Flyer**, Farr 30, Stan Phillips, 4; 3) **Hijinks**, J/92, Tom Borgstrom, 9; 4) **Slipstream**, Catalina 42, Mark Millet, 21. (17 boats)

SEQYC WINTER SERIES (4r, 1t)

1) **Hijinks**, J/92, Ian McGee, 6 points; 2) **Frequent Flyer**, Farr 30, Stan Phillips, 9; 3) **Daredevil**, Melges 24, Tim Anto, 15. (15 boats)

Full results at www.jibeset.net

SIFYC SPRING ONE DESIGN, 3/16-17 (3r, 0t)

J/105 — 1) **Donkey Jack**, Rolf Kaiser, 9 points; 2) **Blackhawk**, Ryan Simmons, 9; 3) **Ne*Ne**, Tim Russell, 15; 4) **Mojo**, Jeff Littfin, 17; 5) **Jam Session**, Adam Spiegel, 19; 6) **Advantage3**, Pat Benedict, 21. (24 boats)

J/24 — 1) **Flight**, Randall Rasicot, 7 points; 2) **Shut Up and Drive**, Valentin Lulevich, 9; 3) **Evil Octopus**, Jasper Van Vliet, 10. (5 boats)

Full results at www.stfyc.com

THE RACING

other bullet, followed this time by *Good and Plenty*. In Class C, Rodney Pimentel's *Azure* got the gun, followed closely by *Shadowfax*, which was only racing the one day, then *WYSIWYG*, quickly followed by *Synchronicity*. The Santana 22 *Carlos*, which had gotten caught away from the start line by the current in the first race, pulled in just behind leader *Alegre* in Race 10.

In overall season results, *Smokin'* and *Red Cloud* tied with 13 points. The tie-breaker put *Smokin'* in first.

WYSIWYG finished in the top three boats every race for a total of 12 points. *Azure* and *Duende* tied for second, with *Azure* getting the second in the tie-breaker. The Santana 22 fleet, as always, finished close, with a number of shifts among top-place boats. *Meliki's* wins in Races 7, 8 and 9 put her into the first-place slot for the season.

— margaret fago

EYC JACK FROST SERIES (8r, 1t)

SPINNAKER <99 — 1) **Smokin'**, Melges 24, Kevin Clark, 13 points; 2) **Red Cloud**, Farr 36, Don Ahrens, 13; 3) **Vitesse Too**, Hobie 33, Grant Hayes, 24. (6 boats)

SPINNAKER ≥99 — 1) **WYSIWYG**, Olson 30, Henrik Bruhns, 12 points; 2) **Azure**, Cal 40, Rodney Pimentel, 27; 3) **Duende**, Cal 40, Philip Lavelle, 27. (6 boats)

NON-SPINNAKER — 1) **Lioness**, Hinckley Bermuda 40, Sheldon Haynie, 10 points. (1 boat)

SANTANA 22 — 1) **Meliki**, Deb Fehr, 19 points; 2) **Albcore**, Michael Quinn, 27; 3) **Tchoupitoulas**, Steven Meyers, 28. (9 boats)

Full results at www.jibeset.net

Sausalito Chili Midwinters

Sausalito YC's Chili Midwinter Regatta ended with a typical midwinter afternoon on March 3. Mid-teen winds got the first two of four divisions on their way to a windward mark half a mile away, but the wind shut down and the final two divisions suddenly found themselves at the mercy of a powerful ebb. And so it went — around 20 knots at the windward mark some of the time, complete lull at the leeward mark, and varying speeds in between.

The northwesterly direction at the early starts quickly became variable, just like the wind speed. One boat reported a dozen jibes on the half mile between the final windward rounding and the finish line. Filled chutes sailed past collapsed kites only a few yards away. The early and powerful ebb, fueled by the week's storm runoff, pushed boats sideways and backward going downwind and sped them on their way upwind.

Tim Bussiek's Islander 36 *Califia*



CHRIS RAY / WWW.CRAYVPCOM

The locals on Team Vela won California Dreamin' Stop 1, sailed on the San Francisco Cityfront. For more photos, check out <https://stfyc.pixieset.com/g/californiadreamin2019>.

corrected out 16.24 minutes ahead of David Borton's *French Kiss* in the large non-spinnaker division on a 2.4-mile windward/leeward course. Pat Broderick's Wyliecat 30 *Nancy* corrected out 13:30 ahead of the second-place boat in the small spinnaker division. Getting around the almost-windless leeward mark paid off big-time. A brisk northwest wind finally filled in, but too late for most boats.

Regardless, the post-race party back at the SYC clubhouse, with bowls of complimentary chili consumed while the awards were given out, was noisy, with the customary bragging and tall tales.

With two races canceled by wild weather, the Chili Midwinter Regatta became a three-race series.

— pat broderick

SYC CHILI MIDWINTER SERIES (3r, 0t)

SPINNAKER A — 1) **Q**, Schumacher 40, Glenn Isaacson, 6 points; 2) **Ohana**, Beneteau 45F5, Steve Hocking, 7; 3) **Escapade**, Sabre 40-2, Nick Sands, 14. (6 boats)

SPINNAKER C — 1) **Youngster**, IOD, Ron Young, 4 points; 2) **Nancy**, Wyliecat 30, Pat Broderick, 7; 3) **Sweet Pea**, Islander 30-2, Jan Hirsch, 12. (6 boats)

NON-SPINNAKER D — 1) **French Kiss**, Beneteau 350, David Borton, 5 points; 2) **Mamaluac**, J/105, Scott Lamson, 13; 3) **Califia**, Islander 36, Tim Bussiek, 16; **Mulan**, Beneteau 10R, Michael Chamhout, 16. (6 boats)

NON-SPINNAKER E — 1) **Homeslice**, Ericson 27, Josh Dvorson, 5 points; 2) **Kookaburra**, Bird, Martin Koffel, 7; 3) **La Mer**, Newport 30 MkIII, Randy Grenier, 9. (3 boats)

Full results at www.sausalitoyachtclub.org

Squirrely California Dreamin'

The first stop of the annual California Dreamin' Series, March 9-10 at St. Francis YC, had racers dreaming of the settled conditions classic to San Fran-

cisco Bay sailing. However, two days of rain, variable wind, squalls, lightning and squirrely current didn't deter local match-racing champion Nicole Breault and her team of Molly Carapiet, Karen Loutzenheiser and Hannah Burroughs. The four women, known as Vela Racing, bested the fleet of eight, scoring 11 bullets in 12 races — losing just once to Breault's husband, Bruce Stone, and his team of Spencer Paulsen, Stephanie Wondollock and Halsey Richartz, who finished third overall. Chris Nesbitt, sailing with Drew Guay, Michael Nicoletti and Kara Voss, nabbed second place.

"It was very challenging out there," said Breault, the top-ranked women's match racer in the United States. "The theme of this weekend was 'this is so weird,' which accounts for all the variables, the currents, the cross-currents. We've been sailing together for a long time, and we're trying to gear up for the Nations Cup, coming here to the St. Francis on April 10-14. This was a great warm-up for us and lays a solid foundation for the year."

Stone credited his win over Breault and his Day 2 picket fence to "risk minimization," sailing away in the pre-starts as he observed the other competitors getting to the line too early in the flood. The strategy boosted him to a podium finish.

Principal Race Officer Jeff Zarwell was profuse in his thanks to the umpires, who hailed from throughout the West Coast and Canada, and the race management team who endured challenging mark sets in unpredictable currents caused by the freshwater runoff of recent rains coursing over the saltier flood tide. "We hadn't even gotten to max flood and it was already ebbing," he exclaimed on the second day, which delayed mark-setting for some of what turned out to

be the final heats — the wind shifted, then died, and lightning spiked across the Bay, putting an early end to racing.

America's Cup veteran Russell Long, who finished near the back of the pack, said the weekend's racing "got his adrenaline going" and praised the maneuverability and responsiveness of the club's J/22s, compared to the keelboats he was accustomed to racing in the past. "Match racing has really evolved from when I used to do it," he said. "The game is more aggressive now than 30, 35 years ago. It's a pleasure to see the ability of some of these young people."

The California Dreamin' Series brings together eight teams from around the US to compete in a double round-robin format. The next stop will be at San Diego YC on October 5-6, followed by Long Beach YC on November 2-3.

— amanda witherell

Women's Winter Invitational

On February 16-17, SDYC hosted the Women's Winter Invitational. We sailed

more than 40 races in two days on J/22s in the San Diego Harbor. There were 24 teams with over 70 sailors. When we weren't racing in dicey-for-San-Diego winds, we were treated to massages, wine, champagne, beer, sandwiches, fruit and an incredibly lively crew dinner.

The rain held off until the final races on Sunday afternoon. The San Francisco Bay Area was well represented with teams from SFYC (Andrea Finn, Liz Baylis), StFYC (Jenn Swett, Nicole Breault, Molly Morris) and Richmond YC (Robin Van Vliet). California YC's Allie Blecher topped the Gold Fleet, and SDYC's Mary Bridgen won the Silver Fleet. See www.sdy.org.

— shana bagley

Race Notes

At the **Port of Los Angeles Harbor Cup** on March 8-10, the College of Charleston pulled off podium finishes in nine of 10 races. Hosting team Cal Maritime Academy placed second in the interconference regatta. LAYC co-hosted,

and Long Beach Sailing Foundation supplied the matched Catalina 37s. A brisk, building breeze flirted with the fleet's 25-knot limit. See www.layc.org.

Eric Doyle of Costa Mesa, sailing for SDYC with crew Payson Infelise, topped the 64-boat Star fleet and the Star Masters class at the **Bacardi Cup** in Miami on March 3-9. For more, go to www.bacardiinvitational.com.

The prospects for an **America's Cup World Series** regatta in 2019 are looking doubtful. A previously announced October event in Cagliari, Italy, is now off the calendar. Jack Griffin reported in *CupExperience* that "With delays caused by arbitration over the late challengers and structural problems with the design of the one design supplied equipment foil arms, it seems that event has been canceled."

The protocol requires that three ACWS events be sailed in 2020. Cagliari, the Hague, Newport, RI, Long Beach and Hong Kong are among possible venues. See www.americascup.com and www.club.cupexperience.com.

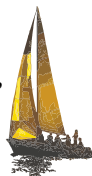
— latitude/chris

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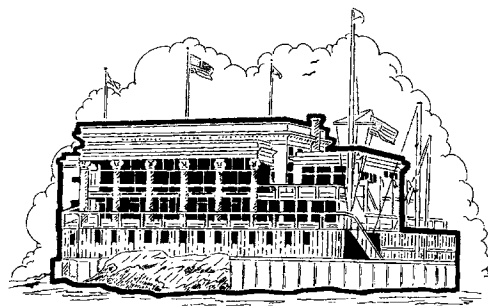
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*This month we focus our lens on **Do's and Don'ts for First-Time Charterers**, plus **Charter Notes**.*

Yacht Chartering 1-A: What Newbies Need to Know

Although most sailors who gravitate to this section each month have already experienced the joys of yacht chartering, there are undoubtedly some of you who have yet to test the waters, so to speak. This month's column is for you.

We're firm believers that yacht charter vacations are the best type of getaway option there is, for a whole lot of reasons. But to be completely successful, they do require some thoughtful advance planning.

Although you'll probably spend as much time away from the boat as aboard it, consider this: Even the largest charter boats, be they bareboats or crewed yachts, offer relatively small living spaces compared to what you and your crew are used to ashore. So job #1 when planning a charter to some exotic, far-flung cruising ground — especially a bareboat charter — is to invite potential shipmates who tend to have lighthearted, upbeat attitudes, even when problems arise. And who will pitch in and help out with whatever chores need doing, from standing watch to galley duty.

To rent and run a typical 42-ft bareboat, at least two of you should be seasoned sailors with firsthand experience skippering or crewing on a boat of that size. But it's not essential that the rest of your crew be accomplished sailors

In some parts of the Salish Sea it's warm enough for hardy sailors to swim, but that's not the region's main attraction.

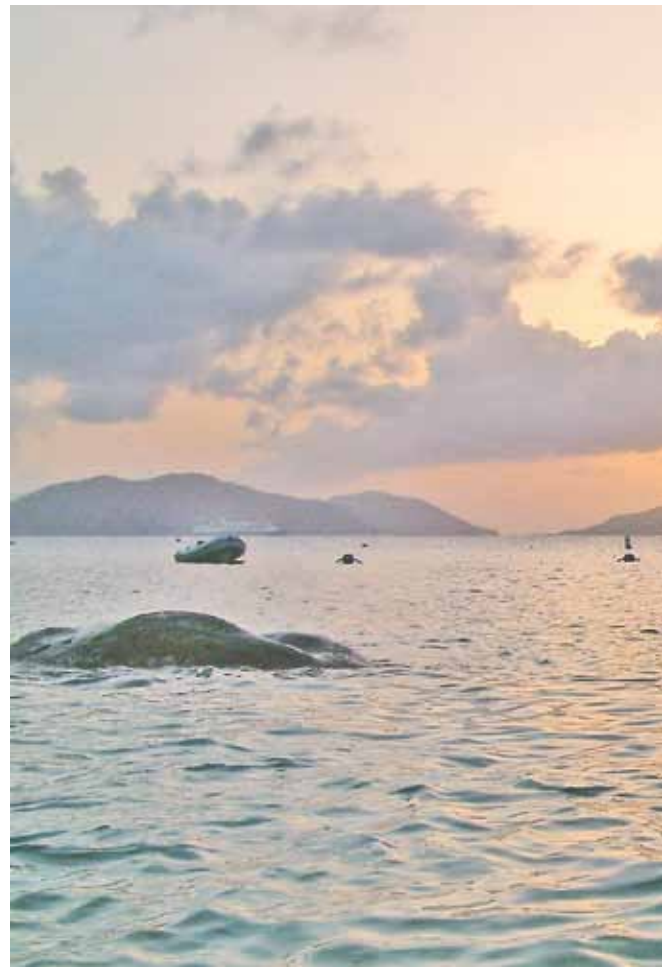
for your cruise to be successful. In fact, several might be even be first-timers, especially if they are eager to learn the ropes. Again, attitude is everything, which is to say, whiners, narcissists, mean drunks and nautical know-it-alls need not apply.

Once you've penciled in your dream team, you'll need to spend some time researching one or two charter destinations to pitch to them. Here are a few things to consider. The prime attractions of some charter venues include snorkeling in gin-clear tropical waters with reefs that abound with a kaleidoscopic array of colorful sealife, while other destinations are famous for their centuries-old cities and historical remnants. Some offer tranquil, secluded anchorages ashore, while others feature shopping in chic boutiques, fine dining and nightlife that rages on 'til the wee hours.

After giving some thought to what attractions you want most — ideal sailing conditions, white sand beaches or whatever — think about what sort of activities would most suit your dream team.

Generally speaking, there's not a great deal of difference in the price of renting a boat and provisioning it in St. Martin, Sardinia, Tahiti or elsewhere, but airfares are another story. So do a little research on flight costs also before presenting the options to your potential shipmates.

Once your dream team has given you the thumbs-up, we highly recommend that you insist on getting a deposit check from each of them in order to secure the boat type of your choice, and to make their promise to come along a serious commitment. Trust us, once they put money on the table, they'll ink in the trip dates on their calendars and build their lives around it. But if you let them slide, even your best buddies might bail on you at the last minute and leave you with a cabin to fill.



What company should you work with? That depends on the type of boat your group prefers, how tight your budget is, and how much of a gambler you are. For example, if you want to sail aboard a nearly new performance cat or monohull, you'll likely begin your research with the big, top-tier charter firms. Then check the pricing and amenities against smaller outfits that pride themselves on personalized customer service.

If you are budget-minded and don't mind sailing a boat that has some noticeable wear and tear, you might also get quotes from so-called second-tier firms that offer older but still adequate cats and monohulls (usually five to eight years old). In most charter destinations substantial competition ensures that all fleets, whether brand new or near aging out of the program, are conscientiously maintained.

In our experience, the larger question is whether to charter with a US-based company (one with actual offices in the US) or opt to work with a foreign firm that may offer substantially lower prices. Yeah, here's where the gambling comes in. Not to dwell on the negative, but prob-



OF CHARTERING



LATITUDE / ANDY

Honeymoon charterers savor a Caribbean sunset while making precious memories at the British Virgin Islands' famous Baths.

lems do occasionally arise that require charterers to seek some sort of recourse or compensation, such as the loss of a day of sailing due to a necessary repair. In our experience a well-established US-based firm would have a much greater incentive to compensate you fairly than a small, independent operator halfway around the world.

Depending on where you intend to charter, you may want to consider one of our favorite charter strategies, one-directional chartering. It's a way to maximize the number of islands, anchorages or harbors that you visit within a relatively short period of vacation time (i.e. a week or 10 days). Here's how it works. Rather than following an itinerary that has you sailing away from the charter base for a few days, then retracing the same route on the way back, in some venues you can make arrangements in advance to have a delivery crew pre-position your boat at the far end of the venue (usually upwind of the base), or have them bring it back to the base for you at the end of your

cruise. Yes, this will cost extra, but when divided among a boatload of charterers, it doesn't amount to much per person. And you'll consider it money well spent if it eliminates a lot of upwind work — which can be tough on the first-timers in your crew.

This system can work well in the Leeward and Windward Islands of the Eastern Caribbean, as well as in Croatia, Greece, Turkey and the Society Islands

of French Polynesia.

What's the best plan for provisioning? Depends on where you're headed. For example, if you'll be sailing in Mexico's Sea of Cortez, there are virtually no opportunities to reprovision once you get away from the charter base at La Paz. But in Greece and Turkey more often than not you'll find yourselves Med-moored in a cozy seaside village where the norm is to have dinner ashore most nights, and resupply perishable items daily from local shops.

But in many venues, such as the British Virgin Islands, the Caribbean's Leewards and Windwards, the Pacific Northwest's Salish Sea, and Tahiti, the smart move is usually to set up a "partial provisioning" package. That is, plenty of breakfast, snack and lunch items (selected by you in advance), plus dinner entrées for roughly half of your nights — based on the assumption that you'll dine ashore a few times.

If you are a serious foodie, you might decide to predefine an entire menu and provision every item personally at the charter base. As much as we love fine cooking, we don't recommend this simply because you'll end up burning an entire day of your precious charter shopping and stowing. By contrast, with pre-ordered provisioning, the charter

You'd be all smiles, too, if you found yourself anchored in a dreamy spot like this — off the Tahitian island of Tahaa.



LATITUDE / ANDY

WORLD OF CHARTERING

base staff will bring all your food and drink to the boat for you — including adult beverages — and after an hour of stowing, you'll be ready to throw off the docklines. A compromise for those with gourmet tastes is to bring along special spices and sauces, and pre-order the rest.

A final note about provisioning is to encourage your shipmates to bring along whatever snacks or 'comfort foods' they simply cannot live without, things like your kids' favorite cereal, your favorite happy-hour snacks, high-grade coffee, and, of course, a good supply of fine dark chocolate.

That's probably enough advice for one charter-counseling session, but we hope you've found it useful. And if you do end up taking your first charter cruise as a result, we'd love to hear about it. Email us at editorial@latitude38.com.



You may not think of yourself as rich, but compared to many of the locals you'll meet, you are. Showing respect will bridge the gap.

Charter Notes

With the little room we have left for Charter Notes, we'll make a point about being a **thoughtful traveler** as opposed to an ugly American.

Although what we're about to say may be obvious to some, it's worth pointing

out that wherever you travel, your actions reflect on your countrymen who may follow in your wake.

So even though you may not think of yourself as rich or specially privileged, remember that compared to many locals you'll meet in foreign charter venues, you are. Given that fact, we think it's wise to **go out of your way to show respect** to whomever you encounter while traveling, from dock workers

to waiters to shopkeepers. For example, don't barge into some place with a 'New York attitude' demanding, "I want this," or "I need that," before showing some cordial respect: "Well, good morning! How is your day going so far?"

Easy, right? But as Ben Franklin once said, "A spoonful of honey will catch more flies than a gallon of vinegar."

— andy

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CHANGES

With reports this month from **Seachelle's** post-Ha-Ha adventures in the Sea of Cortez; **Hands Across the Sea's** 'working vacation'; and the launch of the someday cruising boat **Tatzelwurm** — 50 years after she was started. Followed by the usual bargain bin of **Cruise Notes**.

Seachelle — Lagoon 400 cat Alex and Michelle Bell Leaps of Faith Oakland

I've long dreamed of sailing toward distant horizons. Years ago, friends took us sailing on the Great Salt Lake and



Michelle and Alex, before they got warm. They haven't needed foulies for awhile now.

regaled us with stories about sailing the South Seas on their Ranger 33. But the dreams were always in the background until 2011, when Michelle got me a Groupon for a sailing lesson in San Francisco. She refused to go with me. I had a blast, and signed up for another sailing lesson in Santa Cruz. We went out double-reefed in 20+ knots and I loved it.

Then in 2013, Michelle won a week-long stay in Puerto Vallarta and she let me pick the itinerary. Finally — an opportunity to get her sailing and in warm water! She would have no excuses! I booked a 4-day basic keelboat class with J/World Sailing. She enjoyed it enough that for the next year, we toyed with the idea of buy-

For cruisers, the 'gold' at the ends of rainbows are fair winds, new places and new friends. Plus they're still pretty cool to look at.



ing a sailboat. We read sailing blogs and books like *The Missing Centimetre*. Wilson and Elizabeth, some friends from church who spent a year sailing in the Caribbean aboard *Hotel California*, a Lagoon 410, showed us scrapbooks and videos from their adventures and dragged us to boat shows. Trusting their judgment, we focused on a Lagoon catamaran. The ultimate goal was cruising, but we hoped to charter the boat to help offset costs.

On New Year's Eve 2014, we signed on the dotted line for our new Lagoon 400 S2. It was scheduled to splash in February of the next year and be delivered to Oakland in March.

With great anticipation, we tracked the container ship *NYK Meteor's* every move from Antwerp to San Francisco. *Seachelle* was lifted from the hold by a container crane and lowered directly into the Alameda Channel on March 30, 2015. The first leap of faith was complete!

The charter plan did not work out for us. Try as we might, occasional half-day charters out of Oakland were all we got, and maintenance exceeded the revenue. On the positive side, maintenance meant more time on the boat, including sailing the Bay looking for new locales and enticements to attract more charterers.

The next leap of faith occurred when we decided to rent our house and start living on the boat. This was a big change and didn't happen right away. The final 'nudge' came in a way nobody hopes for: Somewhat suddenly, two good friends passed away. Prior to this, our target cruising departure had been February 2020. Now we realized there was no good reason to put off cruising any longer.

We left our cozy slip at Jack London Square on June 17, 2018, with no intentions of returning. After spending a night at Ayala Cove and the San Francisco Marina, we sailed out the Golden Gate and turned left.

The town of Rio del Mar on Monterey Bay has been our home for 20 years, and it took a month to say goodbye. We alternated between the fuel extension dock in Santa Cruz Harbor and a moor-



ing ball in Capitola. The unusual number of eastern Pacific hurricanes sending constant swells into both harbors tested our resolve, and bidding goodbye to our friends and possessions nearly broke it. Hard as it was, we stuck to our guns, departing Monterey Bay at the end of July.

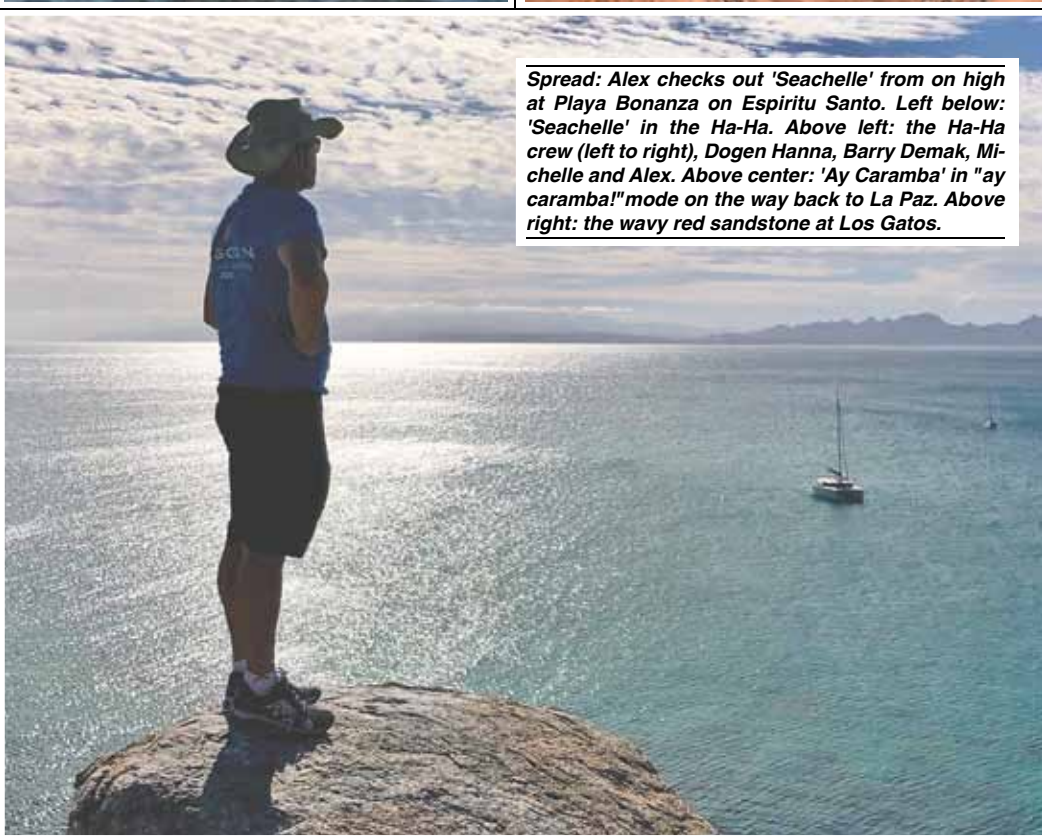
Things got better quickly. The dreaded Point Conception was tamed the day we rounded, and a few miles later, the fog lifted and the temperature jumped 25 degrees. Finally ditching our foulies, we felt the warm welcome of Santa Barbara.

The ensuing weeks brought several more firsts — our first visits to the Channel Islands (or any offshore island for that matter), our first overnight at anchor, and our first time using a stern anchor. All in all, we were starting to feel like actual cruisers.

The real inauguration came at the end of October when we joined 140-some other boats headed for Mexico in the 2018 Baja Ha-Ha.

The rally itself was mostly a light-air

IN LATITUDES



Spread: Alex checks out 'Seachelle' from on high at Playa Bonanza on Espiritu Santo. Left below: 'Seachelle' in the Ha-Ha. Above left: the Ha-Ha crew (left to right), Dogen Hanna, Barry Demak, Michelle and Alex. Above center: 'Ay Caramba' in "ay caramba!" mode on the way back to La Paz. Above right: the wavy red sandstone at Los Gatos.

to admit after hearing it, the same idea crossed our minds.

The breeze was pushing 20 knots with matching, short-period waves the morning we left Escondido to head back south. We were going in company with *Ay Caramba* and Juan and I agreed that Los Candeleros would be dangerous under these conditions. So we headed up around the north end of Isla Danzante. Double-reefed, *Seachelle* leapt and splashed through the waves. *Ay Caramba*, upwind to port, played peek-a-boo between the swells. We soon cleared Danzante's north reef and turned down to a deep broad reach, surfing now instead of diving. In just a few hours we reached Los Gatos.

At this writing *Seachelle* is back in La Paz. It is early morning. Roosters crow in the distance. Wavelets lap below the sterns, and a gentle breeze blows in the portlight. It is quiet. The church bells a mile away ring at 6:45 and I have not heard them yet, so I roll over and close my eyes. Michelle is warm. I put my arm around her and dream for a few more minutes. Another leap of faith completed.

— Alex 3/4/19

Readers — By the time this issue comes out, Seachelle should be about mid-ocean in the Pacific Puddle Jump.

Hands Across the Sea – Dolphin 460 TL and Harriet Linskey Twin Tracks and Zig-Zags New Bedford, MA

Good day from Blue Lagoon, St. Vincent and the Grenadines, West Indies! Harriet and I have been leaving twin tracks to and fro from beautiful New Bedford, Massachusetts, to the Leeward and Windward Islands of the Eastern Caribbean for 11 years. How's the cruising

What are these guys so happy about? Turn the page and find out.

affair, so it was a wake-up call in Cabo a few days later when a Northerly was predicted. Along with a number of other boats, we hightailed it up to Los Frailes and on to Marina de La Paz the following day. Other cruisers were there on the dock to grab our lines and give us a warm welcome.

From there, the Sea of Cortez became our playground for the next couple of months. Agua Verde, Puerto Escondido, Isla Danzante — all the melodious names we had read about for years materialized before our eyes, each one better than any of the stories.

A particularly memorable passage was the one from Agua Verde to Puerto Escondido, where we threaded our way through the spires of Los Candeleros, below Isla Danzante. Some spires tower majestically above the water, while others loom ominously just below the surface. Depths can jump from 100 feet to 20 in an instant. The *Pilot* describes this passage as "not to be attempted," but three cruising

guides assured us it would be fine. Motor-ing through a calm sea in the fading light, we focused on the chartplotter and hoped the guides were right. When the depth finally jumped back to over 100 feet and stayed there, we knew we were clear of 'the candlesticks.'

In Puerto Escondido, we were surprised to meet Juan and Michelle from *Ay Caramba*, friends from Jack London Square. Luckily for us they were happy to share their rental car, and soon we were looking over the rugged islands and deep blue water from above on Highway 1 speeding north to Loreto. Few tourists arrive before Christmas, and we strolled mostly alone under the topiary arches and along the Malecon, where Christmas trees were out of place in the warm sun. Locals played guitars in the shade of the ficus trees and sold *frijole dulce* empanadas in the square. Kids laughed and played. The Canadian owner of Gecko's Curios wove her tale of love for Loreto, arriving by boat and never leaving. I have

ALL PHOTOS SEACHELLE

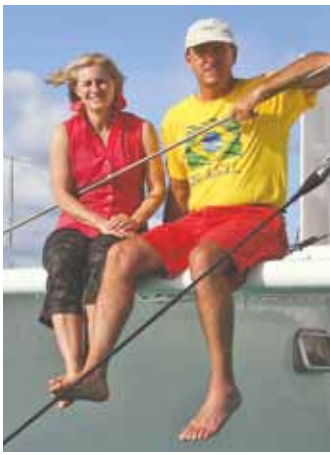


HANDS ACROSS THE SEA

CHANGES

down here? It's fine, we guess, but we are not cruising. Actually, we are working. "Yeah, right!" say the folks back home. But it's true.

We'd first gone bluewater cruising back in 1988-1991 on *Freelance*, our



HANDS ACROSS THE SEA

Harriet and TL. It may not look it, but they're working.

28-foot Bristol Channel Cutter, sailing from Newport Beach, California, to Baja. Back then, the common wisdom was to bring *Playboys* and shotgun shells to trade with fishermen. That usually got you a fish, but did nothing for families and children in need. After spending a year in the Sea of Cortez, we did the "milk run" through the South Pacific — Tuamotus, French Polynesia, Tonga — and on to New Zealand. When we eventually returned to the States, we knew we'd go cruising again, but the next time we wanted to help out somehow along the way — the poverty we'd seen had made an impression on us. After all, sailors are the luckiest people in the world. We are educated, have a bit of money in our pockets, and are free to follow our dreams — how lucky is that? We figured we had the time and skills to assist the locals we met. The question was how to do it.

Our cruising-into-working metamorphosis began in November 2007 when we sailed our Brazilian-built Dolphin 460 cat from Brazil up to Massachusetts. When we sailed through the Windwards and Leewards, we found that the region had

Harriet leads a reading class at Roosevelt-Douglas Primary School in Dominica.



HANDS ACROSS THE SEA

a serious child literacy problem, partly the result of a lack of appropriate reading material for kids. Bingo: We'd send tons of new books to schools and get children reading. In 2007 we formed *Hands Across the Sea*, a 501 (c)(3) nonprofit. And life took a zig.

Now, 12 years later, we've sent over 464,000 books to 352 schools, reaching about 103,000 children. Our nonprofit morphed and grew and then took over. After a few years of applying small-scale assistance to a large-scale problem, we decided to go for it and try to change the child literacy landscape in Antigua, Dominica, St. Kitts and Nevis, St. Lucia, St. Vincent and the Grenadines, and Grenada. After creating or rejuvenating school libraries, and in many cases saturating island schools with new, amazing books, our focus now is on sustaining what we've built, training student librarians, and coaching reading teachers on how to improve their skills. To this end, we now employ nine island-based Hands Literacy Links (program officers) who monitor and troubleshoot issues at school libraries, which can range from fire and flood watches, to staff changes, to termite infestations — all aimed at making each library a sustainable project.

There is, of course, an endless stream of younger kids coming up who need access to amazing books to hook them on reading. Plus, we don't want to waste our time and the money of *Hands'* donors on projects that fail in a year or two.

Okay, it's not *all* work. We still do some sailing. Every year, we cover about 4,000 miles: New Bedford to Bermuda; on to Antigua in November and December; island-hopping as far south as Grenada; and back home in May. Our 46-foot cat has proven a good boat for our purposes; it chomps up the miles offshore (on most passages we average 8 knots), and while at anchor or in a marina, which is 90% of our life, it has space galore: Harriet and I have our own office spaces, plus we have stowage for six months of provisions, along with a washing machine, watermaker, 1,000 watts of solar panels—and we don't roll at anchor in the open roadsteads behind the islands.

So, let's see. Today we have Caribbean employees, loyal donors (family foundations, and some regional resort chains and banks), with lots of admin work to keep it all afloat. Of course, as a US-registered nonprofit, we devote plenty of time to compliance and transparency. *Hands* undergoes a yearly audit, which is available, along with



our tax returns, on our website (www.handsacrossthesea.net). There's plenty of spreadsheet and book-buying admin that we do each year.

We occasionally get contacted by cruisers headed places and wondering if they could take a load of books. We tell them absolutely! In third world countries, children's books are not only scarce, they're often unaffordable for all but the elite. Books are incredibly cheap in the States. An easy way to make a difference is to pack two boxes of books (new books, please), such as storybooks for Grade K-2, on your boat and hand a few to the next mom you see with a bunch of kids in tow. Whichever way you choose to assist, one thing we can guarantee is that the people you help won't forget you.

These days, *Hands* ships in quantities too large for a fleet of cruising boats: about 100,000 new books each year.

And they're all new books. We used to take used ones, but despite assurances to the contrary, many were so old, worn-

IN LATITUDES



ALL PHOTOS HANDS ACROSS THE SEA

Above: 'Hands' across the water. Top (left to right), island kids are almost universally thrilled to receive age-appropriate books; the reading room at Roblot Combined School in St. Lucia; in the early days, Tom built bookshelves for local schools. Now he and Harriet fill them instead.

out, and inappropriate that they were unusable — so no "donation dumping" to Hands.

After we vet a school for need and — most important — passion and sustainability, we ask educators for a wish list of books, and/or books the school needs. Then we bulk-buy the books new from two dozen of the best children's book and education publishers. Warehousing, trucking, and shipping are either donated or heavily discounted; books are cleared through customs duty-free by island ministries of education. We spend about six months each winter checking in on our island projects (usually we visit about 200 schools a season), which means lots of bumpy bus and taxi rides to schools.

So yes, we really are working. And the children are the reward. The hugs, high-fives, fist bumps — and just seeing their excitement — make it worthwhile.

Harriet and I chose not to have children, but now it seems like we have thousands. The Eastern Caribbean is becoming a reading culture, helped by Hands and led by children.

We're certainly not alone in our efforts to make a difference. Increasingly, especially after recent hurricanes devastated the region, a number of cruiser-led organizations have sprung up in the Caribbean to help locals in a variety of ways. Which just goes to show that, if you want to, you can make positive change — and it's not necessary to scale up into a "big" six-country organization, with all the necessary trappings, that we have experienced by growing Hands. Bluewater cruising is any kind of world you wish to make it. It's a great vehicle for seeing beautiful places and making positive change along the way.

— Tom 2/5/19

Readers — Everyone starts somewhere. And for many sailors, those sometimes humble beginnings become as much a part of the 'journey' as the actual cruising. In a bit of a departure from the norm, we share the following tale as a universal story of all of us who have started the cruising dream young, broke and full of hope . . .

**Tatzelwurm — Piver 50 trimaran
Marc and Ruby Bourde
Long Time Comin'
Humboldt**

As I type, I am sitting in *Tatzelwurm's* cozy cabin as she moves gently with the waves. I am warm and dry, even though another of this winter's relentless storms is blasting through. It has been raining for three days and the wind has been fierce here in Humboldt Bay — very like the conditions back in November when we finally launched our boat, more than 50 years after the original owners started building her.

You may recall reading a 'Cruise Note' about *Tatzelwurm* ("little dragon") in last year's *Changes In Latitudes*. We were the musical group who a few years ago did a tour of coastal Texas, traveling from place to place by sailboat. By an odd set of circumstances, we acquired *Tatzelwurm*, a 50-ft Piver trimaran, from the daughter of one of two dreamers who had started building her back in 1967. Martin Lederer and Jim Roche only got as far as completing the basic structure of the boat, and both are gone now. When we took over ownership two years ago, no work had been done on the boat in 20 years.

Tatzelwurm is built of marine-grade plywood covered with epoxy and fiberglass (actually Dynel cloth). My initial inspection revealed some small areas of wood rot, even though she was housed under a huge boat shed on dry land. I was in-

Marc almost through prepping the bottom of 'Tatzelwurm'. Only two more hulls to go!



TATZELWURM

CHANGES

formed it was most likely due to rainwater that had gotten in before the shed was built around her a couple of decades ago.



Ruby and Marc at the "OMG what have we gotten ourselves into?" stage of the project.

However, at that time, a bit of rot here and there was pretty far down my list of concerns. The top three were: 1) What do I actually need to do to get her in the water? 2) *How* will I get her to the water? 3) Where will I get the money for 1 and 2?

None of the answers came easily, especially after the first 'mutiny.' I thought I would have a bigger crew, but I guess the band's idea of sailing a boat around the world for a music tour didn't involve first getting the boat into the water. For the majority of the project thus far, it has been myself and Ruby. Poor Ruby — she had no idea what she was getting herself into when she accepted my marriage proposal last year! We got engaged, went on a six-month nationwide music tour with my band That Captain — and have been working on the boat ever since. She went from "Radio Rubes" (her radio name from one of her shows on KMUD) to "the sailboat girl" over the last year, although she still has a radio show. So, anyway, two heads are better than one, I think.

Original builders Marty Lederer and Jim Roche, probably sometime in the late '60s.



TATZELWURM

had to put in at least 40 hours a week — and I was happy working many, many more. (I admit to loving a good challenge.) Adding to the pressure: The property where the boat was had recently sold, and the new owner wanted it gone, even if in pieces.

We spent the early stages of the project planning and fundraising. We made business cards, presentations, a website, Facebook page, Instagram, and more. Small donations trickled in — just enough for little glimmers of hope. We worked day jobs, lived skinny and enjoyed the simple things. Several times we were close to throwing in the towel, but then people would message us saying how much they believed in what we were doing and how much they wanted us to succeed.

We did our best with what we had, one day at a time. We spent days sanding the boat and painting her, literally one gallon at a time. Months went by and eventually we had the entire exterior above the waterline coated, and below the waterline prepped for primer and bottom paint.

We were getting optimistic enough at that point that we started calling around for quotes on launching the boat. The few quotes we did get were expensive. Others looked at the job and never called back. The cheapest quote was \$5,000 "if nothing bad happened," and "no guarantees."

Complicating the situation was that the boat was sitting on a now-rotten wooden skid. The boards had been mostly eaten away by powder post beetles, and its base had sunk a foot into the sand. The cheap quote involved moving the boat on its "existing skid."

We finally decided to give a shot to moving the boat ourselves. We had been working with Zerlang and Zerlang Marine Services in Humboldt, and they loaned us some lifting jacks and cribbing blocks. Troy Nicolini, a Fairhaven neighbor experienced in moving boats, offered to loan us his sailboat trailer and said that we could modify it for the trimaran. His nephew John offered to help us lift the boat off the skid, and high enough to roll the trailer underneath.

The lifting process was slow and painstaking. We rigged jacks under the amas, jacking each side up an inch at a time and adding cribbing when it got high enough. It was terrifying. With each pump of the jack came horrible sounds of wood creaking and stressing. At one point, some of the cribbing supporting the jack gave way and the whole boat began to slide sideways. I figured it was game over, and that the boat would come crashing down, taking the shed with it. After a 3-inch shift and what seemed like an eternity, thank-



Above: The band That Captain aboard, sometime before the mutiny. (Marc at center.) Right: The makeshift but super-cozy office under the hulls. Below: "Boatbuilding is fun!" (that's what you tell people anyway); Ruby and friend Aura at work on inspection ports on a pretty late summer day.



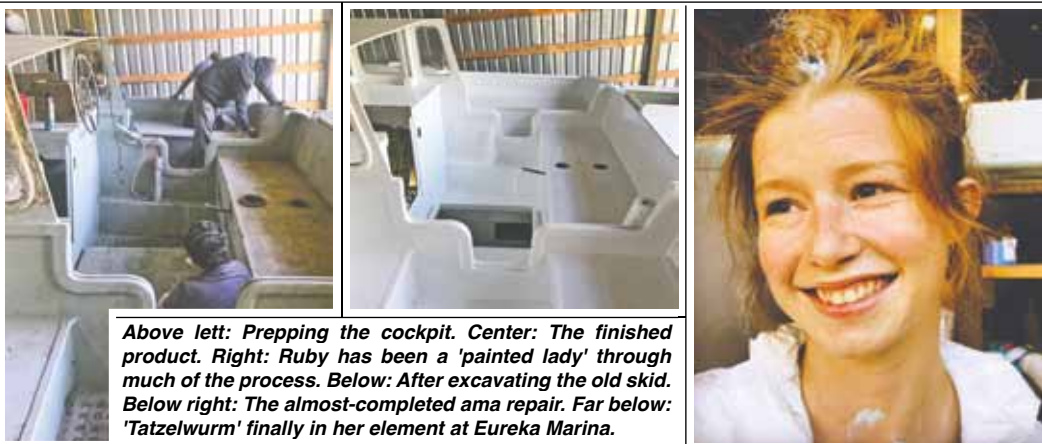
fully, the boat settled. What a relief! Close call. We kept lifting.

Eventually, *Tatzelwurm* was no longer supported by the skid, and was held up solely by the blocks. We still needed to lift it more to provide enough clearance for the trailer to slide below the center hull. So we continued. . . more creaking, more groaning, just a foot to go. . .

Then came "the bulge." At the aft cribbing point on the starboard ama, the fiberglass began to deflect and swell outward — not good. Except for the creaking, up to this point, the boat didn't flex or show any signs of weakness. I wasn't sure why the bulge was occurring, but figured the supports might be between two bulkheads (rather than under one) and maybe the stress was causing some delamination. Whatever the case, it was not a good sign, and I stopped the lift.

Eventually, we decided to leave the boat at its current 'elevation' and start dig-

IN LATITUDES



Above left: Prepping the cockpit. Center: The finished product. Right: Ruby has been a 'painted lady' through much of the process. Below: After excavating the old skid. Below right: The almost-completed ama repair. Far below: 'Tatzelwurm' finally in her element at Eureka Marina.



ALL PHOTOS TATZELWURM

ging under it to make room for the trailer. Luckily, the ground below was sand. After demo'ing most of the old skid, Ruby, John and I used shovels to dig more than a foot below grade in an area large enough to accommodate the 30-ft, triple-axle trailer. It took a while. Ruby was not happy.

Long story short, we eventually got the boat on the trailer, fabricated some steel supports, and Troy pulled it out of the shed with his big Dodge pickup.

The boat was out of the shed and off the property, so the new landowner was happy. But there were a few more weeks of work to accomplish before launch. Ruby and I built a makeshift office/workshop underneath the boat and once again went to work. We also coordinated with Zerlang and Zerlang about a launch date. We planned a beach launch on the bay side of the Samoa Peninsula. It had been done many times before in a similar fashion: Roll the trailer down to the wa-

ter's edge and wait for the natural rising of the tide to float the boat off. Ruby and I looked for the biggest tide swings and circled them on our tide chart.

The first task was to repair the area where the bulge had occurred. I estimated four hours, tops. Yeah, right. When I got a good look, it was obvious the repair was going to take way longer. The cause was a rotted area of plywood in the aft section of the ama. A proper repair would involve cutting out and replacing an 8-foot section of the lower part of the ama, as well as three bulkheads.

We were overwhelmed by the magnitude of this project. Fortunately, the 'cavalry' arrived in the form of Spencer and Breena Litzenburger, Alaskans we had gotten to know online by following their journey down the West Coast aboard their 38-ft trimaran *Millennial Falcon*. We had never met them, but I knew they'd be coming by Humboldt soon, and I'd

reached out to ask if they planned to stop, and offered my assistance if they did.

They stopped, all right, but it was they who offered us help, friendship and inspiration. Meeting them was really cool — almost like meeting our future selves. They pitched right in and worked alongside us nonstop for a week. By the time they departed to continue their voyage south, the repair was well in hand.

Launch day — Saturday, October 27 — finally arrived, wrapped in thick fog. A small crew showed up to help. While Ruby and some of them applied a final coat of antifouling, the rest of us cleared all of the gear from under the trailer, and I went on a final supply run to pick up cleats, lines, and other essentials.

It was starting to get dark by the time we got to the water. After laying large conveyor belts over the sand, Troy backed the boat to the water's edge. We installed some cleats, and an anchor was rowed out and secured to *Tatzelwurm's* bow.

Most of the exhausted crew dispersed and the waiting game began. As the tide rose, we checked for leaks, and happily found none. Ruby and I prepared fender lines in the cabin, and nervously awaited that 'floating feeling.'

It was getting close to midnight when it happened. Troy said, "I think you're floating!" It was hard to tell because we had been feeling the motion of the waves for a couple of hours. But he was right — it was time for action! I pulled on the anchor line with all my might and the boat floated free. I called to Ruby, who was in the cabin. "We're floating! Come see this!" She said "Really!?" as she rushed topside. We reveled in the moment. So many setbacks and delays and now it was finally happening. As a tug took us in tow to the

As soon as the boat hit the water, the skies opened up. The good news: No topside leaks, either!



TATZELWURM

CHANGES

marina, the rain came pouring down. But we didn't mind getting wet. We had done it. For original builders Martin and Jim, our families and all our supporters, we had pulled it off.

A few weeks later, Ruby and I settled into our new home at the marina. We have been here ever since, commuting to new jobs (I'm currently working in Concord), doing more boat jobs, and saving money for the next steps. We've made the boat dry and cozy but she still has a long way to go. We plan to install the engine this summer, then move the boat under its own power to San Francisco Bay, where we will finish installing the ketch rig. (Along with everything else, we are currently on the lookout for suitable spars.)

Two years seems like a long journey, and it's likely going to be several more before we finally sail out the Golden Gate. But when I think about all the years Martin and Jim put in, waiting a couple more doesn't seem all that long to see our dream, as well as theirs, finally happen.

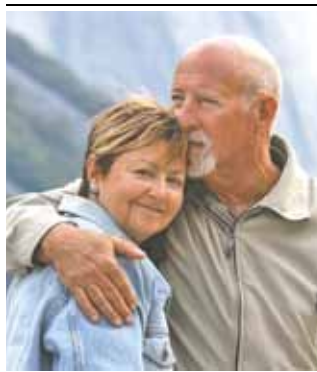
— Marc 4/6/19

Cruise Notes

While the immigration debate rages

on this side of the border, some Americans are migrating the other way. Over the past few months, we've heard from several cruisers who have sailed south, found their paradise – and swallowed the anchor. Speaking of which — look! Here's another!

• After 17 of years sailing and living aboard their Morgan 46 ketch **Two Shadows**, Vanessa Kelly and Ron Chapel had the same big plans as many Ha-Ha veterans: doing the Puddle Jump and maybe continuing on around the world. But first they decided to do more exploring of Mexico than just its coast. In the summer of 2015, they and their two cats headed inland. The plan was to rent houses for the six-month hurricane season in Guanajuato and then San Miguel de Allende. Well, long story short, "We never made it to San Miguel as we fell in love with Guanajuato within the first month there, bought a house, and sold our beloved boat," says



Vanessa and Ron's descriptions of Guanajuato almost make us want to move there. Right, GNO firewood delivery.

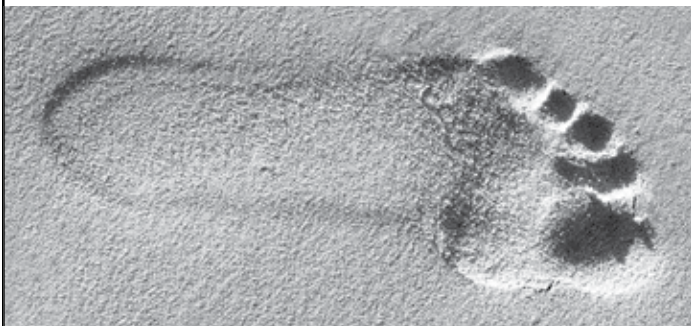


Vanessa. She makes a pretty convincing case for the decision, too. Located in the high desert, 'GTO' has no thunderstorms, earthquakes, wildfires, floods or other natural disasters. Temps are in the 70s and 80s year-round, and there's no need for air conditioning. It even cools off enough at night for a cozy fire in the fireplace. Most importantly, she says, "We both discovered a love for this country and its people."

If we haven't blown GTO as a 'best kept secret' yet, perhaps this will do it...

• "When we first left Seattle aboard **Unleashed**, we thought we would be gone forever," says Paul Bailey. "Carol and I soon found out that summers in Mexico are really, really hot and a lot of cruisers put their boats in storage and go back

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home. We had sold everything we owned when we left, and had no place to go back to." The couple decided they would also store their Hardin Voyager 44, and just do a bit of inland traveling. In the summer of 2018, they decided to head to Guanaquato. "Our friends (not Vanessa and Ron) have been telling us to go there for years, and we finally decided to do it." They rented a little one-bedroom apartment and

walls. And you get around via a labyrinth of *callejones* (alleyways) and tunnels once used to channel water runoff. "It is a place full of magic with a unique energy," says Paul.

• Shane, Rebecca and Cooper Cianciolo of the formerly Seal Beach-based CSY 33 **Odissea** are another family that got waylaid. After the 2013 Ha-Ha, they spent time in La Paz, the Gold Coast and the "real" Puerto Escondido before heading down to El Salvador. Bahia del Sol was supposed to be the first stop in a three-part jump to get to the Canal and Bocas del Toro. But the strong expat community, honest and affordable local businesses, great surfing and an excellent hurricane hole weaved their spells. "We planned a two-week stay and five years later, we're still here, and loving it," says Shane.



Rebecca and Shane Cianciolo (right foreground) with some local surfer dudes at Isla Tasajera.

Shane eventually partnered with a local marina owner and now shares property with him on Isla Tasajera, which is a bit off the beaten path. With the help of islanders, he's built a small home for himself and his family.

He works with locals to build the community, and helps manage the 100 or so backpackers who arrive every year to work in exchange for an island experience unlike any other. "Our neighbors run a waterfront restaurant, with *Odissea* anchored in view, happily nestled in the river and mangrove forest. We really feel we are part of something magical."

• After last year's Ha-Ha, George, Ann and 11-year-old Brett Conner of the Ventura-based Norseman 447 **Silver Heels** cruised up the west side of the Sea of Cortez, all the way to Santa Rosalia.



Carol explores one of GTO's unusual tunnels. She and Paul did return to cruising.

The place dates back to when the Aztecs mined silver and other minerals nearby. The Spanish founded the town proper in 1548, and today its a UNESCO World Heritage Site. It is somewhat unusual in that the city center is located at the bottom of a canyon with houses built along the canyon

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CHANGES



SILVER HEELS

Brett's selfie reveals the motley band of scallywags — and a few parents — of three kid boats in the Sea this season. Parents Ann and George of 'Silver Heels' are at right. On the left are folks from 'Slingshot' and 'Mariana'.

Along the way they stopped at many of the anchorages, on both the peninsula and the neighboring islands "and each one was more charming than the last," says George. "Fun dinners on the beach at tiny mom-and-pop restaurants, incredible beauty, lots of sea life and great diving. But best of all, we sailed in company with a couple other 'kid boats,' so the little people just had the best time. Schoolwork in the morning and then non-

stop play after that." The boat is currently on the hard in Guaymas. Ann and Brett are flying home in April while George and some other crew head down to Puerto Vallarta and then head across the pond to the Marquesas. The family will meet up again in Tahiti. The current plan is to leave the boat on the hard in Raiatea at the end of the season and then come back for more next year.

- How do you get all the 'construction' stretch out of a couple of lengths of 11-mm Dyneema after a Brummel splice? If you're Allen Smith of the F-44C cat **Mariana**, you hook them between a 1955 Ferguson tractor and a '72 GMC bus and pull like hell. Allen reports this method works terrific.

Mariana is a homebuilt Ian Farrier design. "I read and studied his design philosophies and decided that he was really on the mark in coming up with a design that was practical, lightweight and had good performance," says Allen. "I somehow convinced him that I could actually build what he was calling his F-44 Super

Cruiser, and was able to license the design from him for hull #001. He never got to see the finished boat but I did have the chance to consult with him over the build."

After a bit of fun in the Sea following the Ha-Ha (*Mariana* is one of the kid boats mentioned previously), Al and his family did the Bash, and are currently back home in Hood River, Oregon, "for an indefinite period as we chart our future course."

- Boats and crews from J/World Performance Sailing have participated in lots of Baja Ha-Has over the years. Their crews, composed of students and instructors, always add an extra dimension of fun and exuberance to the event.

But when the rally is over, those boats have to get home just like everyone else



MARIANA

It took a few running starts with the tractor, but these Dyneema lines smoothed out nicely. They serve as bow pole stays on 'Mariana.'

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who is unable to keep going. And that means the dreaded 'B' words — Baja Bash. J/World's Wayne Zittel has done more deliveries back to California than he can remember, so it's hard to pick out the 'worst' one. But he can sure recall the best one — it was the one he just did with J/World's DK46 **Cazan**.

After a bit of post-Ha-Ha fun, Wayne and the delivery crew were back in Cabo on December 1, looking at the weather...

"I usually wait in Cabo for a nice break, then round the corner when things are looking relatively good. As luck would have it, a large low pressure moving toward the US coast was starting to show a favorable window pretty much right away. December 2 was a day of rest and light provisioning, then just before first light on Monday morning, we headed around Land's End with the full fleet of fishing boats making the dawn push out of Cabo. One by one, the fishing boats fell astern and we were off on a nice close reach.

"As we worked north and the low approached the California coast, we were able to hook into some nice reaching and broad reaching conditions! Even with just



MANATEE

With a bit of planning and patience, you can eliminate — or at least reduce — the chances of a brutal Baja Bash

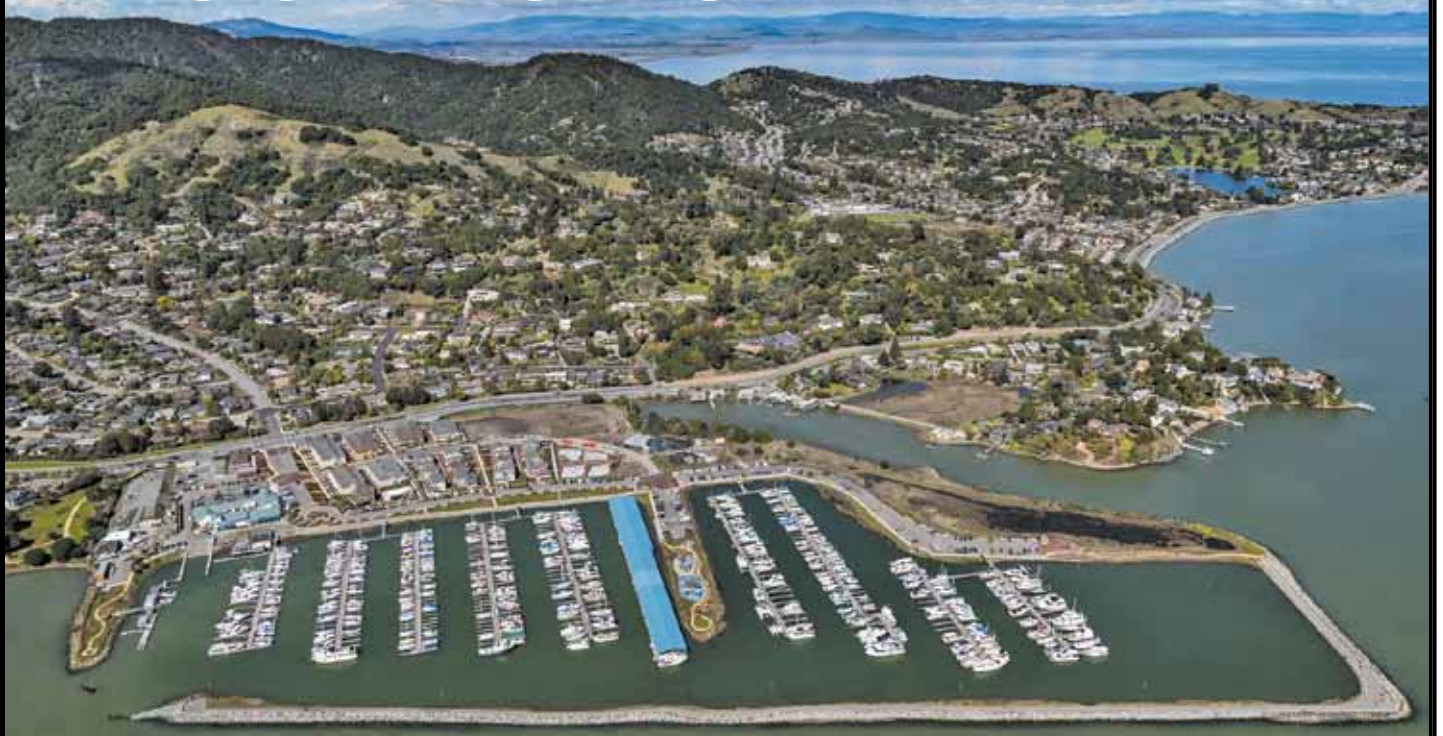
our delivery sails, *CaZan* really scooted along nicely despite some relatively confused wave patterns. A bit of rain cleaned us off as we got north, but in the hours just before dawn on Friday, we passed the Coronado Islands and entered US waters. Then it was check-in at Customs, over to the slip at SDYC, then food — Cabo to

San Diego in a hair over four days.

"This was my quickest Bash to date. It all goes to show that it's all about the timing. My advice to anyone worried about the Bash is to simply get a good gap in your schedule, then get to Cabo, and just relax and wait for a reasonable time to head north. It might take a while, or you might get lucky and have a window right away. But if not, it's really a good idea to wait. The most dangerous piece of equipment on a boat is a calendar/schedule that *has* to be followed. And besides, there are a lot worse places to be stuck. Suck it up and cope!"

- After spending several years doing crewed charters in the Caribbean and sailing French Polynesia and everywhere in between, the Atlantic 55 cat **Rocketeer** is spending a little time down south after completing the 2018 Baja Ha-Ha — with a bit of a change in the crew roster. Owner Glenn Howell met Robbie Murphree at a dinner party for some fellow Ha-Ha'ers, and the two have now made plans to cruise the Gold Coast of Mexico together. Both have sailed the area before — Glenn in 2016 while delivering the boat from

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CHANGES IN LATITUDES



'Rocketeer's Glenn and Robbie are living the cruising dream on "the fun side of the wall."

Panama; Robbie back in 2006.

They were in Marina Riviera Nayarit in La Cruz at this writing, enjoying everything about the country, the people, cruising friends old and new — and particularly ranchera music. "We highly recommend spending time on the fun side of The Wall," says Glenn.

- The official dates for the third annu-

al Barra de Navidad Cruise-In Week and Fiesta de Veleros were February 18-25. But festivities actually got going early this year with a February 16 concert by the Carlos Santana Tribute band — followed by a raffle for a guitar signed by Carlos himself.

'BarraFest' occurs a week after Z-Fest, and is modeled after it — all activities, money raised and elbow grease donated go toward helping local schools and schoolkids via a week of fun interaction with the local community.

This year, donations totaling \$4,500 went to three separate schools (two elementaries and a high school) to repair roofs, air conditioners, some plumbing and electrical, carpentry, and play yard areas. Plus the purchase of paint and supplies for 'Paint Day' on Wednesday, when cruisers paired up with parents to paint the elementary school in the downtown part of Barra.

"This would not have been even remotely possible if many cruisers, spearheaded by the Vallarta YC, had not stepped up big time to give sailboat rides to about 130 people, almost twice the

number of rides as last year!" says Pat MacIntosh, one of the original organizers of this event.



Boat parades, dinghy races and giving boat rides are all part of the fun of BarraFest.

• Got a boat? Got a lot of miles under your belt and keel? Got a pen and paper or a keyboard? Got stories, in other words? *Latitude 38* is always looking for new voices and cruising tales for *Changes in Latitudes*. We encourage you to share your stories and pictures, and to make an appearance in these illustrious pages. Contact: jr1se38@gmail.com

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WHAT'S IN A DEADLINE? Our Classy Classifieds Deadline is the 15th of the month, and as always, it's still pretty much a brick wall if you want to get your ad into the magazine. But it's not so important anymore when it comes to getting exposure for your ad. With our online system, your ad gets posted to our website within 2 to 3 days of submission. Then it appears in the next issue of the magazine. So you're much better off if you submit or renew your ad early in the month. That way your ad begins to work for you immediately. There's no reason to wait for the last minute.

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11-FT NOVURANIA TENDER, 1997. \$2,950/obo. Model 335dl with center console stainless steel wheel steering. Hard bottom, 25hp Yamaha motor. Deep V-hull and large tube signature design. These are great long-lasting boats for hours of fun on the water. Best boat I've owned for the fun factor. Easy to launch, easy to maintain. mitchperk@gmail.com.

24 FEET & UNDER



17-FT MOLLY CAT, 1988. San Rafael, in water. \$22,500. Designed/built Fernandes Boat Works, Richmond, for SF Bay conditions. Quite rare, the Molly Cat is gaff-rigged with a 1000lb. keel. She is extraordinarily seaworthy. The Molly sails like a dream. She also has a 1GM-10 Yanmar diesel with range 100+ miles @ 5 knots. A pocket cruiser, the wide beam (7'6") makes a comfortable cabin. Engine overhauled 2015. Bottom painted, mast sanded to metal and refinished 2017. Annually serviced by Yanmar dealership of Sausalito. Prior owner did restoration of Port Orford cedar interior, and re-bedding of all fittings 2013. Draws 2'2" (board up). (415) 377-7005 or nate@natesummer.com.

24-FT J/24, 1981. San Mateo, CA. \$7,400. Excellent condition racer/dayboat. Restoration 2014, Signature hull paint, KiwiGrip, Harken 35.2 winches, 2014 3.5hp Mercury. No soft spots. Interior good condition. Sails: Crispy race-ready main, jib, genoa, spinnaker. Trailer. Contact sideways20@gmail.com or (650) 206-8327.

23-FT SANTANA 23 D. Salt Lake City, UT. 3 to choose from. Price range \$6,500 to \$7,990. Each boat has differing equipment. All have very good sail inventory, OB motor, trailer. Contact (801) 870-7110 or ronrowley@earthlink.net.



23-FT SAN JUAN, 1966. Redding. \$3,500. 23-ft San Juan sloop with licensed trailer, spinnaker, and extra sails. Mercury OB runs great. Been on Whiskeytown Lake all its life, still berthed at Brandy Creek Marina. (530) 945-0513 or john@salixaec.com.



23-FT SANTANA 2023, 1994. Antioch, Lauritzen's Marina. \$6,900. Perfect Delta boat, water ballast w/centerboard, 8hp Honda OB, trailer recently overhauled, extras, all in good condition. Sleeps 5. (916) 996-2297 or panuli5@yahoo.com.

25 TO 28 FEET



25-FT NORDIC FOLKBOAT, 1976. Richmond. \$12,000. Excellent condition. Fiberglass hull, new aluminum mast, rigging. 4-stroke OB. Great sails. Perfect Bay boat. Active and friendly local and international fleets. See <http://sfbayfolkboats.org>. Email eaashcroft@aol.com.

SANTA CRUZ 27. Santa Cruz. \$8,900/obo. *Saffron* available. Race-ready; restored decks, carbon pole, full instruments, VHF. Great one-design fleet, win at PHRF, or sail PacCup. Trailer and OB. charlesraymondabraham@gmail.com.

27-FT CATALINA, 1981. Alameda. \$9,990. Well maintained inboard motor version with tiller. Survey available. Contact 1216foundobject@gmail.com or (510) 504-6626.

25-FT CATALINA 250 WING KEEL. 2004. Tracy, CA. \$17,299. With trailer, surge brakes. Honda 9hp OB. VHF, stereo, shorepower with breakers. Depth/knotmeter. Contact (209) 836-2552 or cat250@sonic.net.



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26-FT MACGREGOR 26S, 1991. Oregon House, near Marysville, CA. \$4,000. Swing centerboard and rudder. Perfect for family camping with quiet and privacy out on the lake. Sleeps children in the V-berth and bench, 2 adults in the queen bed or cockpit under the stars. Water ballast keeps it light on the trailer (2250lbs) and sure-footed on the water. Ready to sail, just needs some TLC. Main and jib are original with newer genoa. Alcohol stove, sink, Porta-Potti enclosure with privacy door. Almost-new Honda 8hp 4-cycle is quiet. Draft 1.5ft with centerboard up, 6.33ft down. Speed 6.5 knots. We've moved to the farm and lost our sailing agility. Make offer! Contact (530) 692-9006 or garyh@precisionservices.com.



25-FT FREEDOM, \$5,800. Carbon-fiber mast, new engine, halyard, lifelines. Has chute and spinnaker pole, good main, well-balanced and sails well. Quite roomy with twin pilot berths, head with holding tank, and galley. New marine survey in 2018. (415) 722-7695 or (916) 599-5241.



29-FT RANGER, 1971. Oakland. \$8,000. Great condition, good sails, A4 runs well, bottom paint 2 years, newer deck, roller furling, pristine interior. Can singlehand, propane stove, email for list of amenities. Contact profesoracindy@pacbell.net or (916) 716-1606.



30-FT KNARR, 1962. Tiburon. \$9,000. REDUCED. Knarr 114 built in Norway. Wood with fiberglass deck. New spars, rigging and sails. 2x RocketShip award winner. Full cover. OB. Professionally maintained. Excellent condition. Very competitive boat. Contact (415) 259-8831 or dbthlman@comcast.net.

27-FT NEWPORT, 1976. Stockton Sailing Club. \$8,000. Well maintained "Classic Plastic" has spent most of its life in the freshwater Delta. Refit 6 years ago included new self-tending jib, cruising spinnaker, new standing and running rigging, new wind and depth instruments, new lifelines, new winches, and more. Original Atomic 4 starts easily and runs well. Interior in great condition. Teak trim refinished last fall. Email macko_2@comcast.net.



25-FT CATALINA 250K, 2001. Marina Bay Yacht Harbor, Richmond. \$13,900/obo. Wing-keel sailboat. Edson wheel and pedestal compass, 2012 6hp Nissan XLS OB, Raytheon depthsounder, Jabco head and holding tank, 1 stove, 1 sink galley. Room to sleep 4. Bottom cleaned 4 times per year and repainted when needed. Original owner. (510) 384-9138 or ohurricane@gmail.com.



NEWPORT 30 PHASE II, 1978. Richmond Yacht Club. \$17,000. Best Newport 30 available. Well cared for, constantly upgraded. Standing rigging replaced, Pineapple fully battened main, new paint. This boat is set up to easily singlehand, even flying the spinnaker! Makes a great family cruiser or club racer. Please see website for complete list of upgrades! New boat on the way! This one must go. All reasonable offers considered. See <http://nowandzensail.com>. Contact (415) 203-5467 or tony@nowandzensail.com.



30-FT BIRD BOAT, 1928. Sausalito. \$9,500/obo. Well maintained, 1928, Petrel. Selling to someone who will care for and sail this wonderful boat. Active one-design racing on San Francisco Bay. Nothing sails like a Bird! (415) 924-2731 or pierrejosephs@yahoo.com.



24-FT J/70, 2014. Sausalito. \$35,000. In excellent condition. KKM1 burnished bottom. New bottom in Nov. 2018. Two sets of North Sails, new 2018 Suzuki OB. Sail22-upgraded rigging, top cover, sail covers, trailer with SS disc brakes. Very lightly used with smaller kids and no time for racing. North Racing sails only used 3 times. Contact (415) 819-3408 or geraldodriscoll@gmail.com.



26-FT FARR 740 SPORT, 1981. \$4,500/obo. Reduced to sell. By Sea Nymph Boats of New Zealand (25'6"). Fully equipped for racing and cruising. Includes: Trailer, 3.5hp OB, 2 masts, 12 sails, new mainsail, safety gear. Call Jim. (530) 784-3820 or zipbolt581@gmail.com.



30-FT CATALINA, 1986. Berkeley Marina. \$22,500. Very good condition. Universal diesel 25hp engine runs great, Mercury 5hp OB engine (2014) with dinghy, double-reef mainsail, roller furling, spinnaker sail with pole. Refrigerator, microwave, LPG stove. Two new batteries and Guest charger. Raymarine autopilot, depth sounder. Electric windlass with 100-ft of chain. Haulout and bottom painted in November 2018. All reasonable offers will be considered. Must sell since purchased another boat already in Croatia. (916) 835-5513 or nrfurman0111@gmail.com.



YANKEE 30 MK I, 1971. Tiburon, CA. 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. Sails like a dream. See website: <http://yankee30.net>.

ISLANDER 28, 1978. Sausalito. \$10,000. Great Bay boat, Atomic 4, many upgrades including: electronic ignition and fuel pump, carburetor, fuel filter, batteries, leather salon cushions, windows replaced, stereo. 6' headroom, cockpit cushions. Call for details. (707) 849-5067 or willbaty@sonic.net.

29 TO 31 FEET

30-FT SANTANA 30/30 GP, 1981. Stockton Sailing Club. \$10,500. Price has been reduced due to family emergency. Boat is race-ready. Has 3 mains, 3 genoas and 3 spinnakers. PHRF 120 Yanmar diesel, new head. New mast and boom by Ballenger. Has updated design rudder and keel - not original. Autopilot. Martec folding prop. Call for long list of sails and equipment. Seller motivated. (209) 772-9695 or bonnielopezunr@gmail.com.

31-FT CHEOY LEE OFFSHORE, 1979. Eureka, CA. \$5,000/obo. Ketch rig. New starter and water pump, Perkins diesel runs fine. Somewhat neglected. Berthed in Eureka, which I know is out of the way, hence low price. (707) 223-0525.



30-FT GARY MULL SLOOP, 1972. Richmond Yacht Club. \$16,000. 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.



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29-FT RANGER, 1971. Oakland, CA. \$5,000/obo. Cheap fixer-upper sailboat, stand-up cabin end to end, singlehand rigged, sails include spinnaker, engine is also included. Below NADA value! (720) 789-1898 or (510) 934-5984.



30-FT WILDERNESS, 1980. Richmond. \$12,000. Wilderness 30sx, Chuck Burns design. Placed third 2018 Singlehand TransPac - 12d, 16h. Current PHRF. Current survey, B-32 keel. New bottom paint 6/18. New rudder bushings. Standing rigging good, some new. Running rigging mostly new. Good main, good 90% jib, good 110% jib, jib top. 2x .75oz spins, 1x 1.50oz spin all masthead, J-pole. Fully outfitted for offshore except liferaft. LED lighting, solar, VHF, EPIRB, Solas flares, charts, etc. Price and gear negotiable. (209) 768-8059 or gca@goldrush.com.

32 TO 35 FEET



32-FT FLYING TIGER 10M, 2007. Pt. Richmond. \$35,900. Fun, proven winner on the course and off. Newish racing main, 2 jibs, 2 kites, self-tailing Harkens, carbon rig. Tacktick, 2 rudders, Tohatsu 9.8hp, excellent trailer, and more. (415) 637-2442 or jlymberg@gmail.com.



32-FT ALLIED SEAWIND II, 1975. Berkeley. \$25,950. Gillmer-designed cruising ketch. Clean and airy belowdecks. Sailed regularly. Westerbeke 30 runs great. Roller-furled genoa, Force 10 propane stove/oven. CQR on bow roller. Cabin wood stove. Shorepower. RIB/OB. Much more. Contact poprocks23@gmail.com or (415) 370-7129.



33-FT NOR'WEST 33, 1979. Pier 39, San Francisco. \$24,000. *Catbird* is a full-keel ocean cruiser designed by Chuck Burns. Reliable Yanmar, solar, roller furling, autopilot. See website for more info: <http://konawalikdesign.com/catbird.html>. (415) 735-8167 or kris@konawalik.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.



33-FT HUNTER, 1993. \$49,900. This 33.5-ft Hunter is in sailaway condition. New standing rigging 11/14, bottom paint 2/18, 1550hrs on 24hp Yanmar. Full Raymarine electronics package including autopilot, AIS, radar and chartplotter. Stove with oven, fridge with freezer. USCG Inspected 2019. (510) 878-1142 or amaylon44@gmail.com.



33-FT YORKTOWN, 1977. Stockton. \$18,500. A cruising sailboat or live-aboard. 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 SOVEREL 33, 1985. Long Beach. \$12,500/obo. Excellent boat for beginning or experienced sailors. Spirited performance cruiser as well as a giant-killer around the cans. Sail Fast. See more at www.soverel33forsale.com. Contact (949) 922-3929 or fishskool@gmail.com.



33-FT SYNERGY 1000, 1999. Marina del Rey. \$74,900. Renovated 2016, immaculate. Bottom faired and painted December 2017. Continually updated. A pleasure to sail. Minimal wood racing interior with quarter berths, chart table, head, sink, stove, V-berth. NKE instruments. 2019 main and jib, 2019 155% jib top, 2018 Code 0, 2A spinnaker, 2017 heavy jib, 2015 North 3A. Wood/foam/carbon hull, carbon rig, bowsprit, and tiller. Stainless fin with lead bulb. 10hp inboard with saildrive. (310) 629-0904 or john@jstaffarchitect.com.



34-FT BENETEAU OCEANIS, 2011. Marina Village, Mission Bay, San Diego. \$130,000. 2 cabins. As-new, many upgrades: asymmetric spinnaker with sock, Code 0 on furler (Oct. 2017). Full-batten mainsail, genoa on furler. Bimini and sprayhood (Oct 2018). Jabsco electric marine toilet. Simrad electronics: autopilot, GPS, VHF, radar (2014). Chartplotter, sound system SonicHub (4 speakers + amplified subwoofer). Air-floor inflatable dinghy, Torqeedo electric 3hp engine (2016). 29hp diesel engine 650 hrs, J Prop feathering 3-blade propeller. Electric windlass, Delta anchor plus spare anchor. All offshore safety and docking equipment. And much more. US registered in California. Contact (858) 291-3519, (858) 263-4390 or olivier.alavoine@outlook.com.

32-FT DREADNOUGHT TAHITI KETCH. 1979. Palo Alto. FREE. Teak deck. Fiberglass hull. Sabb engine. Partially finished interior. Lots of extras included. On cradle, buyer must be prepared to move. (650) 793-2985 or kiheibub@aol.com.

34-FT CATALINA 34 MKII, 2001. Alameda. \$85,000. Well maintained and upgraded. Fin keel. Dodger. Gori prop, windlass, newer electronics and sails (main and jibs), Dutchman main, DSC VHF with cockpit RAM, autopilot, chartplotter. Contact sailcat34@aol.com or (510) 895-8926.



33-FT ENDEAVOUR 33, 1983. Sausalito. \$19,000. Mainsail, fair. Furling jib, good. #4 jib, good. Gennaker with pole, excellent. All lines led aft, Roller furling, Yanmar 3GMF with 1176hrs well maintained, keel-stepped mast, head, holding tank, sink, water tank. USCG documented. Very easy to sail singlehanded and/or plenty of controls to tweak and have fun. Solid boat in the SF Bay winds. Lots of space below with great headroom. Email for more photos. Contact (415) 717-4726 or murdad@comcast.net.

34-FT FAST CRUISER, 1977. Sausalito. \$34,000. As is. Refitted for Mexico, South Pacific. Been in dry storage last 5yrs. Turn key and ready to go. See more at <http://web.magewind.com/magewind>. (415) 332-4810 or wegwerf1@unspoken.com.



32-FT CATALINA 320, 2000. San Diego. \$65,000. Near-perfect, new fuel tank and water heater, adjustable backstay. Please email grossnicklep@yahoo.com or call for pictures: (619) 224-8926 or (619) 929-8412.



ERICSON 35 MK II, 1979. Marina Village, Alameda. \$17,500. Solid well-built boat, ideal for Bay and offshore. Yanmar diesel, three-blade prop and Martec two-blade folding prop. Like-new Pineapple main, Quantum spinnaker, dodger. Autopilot, microwave, hot/cold pressurized water, refrigeration, VHF radio, AM-FM cassette, alcohol stove. Extra gear, sails, parts, tools, lines, BBQ and anchors. Contact (209) 603-7204, (209) 464-0983 or almaas@sbcglobal.net.



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32-FT WEATHERLY - GILLMER. Design. 1983. Vallejo, CA. \$42,500. *Equinox*, well maintained and equipped. Exceptional structural and seakeeping qualities. Call for details. See <http://bit.ly/2tGxn1Q> or (360) 316-1421.

33-FT DEHLER 34, 1985. Brisbane Marina. \$19,500. Family cruiser, sails well, roomy interior, galley. Nav station, wheel, Yanmar diesel, dodger, Schaefer furler, good main, jib, genoa. Autohelm, ground tackle, VHF, instruments. <http://tinyurl.com/y6vnrkzjc>. Contact (408) 224-0152, (408) 209-7919 or rmorganstern@yahoo.com.



ERICSON 32 MK II, 1971. Coronado, CA. \$10,000. Tall rig, hull #196. *Quest* owned since 1972. New LP paint on cabin, cockpit and transom. Well maintained 30hp Atomic 4. Boat has regular monthly bottom service. Well equipped, wheel steering, auxiliary tiller, Tiller Master autopilot 110 shorepower, 6 bags of sails and spinnaker gear. Boat is being sold where-is, as-is. Cash only! Buyer would be responsible for survey and survey items. Boat is currently insured and California state-registered. Boat to be removed from slip upon completion of sale. When calling leave message, "Interested in boat". (619) 660-2263 or doncappss@aol.com.



33-FT NONSUCH, 1989. Alameda. Yacht-quality coastal cruiser, single-hand, fast, great livability, fresh bottom, well maintained, Low engine hrs., A/C and propane furnace, separate standing shower, beautiful interior. See <http://gypsypirits.me/category/boat-for-sale>. Contact cbellasail@sbcglobal.net, (530) 412-0144 or (775) 530-4784.



33-FT NOR'WEST, 1978. Barra de Navidad, Mexico. \$28,000. Full keel, tiller steered. Extensive refit 2016. New standing rigging, plumbing, fuel, and electrical systems. Brand-new watermaker, life raft, EPIRB, VHF, storm sails, solar panels and head. Roller furling, CQR anchors, inflatable, OB, barrier-coated bottom, repainted mast. Contact (530) 613-0681 or erikholback@hotmail.com.



35-FT CRUISING KETCH, 1947. Sausalito. \$15,000/obo. *Walrus*. Double-ender built in New Zealand. Triple-planked kauri hull and deck good as new. 30hp Sabb diesel. Panama and South Pacific veteran. Call Mike. (415) 426-0172.



32-FT ARIES, 1987. Oxnard, CA. \$31,000. 2nd owner, bought in 2011. F/G hull with teak trim and cockpit. New rigging, prop shaft, epoxy bottom, all new Groco thru hull fittings, Dyneema lifelines, solar, batteries, charger. 12V fridge, tiller pilot, Monitor windvane, alcohol stove, EPIRB, 25lb and 35lb CQR anchors with chain rode, electric windlass, dinghy with 5hp OB, Westerbeke W33A diesel, with all new hoses and heat exchanger. New asymmetrical sail, custom made for boat. New head. Boat is well loved and ready for cruising, just came back from Mexico. (415) 845-0419 or dan_retz@yahoo.com.

36 TO 39 FEET

36-FT PEARSON PILOTHOUSE 36. 1980. Puerto Vallarta, Mexico. \$40,000. Baja Ha-Ha veteran. In-mast furling, 125% genoa, Westerbeke 50, 5 y/o sails, watermaker, genset, everything ready to go. Bottom paint done May 2018. (530) 613-4349 or fbnoodelman@gmail.com.

CAL 39, 1979. South Beach Harbor. \$39,500. 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. Comfortable cruiser or 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.

39-FT FREYA, CANDIDE, 1978. Brisbane. \$55,000/obo. *Candide* is a Hawaii and Mexico vet. Yanmar diesel, ProFurl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. Contact (650) 728-9528, (650) 773-3834 or hogancanoes@aol.com.



CATALINA 36 MK II, 1998. Emeryville. \$83,500. Two cabins, sleeps up to seven, VacuFlush toilet. Universal M35B engine with 1280 hrs regularly serviced. In-mast furling main, never any problems. New tall mast, standing rigging and sails (2014). Radar. Windlass with up and down foot switches. Winches: 2 Lewmar 30s and 2 Lewmar 48s, all self-tailing. Avon 4-person liferaft (needs inspecting). Boat well maintained. Boat partner available if you want one. Contact (510) 534-3254 or 1999wildcat@gmail.com.



36-FT FRANZ MAAS. Dutch-built Sloop, 2005. Marina Riviera Nayarit, La Cruz, MX. \$39,500. Beautiful, strong and proven Franz Maas Dutch-built sloop. Excellent condition after complete re-build '03 - '05. 3-cyl Yanmar, Monitor, SSB/Pactor/radar, plotter, AIS, watermaker, 5 solar panels, fridge, windlass, EZ-Stack on main, Harken on jib. Aluminum inflatable w/6hp Mercury and much more. Lots of well thought out storage. Lying Puerto Vallarta/La Cruz Marina. Waiting your inspection in Paradise (the fun side of the wall). See photos and specs at <http://begonephotos.shutterstock.com>. Email teridonm@hotmail.com or call 011-322-274-2421 (Mexico) or (415) 532-6108.

36-FT CHUNGHWA MAGELLAN, 1977. LaPaz, Mexico. \$32,000/obo. *Shamanness*. Ketch, 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 more at <http://Sailshamaness36ftketch.weebly.com>. Contact cal20dennis@yahoo.com or (650) 269-5827.



39-FT FREEDOM KETCH, 1983. San Carlos, Mexico. \$50,000. PRICE REDUCED! Solid, fast and fun. Hard to beat this fine craft. Great for cruising or liveaboard. Easily handled by one or two persons. Ron Holland design, strongly built by Tillotson-Pearson for Freedom Yachts, listed by Ferenc Mate in his book *The World's Best Sailboats*. Freestanding carbon fiber masts, control lines led aft, sails in excellent condition and fully battened, 6'4" interior headroom and roomy, Alpha belowdecks autopilot, Monitor windvane, watermaker, SSB, radar, 45lb and 36lb CQR and other anchors, 300ft, 5/16 high-test anchor chain, Achilles inflatable 5hp OB, staysails to fly off mizzen mast, comfy cockpit including fold-down table. Four solar panels, EPIRB, 74gal fuel, 120gal water, dodger, weather cloths. Email delightfulsailing@gmail.com.



36-FT CLASSIC CCA DESIGN SLOOP. 1938. Bellingham, Washington. \$35,000/obo. Built King Boatyard, Hong Kong 1938. Phil Rhodes design. Heavy standing rig, bronze hardware, ocean veteran. Ported San Francisco Bay 1950's. New deck, spruce mast rebuilt 2010. Yanmar 2GM20 rebuilt 2012. Burmese teak planking, laminated teak frames 6" centers, copper rivet-fastened. Blue Sea breakers. Solid fuel stove, kerosene range. VHF, depth sounder, radar, autopilot, Lifesling, SL 555 windlass, 200' 5/16" chain, Avon inflatable. Sweet sailer. Email pwilling64@gmail.com.



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36-FT ISLANDER FREEPORT 36-B. 1981. Panama City, Panama. \$30,000/obo. *Windsong* has been upgraded and has many custom features. Health issues force sale. She has a Spectra 12.5gal/hr watermaker, 2K inverter/charger, custom memory foam mattress, Raymarine C80 chartplotter/radar/GPS, AB aluminum RIB w/15hp Johnson 50gal diesel, 100gal water, 50hp Pathfinder (Volkswagen marinized). Diesel engine, 6 solar panels, 3 on movable arms (380 watts total). Many spare parts and extras. Email swindsong@yahoo.com.



37-FT PACIFIC SEACRAFT, 1989. Portland, OR. \$115,000. Best known as a Crealock 37, *Anna Marie* is a bluewater cutter, loaded and ready for cruising. Please contact me for details and photos at sv.annamarie@gmail.com.

CAL 36, 1966. Puget Sound. \$26,000. Diesel, 2-8D house batteries, 1000W inverter/charger, H&C water, LPG stove w/oven & BBQ, LPG sniffer, ProFurl w/140 genoa, windlass, 35#Bruce w/150' chain and 200' rode, autopilot, radar, holding tank, dodger, upgraded interior, EZ-Jax, ridged vang, VHF w/DSC/GPS, diesel cabin heater, microwave. Email bcuster070@gmail.com.

40 TO 50 FEET



42-FT TAYANA 37, 1976. Shelter Bay Marina, Colon, Panama. \$85,000. Beautiful Tayana, complete new rig, sails, winches, etc. Electronics and over \$70,000 spent in refit last 7 years. Check website: <http://sailboatlistings.com/view/77826>. Email warrenpeace55@gmail.com.



40-FT FORMOSA, 1975. Marina Bay Yacht Harbor. \$27,000/obo. Need to sell, medical issues. Seaworthy full keel, aluminum spars, watermaker, radar, hyd. steering, all stainless tanks, and 1501 lighthouse. Many more. (503) 957-8708 or Sailabout333@gmail.com.

47-FT OLYMPIC CENTER COCKPIT. Ketch, 1975. On hard in Malta. \$90,000. 85hp Perkins. Max-Prop. LeisureFurl in-boom furling. Sails include storm staysail and lightweight mizzen staysail. Bronze self-tailing winches, electric for halyards. Monitor windvane. 3000W Xantrex, Spectra Z-brane watermaker, VHF/repeater at helm, GPS and EPIRB. Bruce, Fortress, Northill and drogue anchors. Scuba gear, air conditioning, ice maker and washer/dryer. Many Med pilot books and charts. Full set of signal flags. Email j-nick@sti.net.

47-FT PERRY, 1978. Sausalito. \$22,000. Fiberglass masthead cutter. A project boat sails now but needs engine reinstalled, paint, varnish and some woodwork. Email Randy_bonney@yahoo.com.



42-FT TARTAN, 1981. Alameda, CA. \$65,000. 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>. Contact denasc1234@gmail.com or (646) 460-4601.

40-FT HUNTER, 1998. San Diego. \$95,000. Meticulously cared for, well equipped, with new mast and rigging in 2016, new StackPack and bottom paint. Sleeps 5. Contact for photos/specs: lynnlemond@yahoo.com.



40-FT HUTTON, 1986. Fort Bragg, CA. \$18,000/obo. Liveaboard sailer, built in Honolulu, strong, fast ocean cruiser. Perkins engine seized, good hull. Westerbeke generator, Barient winches, Icom radio, Furuno radar, fish finder and more. (707) 349-0953 or cgreene@mcn.org.



40-FT PANDA, 1981. San Diego, CA. \$159,900. Perfect cruising sailboat. Pacific Puddle Jump veteran. Lovingly cared for, well equipped, cruise-ready. SSB, solar panels, wind generator, wind-vane, cockpit enclosure, etc. Contact for photos/specs. (619) 733-2869, (619) 838-0019 or loriesrocki@yahoo.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.



46-FT FORMOSA PETERSON CUTTER. 1981. Channel Islands Harbor. \$119,000. Classic design. Proven cruiser, Mexico vet. Turn key and GO, locally and beyond. Extensive refit. Many upgrades. Spacious enclosed center cockpit makes this a comfortable ride. (805) 469-3014 or Johnalain@gmail.com.



42-FT CATALINA, 1990. Hidden Harbor Marina. \$99,500. *La Bella Vita* is a 2017 Baja Ha-Ha vet. Lots of updates and improvements over the 7 years of ownership. New chartplotter, radar, wind instruments and belowdeck autopilot. New standing rigging, exhaust system, steering system rebuild, many other extras. Must see. (916) 804-8213, (916) 685-7737 or drsbakken@gmail.com.



44-FT KELLY PETERSON, 1979. Mazatlan, Mexico. \$105,000. *Donna Rose*. 7 sails. Full list of equipment and maintenance records upon request. FREE airfare to Mazatlan, MX to the person who buys this boat. Email capntrick@hotmail.com.



PERRY 47, 1976. Sturgeon Bay, WI. \$65,000. Center cockpit, ketch, Blue Water cruiser, Panama Canal veteran. She is a proven cruiser, sails great, wonderful liveaboard with queen strm aft, private head, workroom/office. Large V-berth and 2nd head forward. She is in good condition but in need of some cosmetic work. She is being priced accordingly USD \$65,000. Price negotiable, depending on buyer doing all or some work. More specs and photos on request. (920) 818-1271 or Jacindarose47@gmail.com.

46-FT WILLIAM GARDEN. Gaff Schooner, 1972. \$25,000. CC and PH. (2) helms. P&S qtr berths in separate aft cabin. Full headroom below in galley, salon and captain's strm, diesel heater, shower, head and lav. New (2018) Thunderstruck Motors 24hp (18.5kW) electric inboard, 96VDC, 3ph motor, and controls, (8) AGM battery pack with 96VDC and 12VDC chargers. 15-man liferaft, hard dinghy w/davits, 14-ft inflatable. EPIRB, strip-planked cedar. New masts 2002. Documented for 6-pack charters. (415) 531-6172.



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46-FT MORGAN 462, 1979. Marina Bay Yacht Harbor. Best offer. Center cockpit, ready for liveaboard. Nearly indestructible hull, large aft cabin, rebuilt fridge, repainted masts, two heads, large main cabin. Ready to sail the Bay. See <http://sailboatdata.com/sailboat/morgan-462>. Email junk@manialabs.us.



40-FT CATALINA 400, 1998. Long Beach, CA. \$140,000. Well maintained. Engine 150+ hrs. Custom bimini, stainless wishbone with telescoping davits, full enclosure. Bottom paint 12/2017. Furling main and jib, spinnaker w/pole. Many updated components. (714) 472-7175 or chuttonbiz@gmail.com.

CLASSIC BOATS



50-FT MOTORSAILER, 1947. Pillar Point, Half Moon Bay. FREE BOAT. Save *Reverie*, once registered with Master Mariners. She is 30 tons, 671 Detroit, commercial-built as halibut schooner, presently de-masted. Needs extensive haulout. Contact (650) 720-3939 or tomsreverie2@gmail.com.

40-FT CHRIS CRAFT. Wooden Cabin Cruiser, 1960. Antioch, SF Bay. Best offer to a good home. Beautiful solid mahogany construction, teak deck. Re-powered with twin 450 Mercs. All brightwork and canvases in great shape. Hauled out 2 years ago for hull maintenance. Chris Craft Conqueror model. Nice salon, 2 comfy strms. Berthed in a covered dock and fresh water. Great price for a good home. This boat has been lovingly maintained, but sadly must-sell. Ask for pics. (510) 387-8454 or gtry05@yahoo.com.



44-FT MORTON JOHNSON, 1917. Alameda. \$150,000. Gorgeous 102-year-old classic freshly restored, new condition, cold molded, open plan, queen bed, permitted Airbnb generating \$60k/yr. Great for living aboard or just making money. See <http://grandladySF.com>. (415) 265-9706 or boatysattva@gmail.com.

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



42-FT PRIVILEGE, 1995. Coronado. \$190,000. REDUCED! 25 GPH water-maker, A/C, custom hardtop, 3 berths ensuite, shaft drives, 3gm 30F (2) on-demand hot water, LEDs, sails good to excellent (4), spares and tools. Three anchors, primary 25 kg Rocna with 225 ft 3/8 chain. New canvas. Ready to Ha-Ha or S. Pacific. 11.5 Caribe with 15hp Yamaha. Bottom paint done 3/19. New zinc, cutlass bearings and topsides polished. See <http://Svchatbeaute.blogspot.com>. (360) 624-5339, (760) 408-5310 or Svzafarse@yahoo.com.

24-FT CORSAIR F24 MKII, 2000. Alameda. \$30,000. Clean. Dry sailed, solid trailer. New rigging, furler, jib, daggerboard, speed and depth, clutches, solar, remote-controlled autopilot, and more. Low hour 6hp Tohatsu Sail Pro. See www.sailboatlistings.com/view/78613. Contact mike.a.pouliot@gmail.com or (650) 796-4353.



46-FT MEYERS CATAMARAN, 1995. Santa Rosa. \$60,000/obo. Must sell quick! Really quick! Most everything to finish, 20' container with tools and materials, trailer, hatches/ports, mast, boom, mainsail, rigging, motor, travel trailer. Sail away in a year. (707) 696-3334.



28-FT TRADEWINDS. Trailerable Trimaran, 1970. Santa Rosa. \$3,500. Production molded FG hulls, saildrive, aluminum spars. backyard project, needs interior, lots of gear. Must move ASAP. Search Google for pics. Baja cruiser. Picture is a sistership. Contact (707) 696-3334 or john@windtoys.net.



40-FT FUSION CATAMARAN, 2014. Vancouver, BC. \$325,000. Currently undergoing minor refit. 30hp Yanmars with saildrives, 3-cabin owner version, hydronic heat, 3-burner stove, galley up, mini keels, all Harken winches, hardly used. Was North American demo boat. Teak and holly soles with cherry and Corian interior. 2 heads. (604) 465-1662, (604) 354-1952 or bmax242@yahoo.ca.



36-FT KANTOLA TRIMARAN, 1980. Isleton. \$18,000. 24ft beam, fiberglass over double diagonal cedar, cold molded. 22hp diesel, speed, depth, wind. Rigged as a daysailer. Good sails, hank on jibs. Ready to go sailing at the drop of a dock line. If you want to go cruising in this boat you are going to have to make some serious upgrades. Contact (707) 974-6069 or jefalder@yahoo.com.



45-FT WHEELCHAIR ADAPTIVE. Catamaran, 2015. French Med. \$555,000/obo. Your mobility or strength are challenged? Push the limits of your sailing dream! Base boat is a TS42 cat: plenty of carbon, Spectra and solar, unsinkable, flat floor, 360 view while seated. Discreetly and smartly adapted with access and power assistance for active operation from a wheelchair (not just hosting). Equipped for truly fast, comfortable and safe worldwide cruising. Sistership won ARC 2017 (multihulls). See website for pics, specs, review, videos: <http://catamaran4all.blogspot.com> or Moea.4all@gmail.com.



33-FT FARRIER F-33X AFT COCKPIT. 2014. Santa Cruz. \$210,000. Hull #7 by Multihulls Direct. Ballenger spar. North 3DL main, jib, screacher, kite, good condition. 9.9 Tohatsu. Fast and clean. See youtube clip: <http://tinyurl.com/y88x99fg>. Contact (831) 345-6927, (831) 479-1625 or jsgriff3@gmail.com.

44-FT CUSTOM TRIMARAN, 1968. Los Angeles. \$19,500. 44hp Yanmar (lo hrs), 370W solar, 2000W inverter, (4) 6V house batteries, tankless water heater, shower, propane interior heater, LED interior/exterior lights. Ready to sail. Call/text Bob. (310) 809-6044 or bmirabal@aol.com.

POWER & HOUSEBOATS



21-FT RANGER TUG, 2011. Sausalito. \$43,500. Ranger Tug 21EC, 30hp Yanmar. Full Sunbrella with eisenglass, head, butane stove, fridge, 6.5ft berth, Garmin GPS Map and VHF, 496hrs, AGM batteries. Beam 6'8", draft 2ft. Cabin heater, Ritchie compass. Email ohana854@yahoo.com.



86-FT RIVERBOAT, 1984. Alameda. \$55,000. Classy riverboat ready to be your amazing floating business or home. 20' beam, 4' draft, 3 decks with 2,500 feet of living space. Currently under restoration for vacation rental in Alameda. (415) 265-9706 or boatysattva@gmail.com.

78-FT DESCO, 1964. Alameda. \$350,000. Revenue generator! Classic trawler operating as vacation rental making \$190k/year, great place to call home or just make money. 6 bedrooms, 6.5 baths, amazing galley. See website for more info: <http://grandladySF.com>. Contact (415) 265-9706 or boatysattva@gmail.com.

18-FT RAIDER PROSPORT 182, 2014. Oregon. \$33,500/obo. Only 18 original hrs on 4-stroke Yamaha 115 main and Yamaha 9.9 high thrust kicker controlled at wheel. Aluminum. Deep. Full cover. Trailer. Hummingbird GPS. VHF. Compass. Wipers. Contact (541) 999-1091 or rbdemers@hotmail.com.

37-FT DUTCH CANAL BARGE, 1922. Antioch. \$75,000/obo. 1922 steel, recent conversion. Teak interior 75hp Mercedes diesel. Excellent liveaboard or office. Sleeps two. Propane cook top, cabin and water heater. Contact (925) 687-4576 or 15bobfee@gmail.com.

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YANMAR 4JH2-TE. Alameda, CA. \$5,500. Yanmar 4JH2-TE diesel marine engine with KBW20 gear, 2.62 ratio. 2,200 approximate hrs, 1992. Excellent condition. From my T47/48 professionally maintained with records. No known defects, no oil burn, cooling system and heat exchanger are perfect with all service records. Engine is only being replaced and upgraded for larger HP for upcoming cruise. Available mid-January. Email or call for video or info. (916) 826-5653 or gcaidwell@thepac.org.

USED SAILS FROM TARTAN 40. Cape Cod. \$900. Main + asym spinnaker. Quantum Fusion TriRadial Technora laminate mainsail built 2002, used sparingly one season, in remarkably good condition. Sails are on Cape Cod. Call John for details. (208) 788-0025.

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SAILBOAT TRAILER DUAL AXLE. Alameda Marina. \$2,500/obo. EZ Loader trailer for sailboats. Fits 22-29' sailboats well. Adjustable bunks. Trailer brakes. Freshly painted. Dico trailer tongue. Tires in good condition. Comes with box. (510) 499-9188 or 04davisjack@gmail.com.

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TWO 40-FT CONDO BOAT SLIPS. Emery Cove Marina. \$58,000 and \$56,000. Upwind end tie and next (both on B-dock), wide-open views, peaceful setting, complete amenities plus restaurants and park, shuttle to BART. You own "fee title". Your ownership rights never expire, no value decline. Same IRS tax breaks like home owners. Deductions for both "second home" mortgage interest and for real estate taxes. Liveaboard option to be negotiated with harbormaster. (707) 942-1174 or LeeHound@wildblue.net.

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INSTRUCTOR WANTED. St Croix, US Virgin Islands. DOE. Gold Coast Yachts seeks an instructor for its Composite Fabricator Training Program. Successful applicant will have extensive experience in building composite structures with a thorough knowledge of: resin systems, fabric reinforcements, composite fabrication processes, power tools and equipment, shop and personal safety fundamentals, instructional protocol. Skills required: excellent communication and problem-solving skills, proficient with Microsoft software, possess a strong work ethic, passionately support development of the marine industry in the US Virgin Islands. Please see complete position description and responsibilities at website: www.goldcoastyachts.com. Full time at Gold Coast Yachts facility in St. Croix, USVI. Benefits include paid vacations, holidays, sponsored health insurance and retirement plan. Email amy@goldcoastyachts.com.

YACHT SALES PROFESSIONAL. Jack London Square, Oakland. We are seeking a successful sales professional to join our team at America's oldest Beneteau dealer. This is an excellent opportunity for an experienced individual with: drive, passion and a solid work ethic. Our approach is to have a few, successful people who can each make \$100,000. If you want to make a living selling sailboats, you should sell Beneteau. Qualified and serious candidates please submit a résumé to deb@passagenautical.com.

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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 Morgan Collins at (510) 865-4700, ext. 313.

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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.

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 resúmes to: info@sfbboatworks.com.

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CHARTER CAPTAINS. San Francisco, Pier 39 Marina. San Francisco Sailing Company is a sailboat charter service and sailing tour company. Our charter captains operate USCG-inspected passenger and uninspected 6-passenger sailboats on San Francisco Bay. Full-time and part-time positions available. Requirements for charter captains include: superior sailing and boat-handling abilities, excellent communication skills, professional attitude and a USCG captain's license 50-Ton or greater with sailing endorsement. To apply, email your cover letter and résumé to: Sailing@SailSF.com or (415) 378-4887.

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ALAMEDA MARINA, LLC IS SEEKING A BOATYARD OPERATOR

Alameda Marina, LLC, is seeking a boatyard and/or dockyard operator to be an important component of the Alameda Marina Master Plan. The overall Alameda Marina Master Plan will consist of a total of approximately 7.35 acres of maritime and commercial land, approximately 180,972 square feet of maritime and commercial uses (which includes building floor area and boatyard and dockyard space), approximately 12 acres of submerged maritime commercial land, approximately 3.45 acres of public open space and approximately 17.74 acres of residential development. The successful boatyard and/or dockyard operator will be mindful of these site constraints when responding to the Request for Qualifications (RFQ), posted at the listed link: <https://alamedamarina.com/updates/>

Alameda Marina, LLC, will review such responses on the basis of their ability to respond to the Evaluation Criteria, amongst others. A short-list of qualified respondents may then be invited to respond to a further Request for Proposals.

For questions about the RFQ or to receive any additional materials, please contact us at info@alamedamarina.net

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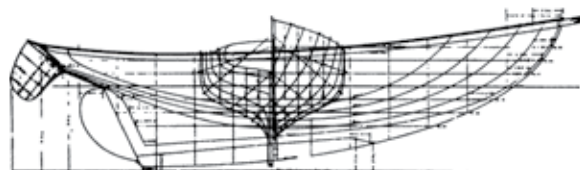


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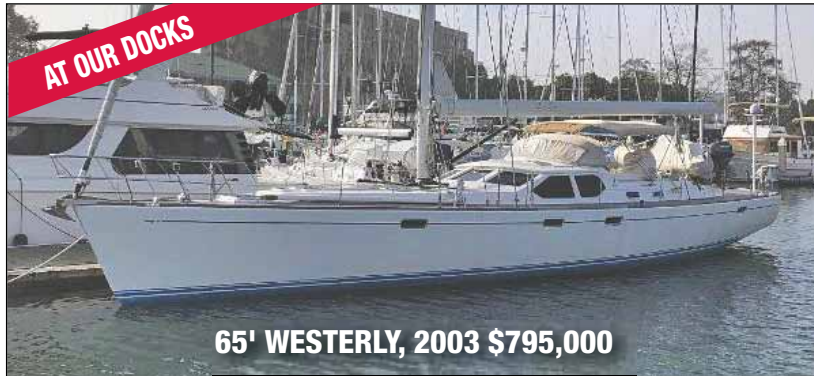
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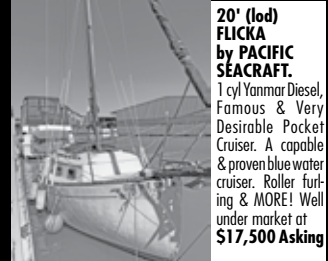
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