

SOCAL TA-TA II —

Great sailing, great stops, great hosts — and most of all great participants. That — along with a little luck and unusually warm and sunny weather — is what made the second SoCal Ta-Ta Cruising Rally from Santa Barbara to Catalina — via Santa Cruz Island, Channel Islands Harbor, and Paradise Cove — the sailor-pleasing event that it was.

A total of 39 boats, from 25 to 54 feet in length, including two powerboats, participated. Some 140 sailors took part in at least some of the event. Outside obligations meant some had to miss the first or the last leg. A couple who signed up even had to miss all but the opening or closing party — but still had fun.

Some Northern California sailors mock Southern California sailing conditions. They wouldn't if they'd been on this year's Ta-Ta, as everyone sailed, or could have sailed, all 100 miles in the four sailing legs of the six-day event. While the wind was sometimes a little light, it did blow as much as 25 knots with gusts to 30 on one leg, and many boats were frequently sailing at hull speed on two of the four legs. The Ta-Ta was suitable for gentlemen, as there was no upwind sailing.

There was light wind under a disappearing marine layer for the 11 a.m. start of the first leg at the Santa Barbara half-mile buoy. As the marine layer cleared the wind filled in, and everyone enjoyed reaching conditions for the 24 miles to Santa Cruz Island. Most flew gennakers or spinnakers, and if we're not mistaken, everybody sailed all but the first couple of miles. The breeze reached the mid-teens for the last five miles, allowing Jim

Although he's been dead for over 30 years, the influence of Bob Marley, a one-time assembly-line worker for Chrysler, is still enormous.

ALL PHOTOS BY MEMBERS OF THE TA-TA FLEET

Eggleston of the Medford, Oregon Corsair 27 *Origami* — which would be the wet hot-rod of the event — to hit 15 knots.

The wind was on the light side for the 16-mile sail from Santa Cruz Island to Channel Islands Harbor, but still strong enough for everyone to sail the entire way, mostly close reaching under spinnaker. Boats sailed in close company, making it a lot of fun and providing great photo opportunities.

The 24-mile third leg from Channel Islands Harbor to Paradise Cove was the windiest. Patsy 'La Reina del Mer' Verhoeven of the La Paz-based Gulfstar 50 *Talion* saw a couple of 30-knot gusts, and everyone else reported winds in the mid-20s during the stretch between Pt. Mugu and Pt. Dume(tz).

Even the more experienced sailors had trouble with the jibe off windy Zuma Beach. We on *Profligate*, and then Jared Brockway and crew on the Ventura-based Contour 34 trimaran *Orange*, muffed our jibes. Patrick McCormick of the charging Alamos Bay-based Beneteau 440 *St. Somewhere* looked as if he and his crew might pull it off — until one of the sheets came off the clew of the chute.

Keith and Terry Albrecht of the beautiful Alamos Bay-based Columbia 36 *Oso Rojo* got a spinnaker caught in their prop, while F. Stewart Seymour and crew of the San Diego-based Newport 30 *Saoirse* couldn't get the chute down until they were at anchor. Both boats got assistance from other members of the fleet.

For pure pleasure sailing, the final 30-mile leg from Paradise Cove to Two Harbors was the best. Early starters had to motor, but got a nice wildlife show. Roger and Diana Frizzelle of the San Francisco-based Catalina 470 *Di's Dream* reported seeing several blue whales in their path.

The wind quickly built to the mid-teens, providing ideal close reaching all the way to the island. Some boats were able to carry the entire way, while others had to go to white sails. *Origami* hit 18 knots, *Profligate* had minutes at over 13 knots, and just about everyone was regularly at hull speed. As was the case during the previous three legs, it was warm and the seas were negligible.



There were five stops on the Ta-Ta itinerary: Santa Barbara, Santa Cruz Island, Channel Islands Harbor, Paradise Cove and Two Harbors.

The Santa Barbara Harbor Patrol was nice enough to allow the fleet to reserve slips this year, and managed to get everyone in a berth near the end of Marina One. The folks at the Santa Barbara YC, established in 1872, put on a great BBQ on the beach beneath their club, which wasn't inundated by high tide until after the last guest had left. We don't know if the bartenders have been around for the entire history of the club, but they said the Ta-Ta Party was the most fun of any they'd ever seen there. It might have had something to do with the conga line atop the marina embankment.

Since hurricane Marie had generated epic surf on the back side of Santa Cruz



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Island two weeks before, and hurricane Norbert was sending a swell north, there was concern in the fleet that the Smugglers's Cove Ta-Ta destination on the south side of the island might be untenable. But Larry Fortmuller and Elizabeth 'EB' Barden on the Newport Beach-based Grand Banks 42 *Simply Grand* got there early to report that the conditions were fine. There was a small ground swell, but no sea, so it was less roly than during the first Ta-Ta.

Nonetheless, about a fifth of the fleet decided to spend the two nights on the north side of the island, at either Scorpion, Little Scorpion or Pelican. They reported that it was flat — except for a brief moment in the middle of the night. That was when a large ship wake put the squeeze job on *Talion*, as she was the monohull in the center of a nautical *ménage à trois* with catamarans *Sea*

Level and *Beach Access*.

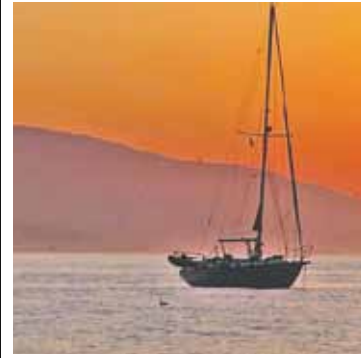
The weather conditions for the two-night stop at Santa Cruz Island were idyllic. There was lots of sunshine and none of that gloomy marine layer nonsense that can plague the Southern California coast. The first night featured the epic 'Super Moon' rising beautifully over Anacapa Island. If you really used your imagination, you could pretend you'd anchored at one of the islands off Naples. Swimming at the Channel Islands almost always requires a wetsuit. Not for this year's Ta-Ta, as the water temp was a salubrious 74 degrees. There were lots of takers. Others kayaked, SUP'd, got flipped in the surf and otherwise had fun in and on the water. Several groups of folks went ashore at the National Park entrance at Prisoners, fooled around on ancient farm equipment, and

marveled at the view from the headland looking southeast to the Scorpions, Anacapa and the mainland coast.

Not long before the start of the Ta-Ta, the event was jeopardized because *Jim and Kent Milski's Schionning 49 'Sea Level', an around-the-world vet, reaches in light air with sunny Anacapa Island in the background.*



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Redondo Beach couldn't get its act together at King Harbor. Despite the fact they have a half-mile long area behind a massive breakwater, the Harbor Patrol told the PooBob that it didn't look as if there would be enough room for the 40+ Ta-Ta boats. One major problem was the installation of 25 mooring buoys. Not only had the city not figured out how much to charge for them or who was going to administer them, it turns out they are inadequate for their intended purpose. Further, no boats would be allowed to anchor around them. An unusually well run city for California, Redondo can

do much better with the huge amount of space behind the breakwater.

Without King Harbor as a viable stop, the Grand PooBob had to come up with a solution. Maybe an extra night at Santa Cruz Island or Catalina? Then he remembered Channel Islands Harbor. From the moment he asked Michelle LaPointe and Dan Ward, the managers at Channel Islands Marina and Vintage Marina Partners — both owned by the same Central Valley family — if it might be a possible Ta-Ta stop, they couldn't do enough for the Ta-Ta. Free slips for all monohulls, all restrooms, showers and

laundry facilities unlocked for the night, floating docks for the 140-person party, all the necessary tables and chairs, live music by liveaboard Finhead and Bryna, two BBQs with cooks. Plus transportation to the Winnco so the PooBob could buy 35 rotisserie chickens, 60 hamburgers, 36 hot dogs, and everything else for the free Ta-Ta dinner.

Frank Laza, who runs the Duffy electric boat dealership, showed up to shuttle folks on the multihulls between the long dock at Paradise Park and the

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party site. The unofficial Mayor of Channel Islands, Laza presented the PooBob with a 25-year-old copy of *Latitude 38*, with Laza in the group shot on the cover. He also reminded the PooBob that they'd done the San Francisco to Catalina Race 25 years before on a Farr 65 sharpie.

Thanks to the great hospitality, many Ta-Ta participants have put Channel Islands on their 'don't miss' list.

The Paradise Cove stop was per-

haps the one fly in the Ta-Ta ointment, at least for some crews on monohulls. The leftover swell from the strong afternoon breeze had the monohulls rocking 'n' rolling all night. Some, such as Diana on *Di's Dream* and Cherie Sogsti on Steve Moffett's Alamitos Bay-based Jeanneau 45.2 *Tempest*, said it wasn't a big deal for them. Many others, particularly on boats without flopper stoppers, reported they didn't sleep a wink all night. As a result, Paradise Cove as a future stop is somewhat up in the air.

Two Harbors was Two Harbors in all its lovable dusty, funky glory. There were

plenty of empty moorings, a few places to anchor in only moderately deep water, hot showers at \$2 for 3+ minutes, and the godawfully popular Buffalo Milk diabetic specials at the patio bar. After a night of rest and getting the Beer Fest crowd cleared out, the Bandstand Area was all ready for the final Ta-Ta party. With a potluck BBQ, slide presentation of the event, conga line and 'awards' under the palms, it was a happy wrap.

We can't say enough about the great folks who participated. Steve and Julie McShea of the Seawind 1160 cat *Always* had come all the way from Lihue,

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Kauai — although we hope not just for the Ta-Ta. Dr. Dave Pisana and his wife Laurie had trailered their *Odin 27* *Odin the Wanderer* all the way from Salt Lake City. And others had come down from San Francisco Bay.

Thanks to *Profligate's* being able to

accommodate up to 50 people on the Lido Deck, people had a good chance to mingle at the three Sundowner parties. Based on the first Ta-Ta, we expected half the participants to attend the final

party. Almost everybody decided to show, so we're lucky they had more charcoal in the general store.

We've always thought — and continue to think — that the Santa Barbara to King Harbor Race, an 81-miler that takes the fleet from Santa Barbara, between Anacapa and Santa Cruz Island, then down to King Harbor's Redondo Beach, is the most fun race in Southern California. But during the dozen or so times we've done it, we always got to the dead-air spot off Anacapa in the lee of Santa Cruz Island and thought, 'What's the rush? Why not stop at Santa Cruz Island for a couple of nights? And why not another stop at Paradise Cove, instead of crossing Santa Monica bay when it's dark, damp and the wind fluky enough to make you miss Last Call?' That's why the PooBob created the Ta-Ta.

If you're into pleasure sailing more than racing, the Ta-Ta might be an option you want to consider the next time it rolls around.

— *latitude/richard*

SOCAL TA-TA II FLEET LIST

Alegria Beneteau 41S5..... Leslie Schmitz & David Du Ket.....Oceanside	Ojo Rojo Columbia 36..... Keith & Terry Albrecht..... Alamitos Bay
Ails Well, Tio Little Harbor 38..... Hugo Lerner..... San Pedro	Old Marblehead Jeanneau 54DS..... Leo Kiely..... King Harbor
Always 38-ft Seawind 1160 cat..... Steve & Julie McShea..... Lihue, HI	Orange Contour 34 trimaran..... Paul Martson..... Ventura
Avanti Grand Soleil 39..... Lou & Shirli Nagy..... Ventura	Origami Corsair F-27 trimaran..... Jim Eggleston & Greg Carter..... Medford, OR
Beach Access Lagoon 380..... Glenn Twitchell & Debbie Jahn..... Long Beach	Oso Loco Kettenburg 32..... David & Marta Turpin..... Santa Barbara
Calafia Catalina 42 MkII..... Michael Eytton-Lloyd..... Santa Barbara	Pirate Hunter Legend 40.5..... Jim Harmaning..... San Pedro
Coldwater Catalina 36..... Mark Kozy..... Vallejo	Reprieve Tri-Star Horstman 38..... Nathan & Cindy Walter..... Channel Isl.
Dauntless Hinckley SouWester 52..... Marcus Crahan..... Newport Beach	Saoirse Newport 30 MkII..... F. Stuart Seymour..... San Diego
Di's Dream Catalina 470..... Roger & Diana Frizzelle..... San Francisco	Scout Lagoon 400..... David & Christine Eggleston..... Jackson, WY
Ellis Island II Catalina 34..... David & Kathi Westcott..... Redondo Beach	Sea Level Schionning 1480..... James & Kent Miiski..... Lake City, CO
Equilibrium Ericson 32..... Roger & Kim Brown..... Alamitos Bay	Seagate Hans Christian 38T..... Charles Braffett..... Ventura
Gazelle Wauquiez Centurion 48..... Rob Tryon & LaDonna Bubak..... Sausalito	Serendipity Catalina 250..... Don & Linda Murphy..... Camarillo
Grey Goose Beneteau Oceanis 390..... Craig & Rose Walker..... MdR	Shadow Islander 36..... Greg & Kathy Kircher..... Ventura
Hannah Hunter 356..... Travis & Chantil Gill..... Ventura	Simply Grand Grand Banks 42..... Larry Fortmuller..... Newport Beach
Hotel California Catalina 375..... Michael & Linda Stafford..... San Francisco	St. Somewhere Beneteau 440..... Patrick McCormick..... Alamitos Bay
Imagination Cal 31..... Jeff LaBarre..... San Pedro	Swept Away Catalina 42 Mk II..... Steve & Brooks Jensen..... Ventura
Kailani 40.5-ft Catalina 400 Mk II..... Cary & Michele Hansen..... Nawiliwili, HI	Talion Gulfstar 50..... Patsy Verhoeven..... La Paz, BCS
Luna PDQ Antares 44 cat..... Ricky & Yvonne Michod..... Tucson, AZ	Tempest Jeanneau 45.2..... Steve & Lauri Moffett..... Alamitos Bay
Mouse Pad Islander 36..... Paul & Lindsay Fuhrman..... San Pedro	Valhalla Dynamique 62..... Jonathan & Brenda Eells..... Laramie, WY
Odin the Wanderer Odin 27..... Dave & Laurie Pisani..... SLT, UT	Varee Mainship 390..... Greg & Mary Montz..... Long Beach