

# Latitude 38

VOLUME 515 May 2020

WE GO WHERE THE WIND BLOWS



**Riley Gibbs**  
**Islander 36 Part 2**  
**Repowering to Electric**  
**Master Mariners Retrospective**



# FROM ALL OF US

# AT GRAND MARINA

**PLEASE STAY HEALTHY.  
STAY SAFE.**

**WE WILL SEE YOU SOON.**



**GRAND MARINA**

THE BAY AREA'S PREMIERE BOATING COMMUNITY

**510.865.1200**

Leasing Office Open Daily

2099 Grand Street, Alameda, CA 94501

[www.grandmarina.com](http://www.grandmarina.com)

- ♦ Prime deep water double-fingered concrete slips from 30' to 100'.
- ♦ Great Estuary location in the heart of beautiful Alameda Island.
- ♦ Complete bathroom and shower facility, heated and tiled.
- ♦ Free pump-out station open 24/7.
- ♦ Full-service Marine Center and haul-out facility.
- ♦ Free parking.
- ♦ Free on-site WiFi.

And much more...

**Directory of Grand Marina Tenants**

Boat Yard at Grand Marina, The ... 12  
Marchal Sailmakers ..... 28  
Alameda Canvas and Coverings  
Alameda Marine Metal Fabrication  
Blue Pelican Marine  
MarineLube  
Mosley's Cafe  
New Era Yachts  
Pacific Crest Canvas  
Pacific Yacht Imports  
True Pacific Insurance  
UK Sailmakers



# Live and Learn – no, really

You start a business in 1973 and by 2020 you are certain you've seen it all. And then something called a Pandemic hits and there is nothing familiar about it.

Winston Churchill is credited with saying, "Never let a good crisis go to waste." There may be no such thing as a "good crisis" but we can and must learn from this.

We must take care of the earth and each other.

We must respect the science, whether about pandemics or fluid dynamics.

We must be ready to make changes, working to make improvements even when this is over.



At Pineapple Sails we have a renewed appreciation for the Bay Area environment in which we are privileged to work and live, in a state that values its citizenry above all else.

Please take care of yourself and others. And we will see you on the water.

Now put down the magazine for a moment and go wash your hands.

YOUR DEALER FOR: Dubarry Footwear, and Spinlock Deckwear

Sails in need of repair may be dropped off in Alameda at Svendsen's Marine, Blue Pelican Marine and West Marine (at Alameda South Shore Center).

Like us on Facebook.



## PINEAPPLE SAILS

\*Powered by Pineapples

Phone (510) 522-2200

[www.pineapplesails.com](http://www.pineapplesails.com)

2526 Blanding Avenue

Alameda, California 94501



# BOAT LOANS

*from*

TRIDENT **TF** FUNDING

*Specialists in Marine Finance*

*"a fresh  
approach  
from people  
you can trust"*

Please contact

JOAN BURLEIGH

(800) 690-7770

[jburleigh@tridentfunding.com](mailto:jburleigh@tridentfunding.com)

[www.tridentfunding.com](http://www.tridentfunding.com)

## CONTENTS

subscriptions	6
calendar	10
letters	18
loose lips	46
sightings	48
master mariners retrospective	58
riley gibbs profile	64
repowering to electric	68
islander 36 at 50, pt. 2	72
max ebb: on graveyard shift	76
racing sheet	80
world of chartering	86
changes in latitudes	90
classy classifieds	100
advertisers' index	104
brokerage	105

Cover:

Delta Doo Dah fleet members gather at Bradford Island,  
off the San Joaquin River, in August 2018.

Photo: Latitude/Chris

Copyright 2020 Latitude 38 Media, LLC  
Since 1977

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





# READY WHEN YOU ARE



## LAGOON 40

The new Lagoon 40 sets a standard for cruising catamarans. With three spacious sleeping cabins and two heads, it's a great family boat. The galley is compact yet has lots of storage.

Save on taxes and reduce ownership costs with charter placement in our skippered charter fleet



## New Brokerage Listings



**2004 BENETEAU 423**

**\$142,300**



**2007 BENETEAU 46**

**\$215,000**



**2014 BENETEAU 41**

**\$214,000**

Beneteau Barracuda 7 21' 2015.....\$65,000  
Beneteau Monte Carlo 5 50' 2014 .....\$699,000  
Beneteau Swift Trawler 50 50' 2014.....\$880,000  
Beneteau 22 Daysailer 22' 2015 .....\$21,000  
Catalina 320 32' 1994.....\$49,500  
Beneteau 343 34' 2006.....\$84,900

Beneteau Oceanis 35 35' 2017.....\$189,000  
Catalina 350 35' 2003.....\$94,000  
Beneteau 361 36' 2000.....\$75,000  
Catalina 36 36' 1983.....\$26,500  
Beneteau Oceanis 37 37' 2013.....\$137,000  
Beneteau Oceanis 38 38' 2017.....\$230,000

Dufour 390 39' 2019 .....\$299,000  
Beneteau 393 39' 2002.....\$89,900  
Lagoon 40 40' 2020 .....\$541,584  
Beneteau Oceanis 41 41' 2014 .....\$219,000  
Beneteau 423 42' 2004 .....\$142,300  
Beneteau Beneteau 46 47' 2007 .....\$215,000

## SIGN UP FOR OUR MONTHLY WEBINARS



### ANATOMY OF A SURVEY

What's in them  
and how to get  
the best one.  
Everything  
you need  
to know

### HOW TO BUY A USED BOAT

Overview  
of the buying  
process and  
what to  
watch out for

### YOUR YACHT AS A BUSINESS

How to save  
big on taxes  
and reduce  
the cost  
of boat  
ownership

[WWW.PASSAGENAUTICAL.COM](http://WWW.PASSAGENAUTICAL.COM)



**PASSAGE**  
N A U T I C A L  
E N T E R P R I S E S

POINT RICHMOND  
510-236-2633  
1160 Brickyard Cove Road, Suite 21  
Pt. Richmond, CA 94801

JACK LONDON SQUARE  
510-864-3000  
544 Water Street  
Oakland, CA 94607



# BEST EVER



# SAILING



# FROM FORTMAN MARINA!



*Save:  
Best Value  
on the Bay*

**ALAMEDA, CA  
WWW.FORTMAN.COM  
(510) 522-9080**

**BEST VALUE ON THE BAY**

# Latitude 38

Delivered  
to your  
HOME!



**Subscribe online at  
www.latitude38.com**

or mail this form to *Latitude 38*  
at 15 Locust Avenue, Mill Valley, CA 94941

Name

Address

City

State

Zip

Phone number

Email

☐ MASTERCARD

☐ VISA

☐ AMERICAN EXPRESS

CC#:

Exp.:

CSV:

- ☐ Enclosed \$36 for a one year third class subscription
- ☐ Enclosed \$60 for a one year third class subscription & a blue *Latitude 38* classic cover t-shirt + free shipping. Include shirt size.
- ☐ Enclosed \$55 for one year first class  
-Canada, Mexico, FPO/APO, and correctional facilities require first class subscription.



# Latitude 38

*we go where the wind blows*

Publisher/Editor ..... John Arndt ..... john@latitude38.com ..... ext. 108  
Managing Editor ..... Tim Henry ..... tim@latitude38.com ..... ext. 105  
Racing Editor ..... Christine Weaver ..... chris@latitude38.com ..... ext. 103  
Contributing Editors  
Richard Spindler, John Riise, Paul Kamen, LaDonna Bubak, John Skoriak  
Editor-at-Large ..... Andy Turpin ..... andyturpinatlge@gmail.com  
Roving Reporter ..... Donna Andre  
Advertising Manager ..... Mitch Perkins ..... mitch@latitude38.com ..... ext. 107  
Production Supervisor ..... Soren Hemmilla ..... soren@latitude38.com ..... ext. 102  
Production/Photos ..... Annie Bates-Winship ..... annie@latitude38.com ..... ext. 106  
Marketing Administrator ..... Nicki Bennett ..... nicki@latitude38.com ..... ext. 109  
Bookkeeping ..... Penny Clayton ..... penny@latitude38.com ..... ext. 101

*Founded 1976. Published from 1977-2016 by Richard Spindler.*

**www.latitude38.com • (415) 383-8200**

15 Locust Avenue, Mill Valley, CA 94941



# RUBICON YACHTS



QUALITY YACHTS • BROKERS YOU CAN TRUST!  
YACHT SALES & ACQUISITION SPECIALISTS



## PRACTICE SOCIAL DISTANCING.

AT THESE TIMES REST AND RELAXATION IS PRESCRIBED.

### 3 LOCATIONS WITH SALES DOCKS TO SERVE YOU

3300 POWELL ST., EMERYVILLE (510) 601-5010

1150 BALLENA BLVD., SUITE 121, ALAMEDA (510) 838-1800

2601 WASHINGTON ST., PORT TOWNSEND (206) 602-2702

[WWW.RUBICONYACHTS.COM](http://WWW.RUBICONYACHTS.COM)





**64' TAYANA CENTER COCKPIT, 2005**  
**\$599,900**  
Emery Cove (510) 601-5010



**62' CUSTOM KETCH, 1992**  
**\$190,000**  
Emery Cove (510) 601-5010



**45' SPARKMAN & STEPHENS 1960**  
**\$69,900**  
San Francisco (415) 867-8056



**40' HANS CHRISTIAN CHRISTINA, 1986**  
**\$144,000**  
Emery Cove (510) 601-5010



**40' BENETEAU 40, 2009**  
**\$139,900**  
Emery Cove (510) 601-5010



**40' ELAN 40, 2004**  
**\$119,000**  
Emery Cove (510) 601-5010



**37' ELITE 37, 1983**  
**\$37,500**  
EMERY COVE (510) 601-5010



**37' BAVARIA SLOOP, 2002**  
**\$85,000**  
Emery Cove (510) 601-5010



**37' JENSEN PILOTHOUSE**  
**\$79,000**  
Emery Cove (510) 601-5010



**36' HUNTER 36, 2011**  
**\$109,000**  
Emery Cove (510) 601-5010



**35' BENETEAU 351, 1995**  
**\$61,500**  
ALAMEDA (510) 838-1800



**35' SPENCER, 1968**  
**\$29,500**  
Emery Cove (510) 601-5010





**43' HANS CHRISTIAN CHRISTINA, 1989**  
\$134,000  
Emery Cove (510) 601-5010



**42' HUNTER PASSAGE, 2001**  
\$92,500  
Emery Cove (510) 601-5010



**42' WHITBY 42, 1975**  
\$80,000  
EMERY COVE (510) 601-5010



**39' LEOPARD CATAMARAN, 2011**  
\$299,000  
Emery Cove (510) 601-5010



**39' FREEDOM EXPRESS CAT, 1984**  
\$65,000  
EMERY COVE (510) 601-5010



**38' ISLAND PACKET 380, 1999**  
\$165,000  
Emery Cove (510) 601-5010



**37' HUNTER 376, 1996**  
\$89,000  
ALAMEDA (510) 838-1800



**37' HUNTER CHERUBINI CUTTER, 1984**  
\$37,000  
EMERY COVE (510) 601-5010



**37' PACIFIC SEACRAFT, 1996**  
\$149,000  
EMERY COVE (510) 601-5010



**35' JEANNEAU SUN ODYSSEY, 2004**  
\$82,000  
Emery Cove (510) 601-5010



**34' CATALINA MKII, 2000**  
\$75,000  
Emery Cove (510) 601-5010



**31' ISLAND PACKET 31, 1988**  
\$46,000  
Emery Cove (510) 601-5010



# Defender®

## MARINCO®



### Day / Night Solar Vent

- Circulates fresh air in boat cabin
- Built-in on/off fan switch, LED lights and intake/exhaust switch
- No wiring required
- Rechargeable battery for 24-hours continuous operation
- Available in 3" or 4" diameter
- White Plastic or Stainless Steel finish

Item 901795 **Starting at \$189<sup>99</sup>**

## isotherm



### 2501 Compact Classic Refrigeration System

- Fridge/freezer volume: 7.1/2.3 cubic feet
- Power: 12 / 24 VDC, air cooled, max draw: 3.5 amps
- Evaporator Dimensions: 10.6" H x 15" W x 5.5" D

Item 402816 **Only \$999<sup>99</sup>**

### ITC Digital Display

Combine with Isotherm Refrigeration for up to 40% energy savings!



Item 402632 **Only \$134<sup>99</sup>**

**Defender.com**  
**800-628-8225**

- Knowledgeable & Experienced Sales Staff •
- Earning the Trust of Boaters Since 1938 •



## CALENDAR

Readers — We've included here all of the events that we believe were still on each host's schedule as of April 22. The current shelter-in-place order issued by several California counties runs through May 3. States and local governments may reopen in stages, so we expect that many more events will be canceled, postponed or rescheduled.

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

### Non-Race

**April 30-May 3** — Virtual Boat Show, online, 9 a.m.-6 p.m. New and brokerage boats, panel discussions, expert talks, quizzes, gifts from local marine vendors. Virtual cruisers' party with *Latitude 38* on 5/1 after the show. Info, [www.atomictunayachts.com/virtual-boat-show](http://www.atomictunayachts.com/virtual-boat-show).

**May 4** — An Evening with Randall Reeves, online, 7 p.m. Randall will speak about the Figure 8 journey, plus basic weather concepts, getting into more detail on the anatomy of Eastern Pacific weather and Bay Area climatology. \$20. YRA, [www.yra.org](http://www.yra.org).

**May 6-27** — Wednesday Yachting Luncheon Series, StFYC, 11:45 a.m.-1:30 p.m. All YCs' members welcome. Via video conference during SIP. Info, [www.stfyc.com](http://www.stfyc.com).

**May 7** — Full moon on a Thursday.

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

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

**May 10** — Take Mom sailing.

**May 10-31** — 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](http://www.baads.org).

**May 14, June 11** — Single Sailors Association meeting and dinner, Ballena Bay YC, Alameda, 6:30 p.m. Info, [www.singlesailors.org](http://www.singlesailors.org).

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

**May 16 or 17** — US Sailing International Offshore Safety at Sea Hands-on Training Only, Encinal YC, 8:15 a.m. \$225. Info, <https://2020.pacificcup.org/2020/sas>.

**May 17** — Single Sailors Association Angel Island Picnic. Info, [www.singlesailors.org](http://www.singlesailors.org).

**May 25** — Memorial Day.

**May 26, 1998** — The cruise ship *Grand Princess*, the largest and most expensive cruise ship at the time, was commissioned. Does the name ring a bell? The *Grand Princess* became a notorious and controversial — and, for some, deadly — Petri dish for COVID-19 during two cruises between San Francisco and Mexico earlier this year.

**June 4** — Corinthian Speaker Series, CYC, Tiburon, 7 p.m. With author William Glassley: *Standing on New Ground (Formerly Ice) of Greenland*. Free. RSVP to [speakers@cyc.org](mailto:speakers@cyc.org).

**June 5-7** — Adaptive Sailing Instructor Workshop, South Beach YC, S.F. \$350-\$420; discounted price before 5/8. Info, [www.ussailing.org/education/adult](http://www.ussailing.org/education/adult).

**June 6** — Chantey Sing, aboard *Eureka*, Hyde St. Pier, S.F., 8-11 p.m. Free, but RSVP to Peter, (415) 561-7171.

**June 13** — US Sailing Offshore Safety at Sea Course, Southwestern YC, San Diego. \$200. Info, [www.sailaweighllc.com/shop-orderbymenu-order](http://www.sailaweighllc.com/shop-orderbymenu-order).

**June 13-14** — US Sailing/ISAF Offshore Safety at Sea



# CityYachts

San Francisco's Yacht Brokers Since 1969

New Chris-Crafts offered in  
partnership with H&M Marine

Northern California's exclusive agent



2020 Launch 23 \$125,555



2020 Catalina 27 \$226,910



2020 Launch 28GT \$247,920



2020 Catalina 30 \$369,810



2007 Grady-White Marlin 30 \$115,000



2011 Grady-White 290 \$129,900



1997 Nonsuch 33 \$89,900



2005 Morris M36 \$295,000



1986 Sabre 36 MKII \$65,000



2008 Protector 38 \$199,000



1972 Cheoy Lee \$49,000



1981 Grand Banks 42 Classic \$120,000



"INCA" 1973 S&S 45 \$185,00



2004 Riviera M470 \$350,000



1963 Philip Rhodes 50' Cutter \$149,500

10 MARINA BLVD., SAN FRANCISCO, CA 94123 • Toll Free: 877-444-5091 • 415-567-8880

social: @cityyachts • email: nick@citysf.com • website: www.citysf.com



PLEASE VISIT OUR FUEL DOCK AT GASHOUSE COVE MARINA • OPEN 7 DAYS A WEEK







VISIT OUR WEBSITE:  
**www.boatyardgm.com**

*We're just a 'click' away.*



Click our  
'Yard Cam' and  
'Yelp Reviews'



**IT'S SIMPLE!**

**Call The Boat Yard at Grand Marina  
for the Lowest Bottom Prices!**

*~ THE ONLY BOAT YARD IN ALAMEDA ~*

**Interlux**  
yachtpaint.com

**AWLGRIP**

**PETTIT**

Go clean into the future.

**CALL FOR A RESERVATION**

**(510) 521-6100 • Fax (510) 521-3684  
2021 Alaska Packer Place, Alameda**

## CALENDAR

Course with Hands-on Training, Southwestern YC, San Diego. \$350. Info, [www.sailaweighllc.com/shop-orderbymenu-order](http://www.sailaweighllc.com/shop-orderbymenu-order).

**June 14** — US Sailing/ISAF Offshore Safety at Sea Refresher Course with Hands-on Training, Southwestern YC, San Diego. \$275. Info, [www.sailaweighllc.com/shop-orderbymenu-order](http://www.sailaweighllc.com/shop-orderbymenu-order).

**June 14** — US Sailing/ISAF Offshore Safety at Sea Hands-on Training Only, Southwestern YC, San Diego. \$275. Info, [www.sailaweighllc.com/shop-orderbymenu-order](http://www.sailaweighllc.com/shop-orderbymenu-order).

### Racing

**May 2, 16, 30, June 13** — SSC Spring Series. On hold during SIP; check for updates at [www.stocktonsc.org](http://www.stocktonsc.org).

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

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

**May 9** — Interclub Long Course race to OYC. Info, [www.jibeset.net](http://www.jibeset.net).

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

**May 9, 30** — NorCal Series for Mercurys. EYC, [www.encinal.org](http://www.encinal.org).

**May 16** — Singlehanded Farallones Race. The SSS will determine its fate on 5/4. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

**May 16** — Fox Hat Race. TYC, [www.tyc.org](http://www.tyc.org).

**May 16** — Spring One Design. SCYC, [www.scyc.org](http://www.scyc.org).

**May 16, June 13** — Classic Boat Invitational Series. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**May 17** — SSC Doublehanded Long Distance Race #1. On hold during SIP; check for updates at [www.stocktonsc.org](http://www.stocktonsc.org).

**May 17** — Spring Series on Spring Lake. SRSC, [www.santarosasailingclub.org](http://www.santarosasailingclub.org).

**May 17, June 14** — Baxter Judson Series. PresYC, [www.presidiyachtclub.org/racing.html](http://www.presidiyachtclub.org/racing.html).

**May 29-31** — Santa Cruz 27 North Americans. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**May 30** — OYRA Duxship Race. YRA, [www.yra.org](http://www.yra.org).

**May 30-31** — J/24 District 20 Championships. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**May 30-31** — Spring Regatta on Lake Yosemite. LYSA, [www.lakeyosemitesailing.org](http://www.lakeyosemitesailing.org).

**May 31** — Gromeeke Race around Alcatraz, starting and finishing at GGYC. Los Gatos YC, [www.losgatosyc.com](http://www.losgatosyc.com).

**June 6** — Delta Ditch Run, 65 miles from RYC to SSC. On hold during SIP; check for updates at [www.stocktonsc.org](http://www.stocktonsc.org).

**June 6** — Sir Francis Chichester Short Course race on Seaplane Lagoon, Alameda. Alameda Community Sailing Center, [www.sailalameda.org](http://www.sailalameda.org).

**June 6** — Small Boat/Vanguard 15 Regatta. BVBC, [www.bvbc.org](http://www.bvbc.org).

**June 6** — Merton Yolles Race. CPYC, [www.cpyc.com](http://www.cpyc.com).

**June 6-7** — US Match Race Championship Qualifier on J/22s in San Diego. SDYC, [www.sdy.org](http://www.sdy.org).

**June 7** — Sir Francis Chichester circumnavigation of Alameda for Lasers. Alameda Community Sailing Center, [www.sailalameda.org](http://www.sailalameda.org).

**June 7** — Tri-Island Race #1. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**June 13** — OYRA Farallones Race. YRA, [www.yra.org](http://www.yra.org).

**June 13** — Interclub race. Info, [www.jibeset.net](http://www.jibeset.net).

**June 13** — North Bay Series/Brothers Race. VYC, [www.vyc.org](http://www.vyc.org).

**June 13-14** — Knarrrs & J/105s. SFYC, [www.sfy.org](http://www.sfy.org).

**June 14** — Around the Pins Race on South Lake Tahoe. SLTWYC, [www.sltwyc.com](http://www.sltwyc.com).

**June 14** — Club Series. CYC, [www.cyc.org](http://www.cyc.org).



# Discover

# XCS Excess

# Excellence

One team of boat builders with names you never heard and maybe can't pronounce, have built more world cruising catamarans than anyone, anywhere. Well over 3000. Now these architects, builders and riggers teamed up for an entirely new line of cats.

They decided to put the zip back where it belongs. Consider some features:

A helm at each back corner of

the boat makes perfect sense. In real catamaran cruising, the autopilot steers most of the time. We definitely take charge for docking, and we do most of that backing up. A catamaran is dynamically stable going backward. Creeping into a tight spot, and stepping off to grab the first dock cleat is easy from two steps away. Or grabbing a mooring ball. Or a fish on a hook. Or a crew in the water.

When you want to sail for the pure fun of it, you have three big advantages: you can feel the breeze, you can hear the speed, and you can see the sails. You have a great view of the jib luff telltales and the leech telltales on the main. And a hidden advantage: without long, tortured cable runs from the rudder to the wheel, steering at the back corners is feather touch.



Mainsail leech brings us to a radical change in XCS cats. The center of the aft cockpit canopy is wide open. At the outside edges, you have a solid platform for working on the boom and sail, but in the center, you get a clear view of the clouds, the stars, the moon and the main. At anchor, if you need shelter from rain or bright sun, just slide the canvas cover shut, or keep the great ventilation and drape an awning over the boom.

Here's a quick, easy way to see the experience of

these builders: get up close and sight down the side of the hull at an angle, like you would check your pool cue. No bumps, wows and lumps at every bulkhead. Just smooth, clean, graceful sheen. That's major-league boatbuilding with pride in details, and time in the making.

They opened a new design page, remembering why we went sailing in the first place: to go places we can't get to another way, see things we've never seen, and have a ton of fun doing it.

**Denison**  
y a c h t i n g

San Francisco 510.469.3330

San Diego 619.822.2715  
Newport Beach 949.791.4220  
Marina Del Rey 310.821.5883  
Long Beach 562.594.9716  
DenisonYachting.com

**WATCH for the VIRTUAL BOAT SHOW at DENISONYACHTING.COM**





# WHALE POINT

## MARINE & HARDWARE CO.

### MONTHLY SPECIALS

**ACE**  
Hardware

Also check out the items  
on our special sale table

**ACE**  
Hardware

#### SCEPTER Eco Outboard Tank



6 Gallon  
**Now \$59<sup>99</sup>**

#### SUPER BLAST Horn

**NOW  
\$16<sup>99</sup>**



#### TAYLOR Dock Steps



Single... List \$127.59 ..... **Now \$99<sup>99</sup>**  
Double... List \$203.29... **Now \$169<sup>99</sup>**  
Triple... List \$298.15... **Now \$249<sup>99</sup>**

#### SEA-DOG COWL VENTS

Fits standard snap in deck plates.



Standard  
3" **\$39<sup>99</sup>**  
4" **\$49<sup>99</sup>**  
Low Profile  
3" **\$39<sup>00</sup>**  
4" **\$49<sup>00</sup>**

#### RUGGED SHARK Boat Shoes



Deck Shoe  
ATLANTIC  
**NOW \$69<sup>99</sup>**



Lightweight  
CAPTIVA  
**NOW \$39<sup>99</sup>**

#### DAVIS Rigging Knives



**NOW \$17<sup>99</sup> - 21<sup>99</sup>**

#### Z-SPAR Captain Varnish



Quart  
List \$52.50  
**Now \$39<sup>99</sup>**

#### MAGMA BBQ

Perfect BBQ for a  
Sunday night  
dinner on your  
boat. Stainless steel.  
Mounts easily with  
optional mount to your  
boat's rails.



Charcoal #10-004: Whale Pt. **\$129<sup>99</sup>**  
Propane #10-205: Whale Pt. **\$169<sup>99</sup>**  
Rail Mount #10-080: Whale Pt. **\$59<sup>99</sup>**

**205 Cutting Blvd, Corner of 2nd, Richmond**  
**510-233-1988**

Mon-Sat: 8:30am-5pm, Closed Sundays • FAX 510-233-1989  
whalepointmarine@yahoo.com • www.WhalePointMarine.com

## CALENDAR

### Beer Can Series

**BALLENA BAY YC** — Friday Night Grillers: 5/15, 5/29, 7/10, 7/24, 8/21, 9/4. Gary, [www.bbyc.org](http://www.bbyc.org) or (510) 865-2511.

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

**BENICIA YC** — Thursday Nights: 5/7-9/24. Dan, (707) 319-5706 or [www.beniciayachtclub.org](http://www.beniciayachtclub.org).

**BERKELEY YC** — Friday Night Races: 5/8-9/25. Info, [www.berkeleyyc.org](http://www.berkeleyyc.org).

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

**CORINTHIAN YC** — Every Friday night: 5/8-8/28. Info, (415) 435-4771 or [www.cyc.org/racing](http://www.cyc.org/racing).

**COYOTE POINT YC** — Sunset Sails, every Wednesday night: 5/6-10/14. Info, (650) 347-6730 or [www.cpyc.com](http://www.cpyc.com).

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

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

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

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

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

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

**OAKLAND YC** — Sweet 16 Series, every Wednesday night: 5/6-9/9. Info, [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**RICHMOND YC** — Every Wednesday night: 5/6-9/30. Eric, (510) 388-6022 or [www.richmondyc.org](http://www.richmondyc.org).

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

**SANTA CRUZ HARBOR** — Wednesday night races: 5/6-10/28. Info, [www.santacruzharbor.org/events](http://www.santacruzharbor.org/events).

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

**SEQUOIA YC** — Sunset Series, Wednesday nights: 6/10-10/7. Tom, (408) 718-7977 or [www.sequoiayc.org](http://www.sequoiayc.org).

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

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

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

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

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

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

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



Coming together is not always literal.



**SVENDSEN'S  
BAY MARINE**  
BAY MARITIME GROUP

*In the historic Richmond Riviera*  
310 West Cutting Blvd., Point Richmond, CA  
510-237-0140 • [sbm.baymaritime.com](http://sbm.baymaritime.com)



**SVENDSEN'S MARINE  
& INDUSTRIAL SUPPLY**  
BAY MARITIME GROUP

*Adjacent to the Alameda ferry terminal*  
2900 Main St., Alameda, CA  
510-522-2886 • [www.svendsens.com](http://www.svendsens.com)

*As an essential business, we are continuing operations throughout these unprecedented times.*





**Waterfront  
Office Available**

**If you love boating,  
this is your place.**

Welcoming. Serene. Convenient.

Perfect.



1030 Marina Village Parkway • Alameda, California 94501 • 510 521-0905  
[www.marinavillageharbor.com](http://www.marinavillageharbor.com)

# CALENDAR

## In the Tropics

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

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

**June 27** — Shaka Challenge starts in Marina del Rey, bound for Hanalei Bay. PSSA, [www.pssala.com](http://www.pssala.com).

**July 3-6** — Tahiti-Moorea Sailing Rendez-vous. Latitude 38 co-sponsors. Info, [www.tahiti-moorea-sailing-rdv.com](http://www.tahiti-moorea-sailing-rdv.com).

Please send your calendar items by the 10th of the month to [calendar@latitude38.com](mailto:calendar@latitude38.com). No phone-ins! Calendar listings are for marine-related events that are free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

## May Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
5/02Sat	0149/2.4	0725/4.8	1358/-0.2	2112/5.1
5/03Sun	0246/1.7	0839/4.8	1449/-0.1	2148/5.5
	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>
5/09Sat	0054/6.5	0738/-1.4	1450/4.8	1928/2.5
5/10Sun	0137/6.3	0828/-1.3	1552/4.7	2025/2.8
	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>
5/16Sat	0226/2.0	0753/4.1	1406/0.6	2112/5.1
5/17Sun	0314/1.5	0900/4.0	1449/0.9	2141/5.2
5/23Sat	0642/-0.6	1400/4.4	1820/2.8	
	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>
5/24Sun	0026/5.9	0718/-0.8	1446/4.4	1859/3.0
5/25Mon	0102/5.8	0758/-0.9	1535/4.4	1943/3.2
	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>
5/30Sat	0023/2.6	0547/4.6	1221/-0.1	1944/5.2
5/31Sun	0133/1.9	0711/4.4	1317/0.3	2025/5.6

## May Weekend Currents

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

date/day	slack	max	slack	max
5/02Sat	0024/1.3E	0318	0618/2.0F	
	0900	1200/1.8E	1530	1906/3.4F
	2236			
5/03Sun	0106/1.7E	0424	0718/2.4F	
	1012	1300/2.0E	1624	1954/3.6F
	2306			
5/09Sat	0212	0500/3.0E	0930	1242/3.5F
	1618	1830/1.3E	2054	
5/10Sun	0018/3.1F	0300	0548/2.7E	
	1018	1336/3.3F	1718	1930/1.1E
	2148			
5/16Sat	0024/1.5E	0348	0624/1.6F	
	0936	1218/1.3E	1536	1906/3.1F
	2236			
5/17Sun	0106/1.7E	0442	0730/1.8F	
	1036	1306/1.3E	1618	1948/3.0F
	2306			
5/23Sat	0118	0412/2.6E	0824	1148/2.7F
	1542	1736/0.7E	1936	2318/2.7F
5/24Sun	0154	0442/2.6E	0854	1230/2.7F
	1630	1824/0.6E	2018	
5/25Mon	0000/2.5F	0230	0524/2.6E	
	0930	1312/2.7F	1718	1918/0.6E
	2100			
5/30Sat	0142	0448/1.8F	0724	1024/1.8E
	1348	1736/3.3F	2112	2348/1.5E
5/31Sun	0300	0554/2.1F	0848	1136/1.8E
	1448	1824/3.5F	2148	



AXOPAR

[ REDEFINING ]



AXOPAR

[ 37 XC CROSS CABIN ]

SIRENA

[ 64' FLYBRIDGE ]



*bespoke brokerage & yacht sales*

Sausalito | 298 Harbor Drive @ Clipper Yacht Harbor, 415 887 9347

San Diego | 2614 Shelter Island Dr. Suite A, 619 222 9899

[JeffBrownYachts.com](http://JeffBrownYachts.com)

AXOPAR | BLACKFIN | BRABUS | PARDO YACHTS | SIRENA YACHTS



#### FEATURED LISTINGS



2011 Sabre 456 MKII  
\$549,000



2000 Santa Cruz 52 Lucky Duck  
\$389,000



2007 J Boats J/122  
\$259,000





**South Beach Harbor is a great way to experience San Francisco. Boats of all sizes are welcome in our protected harbor. Bring your boat to South Beach and enjoy all the attractions of the city, including the new Chase Center.**



**Guest Berths up to 50'  
Temporary Subleases Available  
After Hours Security  
South Guest Dock for Charters  
Free Pump-Out Station  
Convenient Access to Public Transportation  
Adjacent to Oracle Park  
Casual and Fine Dining Nearby  
1.2 miles to Chase Center**



**For Reservations:**  
415.495.4911 (x1111)  
fax: 415.512.1351

<https://sfport.com/maritime>

## LETTERS

### ⇅ SAILING IN THE TIME OF PANDEMIC

I took our boat out on Friday by myself, which seemed like the ultimate in social distancing. (I live near the boat.) It's been the best way to clear my head of all the news — at least for a short period. At the same time, it's uncomfortable going sailing knowing so many people are losing their work. Everyone is affected, but some far more than others.

I have no idea if this is appropriate or a good idea, but could there be a fundraising sail to help those related to maritime business who have been the most adversely affected? Singlehand and household doublehand only? We need some creative brainstorming here. I know people want to help if they can.

Chris Peterson  
*Latitude Nation*

*Chris — Excellent question, and thank you for thinking about your fellow sailors. This first round of letters is from the 'early days' of the coronavirus pandemic in mid-March, as the consensus on what, exactly, constituted appropriate sheltering in place was still evolving.*

*Regarding what's best in terms of sailing events right now, we'll paraphrase our own April 3 'Electronic Latitude: Whoever has the unfortunate job of providing public health guidelines is probably as confused as the rest of us. Medical professionals are collecting data and updating guidance faster than any of us can type or read. With this in mind, we don't think the general public should be thinking, "Is there a 'loophole' for sailing? Fishing? Kayaking?"*

*Instead, we should all be thinking, "What's the most important thing to do right now?" To us, that is to support our medical professionals, first responders, neighbors and nation.*

*Who knows what state we'll be in by the time you read this. But, as this crisis has moved forward, it seems that the best course of action is to hunker down and weather the storm — meaning stay put whenever you can.*

*But don't worry, Chris, and everyone out there in the Latitude Nation. All storms pass. Life will get back to normal, and there will be plenty of time — and immeasurable pent-up passion — to get back on the water, and to lend a helping hand to those in need.*



JOHN AND VIRGINIA CANDVA

*After the cancellation of nearly every major race, the closing of borders, and a prohibition on recreational boating on San Diego Bay, sailing all but came to a halt in March and April, as the coronavirus pandemic forced humanity to shelter in place. The safest mode of sailing, at the moment, has become either 'virtual', or 'nostalgic'. "Thought we might send this along. This photo is from a few weeks ago, when life was so simple," wrote John and Virginia Candva of this shot of their boat 'Windrover' sailing out of Loch Lomond in San Rafael.*

### ⇅ UNTIL THE COAST IS CLEAR . . .

We all must stay the course until the coast is clear, so to speak. If you and your significant other could walk to your boat and be confident doublehanding, I suppose that

# SEATTLE YACHTS

*International*

info@seattleyachts.com

844.692.2487

www.SeattleYachts.com

Seattle Yachts is Now Your West Coast Hanse, Moody, & Dehler Yachts Dealer & Broker!



**HANSE 458** - Contact your local  
Seattle Yachts Office



**DEHLER 42** - Contact your local  
Seattle Yachts Office



**HANSE 418** - Contact your local  
Seattle Yachts Office



**MOODY 41** - Contact your local  
Seattle Yachts Office



**HANSE 388** - Contact your local  
Seattle Yachts Office



**HANSE 348** - Contact your local  
Seattle Yachts Office



**1982 Deerfoot 62'** \$299,900  
Korey Scott 425.387.6675



**2006 Tayana 58'** \$549,000  
Dan Peter 619.200.1024



**2015 Hanse 575** \$759,000  
Rick Boyce 858.386.9533

ALASKAN  
YACHTS



Dehler

Endurance

HAMPTON

Hanse

LEGACY

Moody

NIMBUS

Northern  
marine

NORTHWEST  
YACHTS

REGENCY

TARTAN

SeattleYachts.com/WhyList








**ATTENTION  
CRUISERS!  
MEXICAN  
LIABILITY  
INSURANCE  
ONLINE**

*Since 1959*  
**Insuring Personal/  
Commercial Vessels,  
Marinas & Shipyards  
World Wide**

**From California  
to Maine  
Alaska to Florida**

**Retail and  
Wholesale Divisions**

Contact us for a quote at  
**800-992-4443  
or 800-639-0002**

**[www.marinersins.com](http://www.marinersins.com)**

**San Diego, CA  
Newport Beach, CA  
Bradenton, FL**

**Mariners Quote:**

*"However bad the storm you are in,  
there is still sun somewhere  
over your horizon" - Ken Nutt*

**Ins. Lic. #0D36887**

## LETTERS

could work. If we all hang in together, we will all have many opportunities to enjoy the sport and environment. No one knows who is carrying the virus. As a person well up in the age bracket, thank you for your patience and cooperation.

Chuck Cunningham  
St. Francis Yacht Club

### ⇅ SAILING SOOTHING THE SOUL

We are so used to others joining us that to sail without friends is unusual. So it feels odd that my wife and I went for a sail — just us two — last Friday. It soothed our anxious souls. We plan to do it again.

Ronald Goedendorp  
West Coast

### ⇅ ONE OF OUR BEST OUTINGS

My wife and I sailed on Saturday [in mid-March], and there was almost zero traffic in the harbor, and one other sailboat outside with us. The seas were two to three feet, with a long period and winds 8-10 knots. We had the big tanbark genoa, the white staysail and the tanbark main and mizzen. We averaged 4 knots(!), and sailed up to Cayucos and back. There were beautiful skies but an unusual lack of sea life. It was one of my wife's best outings.

Dennis Bailey  
1966 Columbia 29 MkII  
1966 Herreshoff 28 all-wood ketch  
Morro Bay

### ⇅ SINGLEHANDING WITH A WHALE

I went out (singlehanded once again) last Thursday, March



NANAMUK

19, and found only a few other boats, light wind and a 'close encounter' (maybe 50 yards away) with a suddenly breaching whale about one mile east of the southern end of Angel Island. The whale continued to surface for 15-20 minutes, then it was gone! By the way, my drive from east of Sacramento, (again by myself with zero stops in between BYC Marina and home) has become way easier and relaxing as the traffic is greatly diminished!

Dale Land  
Berkeley

*"This is 'Nanamuk', our Endurance 35, which we completed from a bare hull 42 years ago," Robert Dodge wrote us, when we asked people to share their sailing memories. "We are sailing in the Gulf Islands into about 12 knots of wind and flat seas. Perfect."*

### ⇅ THE SPIRIT OF THE REQUEST

Singlehanded sailing or sailing with the family members you live with is certainly as safe from the virus as walking one's neighborhood. However, during this time of shelter-in-place orders, it violates the spirit of the request (or shall we say demand?). While it is far from true that yachties are

JOIN US FOR THE FIRST ANNUAL  
**Virtual Boat Show**  
APRIL 30 – MAY 3

Register at [www.atomictunayachts.com/virtual-boat-show](http://www.atomictunayachts.com/virtual-boat-show)



**Live Online Boat Showings**  
Virtual Tours • Walk-Through Videos • Expert Speakers • Prizes

**New  
boats**



**True North 34**



**Catalina 425**

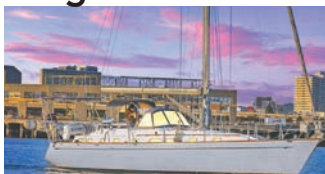
**Virtually see these brokerage boats and more!**



**Jeanneau 43 DS**



**Activa 52**



**Tayana 48**



**Dehler 39**







## WHY WOULD YOU WANT TO BE ANYWHERE ELSE?

GROCERY • FUEL DOCK • BOATYARD • COVERED SLIPS

- Privately owned since 1957
- Largest full-stock marine store of any marina in Northern California
- Within a short drive of 400 wineries, 10 Michelin-starred restaurants and dozens of micro breweries
- 400 Feet of Guest Docks
- Eight miles by boat to downtown Napa
- Epic bike rides
- Great Striper & Sturgeon fishing
- Electric entry security gate

WHAT ARE YOU WAITING FOR?  
CHECK OUR WEBSITE AT  
[www.napavalleymarina.com](http://www.napavalleymarina.com)



Napa Valley  
MARINA

1200 Milton Road  
Napa, CA 94559

(707) 252-8011

## LETTERS

engaged in an elitist sport, it is still seen that way by many. People onshore don't know who's in the boat. It's not a good image for us.

Art Ewart  
*Dream Catcher*, Pearson 36  
San Francisco

### ↑↓ IS SAILING SAFER THAN WALKING?

I think there's a little overreaction here. If you leave your house, go to your boat, sail singlehanded or only with members of your household, do not stop for gas, and generally keep to the spirit of no outside contact, how is that any different than going for a walk in your neighborhood? On our last evening walk, I couldn't tell you how many times I needed to move out of the way and into the street to keep at least six feet away. I feel going for a sail is way safer for everyone.

Syd T.  
Planet Earth

I agree with Syd T! Solo on a boat is the best way to refresh during these difficult times. It's social distancing at its best.  
CR

Not to put a damper on things, but how does one shelter in place and yet leave home to go sailing?

David Henry  
Planet Earth

David — You raise a good question. We will revisit the question, "To sail or not to sail," at the end of this installment of Letters.

### ↑↓ PRAISE FOR A SAILOR HELPING OTHER SAILORS

Great news that Cass Gidley's son Memo wants to help [from a March 30 *Lectronic Latitude*, in which Memo offered



LATITUDE / JOHN

to help sailors stuck on their boats or at home]. 'Memo' is short for Guillermo, as he and his sister 'Lupe' (aka Guadalupe) were born in Mexico after Cass and Mary sailed down to La Paz. I wrote the memorial in *Latitude 38* for his father Cass. There was a nice ceremony at Dunphy Park, right next to Galilee Harbor, where Cass had his boat *Yo Ho Ho* for many years. Cass was quite a character. I think it's great that his son Memo wants to help those affected or who can't get around. His father Cass would have done something like that as well.

John 'Woody' Skoriak  
Tireless supporter of  
*Latitude 38*

Three cheers for Memo Gidley.

### ↑↓ A WORD FROM MEMO HIMSELF

I value the water and those on it. As a kid in the '70s and '80s, I was raised among the anchor-outs, liveaboards and the many sailors who were unique and interesting folks and had a passion for the water. And the one thing they all shared was that if someone needed help, we made it happen!



# THE FINEST SAILS BEGIN WITH THE BEST SAILCLOTH

Great Job Randall on the Figure Eight Voyage. Sixty thousand miles in the world's toughest oceans with Hood Sails.

Our patented woven Vectran® sailcloth performs like the laminates with the durability of Dacron®, especially in roller furling applications. In fact, Vectran® is lighter, lower stretch, and retains its shape over a longer life than any sailcloth we've ever offered to cruising sailors. That's because Hood Vectran® is woven, not laminated to Mylar® film. And you can be sure that each sail we roll out is built by hand, with the same care and craftsmanship that has been the Hood hallmark for 50 years. To discuss your sailcloth needs – whether our state-of-the-art Vectran® or our soft, tight-weave Dacron® – give us a call today.

Mōli,  
Randall Reeves with  
Full Batten Mainsail,  
125% Genoa and Solent Jib

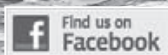
PHOTO COURTESY  
TIM HENRY/LATITUDE 38



-  Sails & Service
-  New Sails
-  Sail Repairs
-  Furling Conversions
-  Free Pickup & Delivery



HOOD SAILMAKERS 465 Coloma Street, Sausalito, CA 94965  
Call Robin Sodaro (800) 883-7245 (415) 332-4104 Fax (415) 332-0943  
hoodsails@aol.com





## A Few Upwind Tacks

The Berkeley Marina's location right in the "slot" from the Golden Gate means fresh winds this Spring, and all summer long. Landmarks like Angel Island, Alcatraz, and the Golden Gate Bridge are reachable by a few fun upwind tacks. *There's really nothing better.* Said long time Berkeley Marina slip holder, Barbara B., from Sacramento, who added *we chose Berkeley because we're real sailors.*

**"We can sail straight into the Bay, and out the Golden Gate to the Pacific."**

The distance from your slip to the open Bay can be measured in feet, not miles as you simply head west through our fairway and

around the break-water to begin your sail. For your return trip the Marina's east/west orientation makes it easy for the experienced sailor to sail into their upwind-facing slip.

Let the wind take you on your next adventure and carry you home. Call the Berkeley Marina today to reserve your slip at (510) 981-6740, or email us at [slips@cityofberkeley.info](mailto:slips@cityofberkeley.info).

Boat-in visits up to 4-hours are free. Our team is at the ready to help get you started. Visitors welcome.



**Berkeley  
Marina**  
CALIFORNIA

[www.Berkeley-Marina.com](http://www.Berkeley-Marina.com)

## LETTERS

Before I was born, my mom and dad opened Cass's Marina in Sausalito in the '60s to get people out sailing. Now, I am hoping to help get people back out sailing after what is happening with COVID-19. Please just ask me.

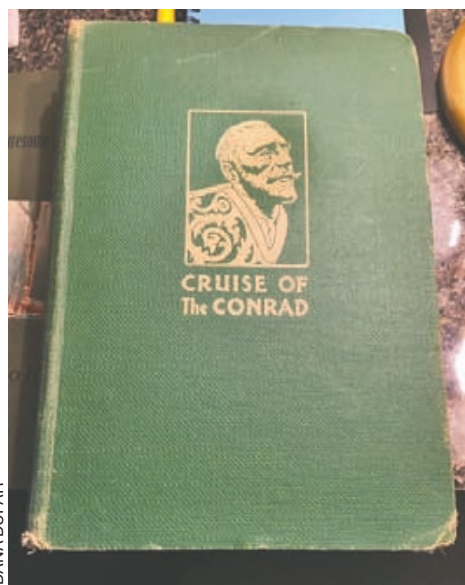
And please, stay home. Shelter in place is not a staycation. It is an attempt to flatten the curve, and to stop the spread of a deadly virus. When you go out in public, and especially, come to the docks where we live, you put all of us at risk — not just those of us in the high-risk categories, but all of us.

Stay home now. Sail later.

Memo Gidley  
Basic Instinct, Elliott 1050  
Sausalito

### READING MATERIAL FOR THE APOCALYPSE

On March 21, before Oregon had a chance to close the Oregon-California state line, I escaped under the cover of darkness to Bellingham, Washington. I brought with me a couple of books to read as I look out over Bellingham Bay. *The Venture-some Voyages of Captain Voss* (still in print) has already been consumed, and yes there was buried treasure on Cocos Island (Google it!), discovered over 100 years later.



DANA DUPAR

*If you were stuck on a desert island — which is what self-isolation might feel like to some of us — what book would you bring? For Dana Dupar, it was 'Cruise of the Conrad'.*

I am now reading *Cruise of the Conrad*, by Alan Villiers, which is no longer in print. The book I'm reading was printed in 1937; it's fragile and may fall apart before I finish it. It is a story about Captain Villiers, who in 1934 acquires a 50-year-old Danish frigate school ship to sail around the world. So far, it is an enjoyable read.

I hope everyone is safe and healthy as they practice anti-social distancing during these times.

Dana Dupar  
Boatless (but not bookless) in Washington

### SAILORS STUCK OVERSEAS

I was not required to self-quarantine upon my return to my boat *Ichu Ban*, which is on the hard in Opuia, New Zealand. I flew in from Southeast Asia via Australia, arriving just under the wire — if I'd arrived one week later, I would have been obliged to self-quarantine for 14 days.

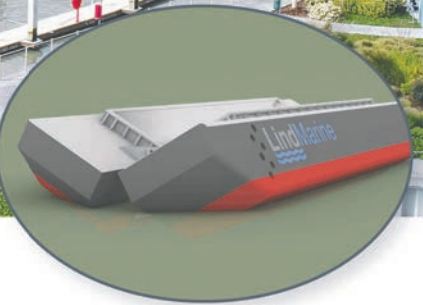
All the bets are off for the time being as far as cruising plans go. I typically leave here in May and sail to Tonga and Fiji, then back down here in November. Tonga is now closed. I'm not sure about Fiji at the moment, but have little doubt it will be closed soon if it's not already. I'm hopeful that NZ will allow cruisers to extend their visas and stay here until it



# BORN TO DREDGE

MARINAS | HOMEOWNERS | MUNICIPALITIES

OFFERING  
UPLAND AND  
IN BAY  
DISPOSAL

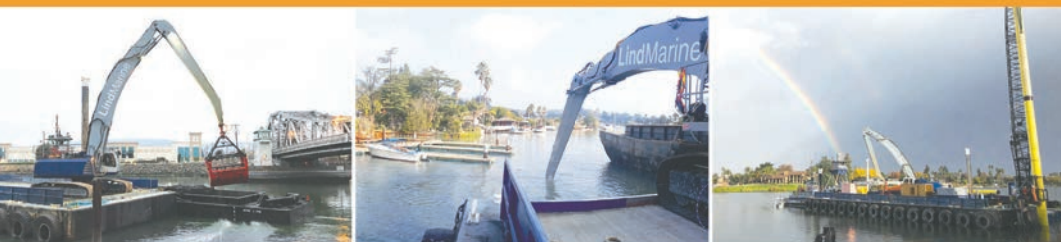


Lind Marine is proud to announce it has launched an entire **NEW FLEET** of marina and homeowner dredging equipment.

*Providing services throughout the San Francisco Bay and Delta, and the Sacramento and San Joaquin Rivers, since 1906.*

## Lind Marine Added Capabilities

- ⚓ Fleet of 4 new dump scows designed to fit in all marinas and homeowner docks
- ⚓ New electric clam shell dredge, ABS loadline, designed to dig out slips up to 90' long
- ⚓ Pile driving, dock repair, seawall repair and installation
- ⚓ In house permitting department
- ⚓ Survey boat with brand new state of the art single beam system
- ⚓ Small and large vessel salvage
- ⚓ Full service shipyard



## LindMarine

Please call 707-762-7251 for all dredging inquiries or email us at: [chris@lindmarine.com](mailto:chris@lindmarine.com)

LIND MARINE SHIPYARD | 1250 Nimitz Avenue, Vallejo, CA 94592 | [www.lindmarine.com](http://www.lindmarine.com)





## CRUISING RACING ONE DESIGN



### Ullman Sails San Francisco & Monterey Bay

104 Bronson St. #20

Santa Cruz, CA

831.454.0868

dhodges@ullmansails.com

Synthia Petroka

510.205.9412

spetroka@ullmansails.com

### Ullman Sails Sausalito

Robin Sodaro

465 Coloma St., Sausalito, CA

415.332.4117

UllmanSailsSausalito@gmail.com

## LETTERS

blows over.

My two biggest concerns are: 1) Getting my boat launched Monday [March 23, we think], before all non-essential services are shut down. 2) Plans that friends and I had made for a rendezvous in Tonga will probably be impacted if not canceled. They've chartered a cat and made travel arrangements.

But these are first-world problems. I intend to cruise locally, follow the rules to the letter, and help out in any way I can. We're in a good place here, and I'm grateful.

John Tebbetts

*Ichi Ban*, Yamaha 33

Currently in Opua, NZ

### ↑↓ STUCK IN A BOATYARD, AND IT'S TOTALLY OK

Longtime readers Chris and Marissa Neely here. We are the crew of S/V *Avocet*, our CL 41 that we live aboard and are preparing to sail from L.A. to Hawaii, then up to Alaska before heading south to warmer waters where we will (hopefully) catch up to my husband's older brother Jon on S/V *Prism*.

I just wanted to reach out and send well wishes to your team. I hope you are all doing well during this time. Reading



MARISSA NEELY

*Chris and Marissa Neely's 'Avocet', as seen prior to the global lockdown in March. "Our hailing port is San Francisco," the couple wrote us, "but we're in Ventura now, stuck in the yard. We are keeping positive and thinking of days at sea that bring warmth, wind and whiskey. Cheers, friends! We are in this together."*

*Latitude 38* has me daydreaming about sailing again while we are stuck in the boatyard. (Talk about bad timing, right?) Thank you for your efforts to publish wonderful stories and inspirations. We wish you all health, fair winds and bright days ahead!

Chris and Marissa Neely

*Avocet*, CL 41

Currently on the hard in Ventura

### ↑↓ A LONG SAIL ACROSS THE PACIFIC AND A SHORT, UNEXPECTED FLIGHT HOME

I recently did the Pacific crossing to Nuku Hiva on a *Jenneau 50*. We left Barra de Navidad on March 7 and arrived in Taiohae Bay, Nuka Hiva, on March 26. There were about 50 boats at anchor. Everything was on lockdown. After contacting Kevin at Yacht Services, we were told to fill out some paperwork, then remain on our boat.

Later in the day, we were allowed to have only one person from our boat go ashore for supplies, the bank and post office, and were then asked to return to the boat. There was no swimming in the bay allowed, and no strolling around onshore. Grocery stores were open for a few hours each day. They would let three people in at a time after they soaked your

# Socially Acceptable Independent Leisure

Sailing is a nearly unique sport or lifestyle in that it can be enjoyed alone, in a small group with crew, or with a large group in a regatta or flotilla. We at Club Nautique believe that because of the unique attributes of sailing, it offers a wonderful way for families to get out of the house and enjoy some much needed recreation which can be easily adapted to the demands of the new normal as we recover from the COVID-19 crisis. As we have for the last 40 years, Club Nautique will be ready, willing, and able to provide our members and clients with access to the water through training, charters, yacht sales and service. We look forward to seeing you out there soon!



## Winter Pricing Held Over!

Our hugely popular Skipper's Package will take you from novice to skippering up to a 35 foot sailing yacht on San Francisco Bay in just 8 days, guaranteed!

This package includes US Sailing Basic Keelboat certification with four days of on-water training in purpose-built Colgate 26s plus US Sailing Basic Cruising certification with another four days of on-water training aboard 31 foot Beneteaus and Jeanneaus with wheel steering and inboard auxiliary diesel engines. Also included is Club Nautique membership (dues apply) so you'll have access to San Francisco Bay's best charter fleet with premium yachts in Alameda and Sausalito. And as a member, you'll receive a 40% discount on charter fees.

Your package savings is over \$2,000 so be sure to sign up now before life and prices return to normal!



You're at the helm

Alameda • 510-865-4700

Sausalito • 415-332-8001

[www.clubnautique.net](http://www.clubnautique.net)



## New Jeanneau 410 In Stock!

Now you can get the amazing attributes of the revolutionary Jeanneau 440 and 490 models, including a hard-chine hull, twin rudders, walk-around decks and generator, in a budget-conscious size. Our stock boat just arrived and is equipped with 3 staterooms, 2 private heads, a full suite of Raymarine electronics, central heat, Excellence Package, Downwind Package, Audio Entertainment Package, sprayhood, retractable bow thruster, and so much more!

With special Spring Boat Show Savings, she can be yours for under \$2,000/month.

This boat is also eligible for placement in Club Nautique's charter fleet if you would like to use charter revenue and income tax savings to help pay for your new boat. Call today for complete details!



No. California's Exclusive Jeanneau Dealer

Alameda • 510-257-4244

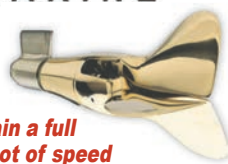
Mobile • 510-520-7677

[www.cruisingspecialists.net](http://www.cruisingspecialists.net)





CALL US TODAY  
**401-847-7960**



## GORI PROPELLER

experience the difference

Lowest drag, 100% reverse thrust.  
Unique Overdrive pitch.

## SHAFT SHARK

Best rope & line cutter there is!  
Two piece, simple underwater  
install. No prop removal.



Now 2X  
More  
Teeth!



## New! VARIPROP GP

Feathering Profile Blade. 10% greater performance.  
outstanding reverse, extraordinary thrust.

New Symmetric high-tech Gawn Profile blade

**MOONLIGHT HATCHES** High quality  
hatches & portlights. Flush, compact, elegant design.



sales@ab-marine.com | ab-marine.com

**Dropbox Available at Door**

**Repair Now for Summer Sailing**

# Marchal Sailmakers



*Specializing in Sail Repair*

2021 ALASKA PACKER PLACE, ALAMEDA, CA 94501

Dominic Marchal • (510) 239-5050

[www.marchalsailmakers.com](http://www.marchalsailmakers.com)

## LETTERS

hands with sanitizer. The store was well stocked. The police had checkpoints as you walked along the main street.

All interisland flights were canceled as of March 15. Through his wife, a member of our crew was able to arrange a one-time emergency flight to Nuku Hiva. She contacted the US embassy, who in turn contacted the US [consul] in Tahiti. After much debate, the government of Tahiti decided to allow one flight on Air Tahiti.

This all came together on Friday, March 27. Saturday March 28, at 11 a.m., 19 sailors were ashore loading into taxis with a police escort to the airport. Our flight left at 2:30, with the 19 sailors and four local folks who needed to go to the hospital in Papeete. We landed at 5:30 and we were greeted by Chris Kozely, the US [consular agent]. At 7:30 p.m., we were on the last flight out of Tahiti on our way to San Francisco.

The airport was closed after we left. We arrived at SFO at 7:15 on Sunday morning to a very empty airport. My flight to Reno left at 1 p.m., and I don't think I saw more than 200 people in the airport all morning.

When we left Nuku Hiva they were not allowing boats to leave the island.

Terry Wasik  
*Serendipity II*, Jeanneau 519  
Corona del Mar

### ↑↓ CRUISERS IN THE MED

As of April 11, 109 confirmed cases of COVID-19 in the Port City of Marmaris, Turkey, in the Mugla area; there was one death on the 10th. This was one of Turkey's largest overnight breakouts to date. There are now strict regulations on coming ashore for supplies, and there are dusk-to-dawn curfews. (I obtained this information from a Turkish national while helping a friend of mine in the Mediterranean get supplies and fuel aboard the motorsailer for themselves and crew.)

Sean O'Shea  
Helping a friend

### ↑↓ WE NOW TAKE A BREAK FROM THE END OF THE WORLD TO BRING YOU SOME NORMAL, AND DARE WE SAY GOOD, NEWS: THE 30-YEAR CLUB

I bought my boat — *Sira III*, a 1967 Pearson Coaster 30 — on April 9, 1990. I moved onto my boat as a liveaboard in my slip for 30 years at Ventura West Marina. (I worked for



Pete Scott aboard 'Sira III' in Ventura Harbor.

Wonder Bread as a fleet mechanic in Ventura and Goleta for 30 years, and retired in 2006.)

I've done a lot of upgrades, including new canvas, nonskid, white-side hull LP, paint and a repower from an Atomic 4 to a Beta 20 diesel. And much more.

I mainly cruise the Channel Islands — mostly Santa Cruz



**YOUR  
ENJOYMENT  
MADE EASY**

**GEICO<sup>®</sup>**

**FOR YOUR BOAT**

Get a GEICO quote for your boat and, in just 15 minutes, you'll know how much you could be saving. If you like what you hear, you can buy your policy right on the spot. Then let us do the rest while you enjoy your free time with peace of mind.

**[geico.com/boat](https://geico.com/boat) | 1-800-865-4846**

Some discounts, coverages, payment plans, and features are not available in all states, in all GEICO companies, or in all situations. Boat and PWC coverages are underwritten by GEICO Marine Insurance Company. In the state of CA, program provided through Boat Association Insurance Services, license #0H87086. GEICO is a registered service mark of Government Employees Insurance Company, Washington, DC 20076; a Berkshire Hathaway Inc. subsidiary. © 2020 GEICO





## THE MARINA AT Puerto Los Cabos

Puerto Los Cabos Marina is the perfect spot to visit as you enter the Sea of Cortez. World class dining, golf and other excursions are just minutes away.



An exclusive full service marina, Puerto Los Cabos is the perfect place to explore Los Cabos from.

[www.puertoloscabos.com/marina](http://www.puertoloscabos.com/marina)

[reservations@puertoloscabos.com](mailto:reservations@puertoloscabos.com)

☎ : 011 - 52 (624) 105 60 28

# Vacu Wash®



- ° Most Effective SAIL Washing Process
- ° Environmentally Friendly [No run off into Ocean]
- ° FREE PICKUP and Quick Turnaround
- ° Competitive Rates

[WWW.VACUWASH.COM](http://WWW.VACUWASH.COM)

(603)431-6004

Email: [jeff@vacuwash.com](mailto:jeff@vacuwash.com)

## LETTERS

Island, as well as Catalina Island every year. I've walked the full Trans-Catalina Trail on four different trips. I've also crewed the Baja Ha-Ha twice, in 2005 and 2014. I crewed the boat back from Mazatlan to Los Angeles in 2019.

Pete Scott  
*Sira III*, Pearson Coaster 30  
Ventura Harbor



PETE SCOTT

**Pete Scott, enjoying the fruits of his long-term relationship.**

### ↑↓ ANOTHER 30-YEAR LOVE AFFAIR

My partner Jill and I are happy to be among the 30-Year Club. We are owners of a 1979 35-ft Vindo sloop. We bought the *Molly B* in San Diego in 1990. She'd been dry-docked at a lumber yard and for sale for a long time. I was able to look beyond the dirty teak deck, dull varnish, and scuffed-up fiberglass hull in order to see the beauty she could become.

Since my first boat was a Bear Boat — a woodie — I've had lots of experience with varnishing and woodwork. I knew she would be a high-maintenance relationship, but worth it. I didn't know anything about inboard engines at the time, and I asked the previous owner if the engine worked, so he started it up . . . while on the hard! He turned it off soon enough not to cause any damage.

I'd never had a boat this big before, with electrical systems, plumbing, water and fuel tanks, and more than two thru-hull fittings. I learned that the boat had been in a hurricane in the Gulf of Mexico and left for dead. A salvager found her, fixed her up and sold her.

As I looked her over, I easily envisioned myself sailing the Vindo on San Francisco Bay and to far-off, beautiful places. The surveyor said she was sound, and that was all I needed to hear. We made the deal and had her trucked to Alameda,

where she was rigged, painted, and renamed *Noelani*. With cleaned decks and new sparkling varnish, we spent a year sailing the Bay and out the Gate for some shake down cruises. When the wind spiked up to 25 knots or more, *Noelani* sailed like a Cadillac, fast but smooth.

In 1991 we sailed to Mexico and joined the Some Like It Hot cruising group (this was before the Baja Ha-Ha). We wrote to *Latitude* back then, and asked if it would be a good idea to bring a gun, since we were two younger women sailing alone. Instead, we brought men's large underwear. While anchored in a remote cove in the Sea of Cortez, we would hang out the men's undies with our washing so the curious *hombres* would think we had men aboard!

I play guitar for a living, so I actually got jobs playing almost everywhere we went. We met a fellow cruiser who played mandolin, so we entertained often as a duo. I totally bonded with the Volvo engine, learning not only how to do basic maintenance, but also to replace the raw



NOELANI

**"Noelani" is in better shape than we are," wrote Stephanie Teel and Jill Patton.**





*Cruising Yachts, Inc. is now the West Coast dealer for Bavaia Yachts.*  
We are excited to be able to bring another high quality yacht manufacturer to the West Coast that offers a different dimension to the lines we already carry. You will be amazed at the quality and the price.



ON ORDER

NEW Bavaria C45 - Arrives in May 2020



ON ORDER

Bavaria C42 - Arrives in August 2020



ON ORDER

NEW Bavaria C57 - Arrives in May 2020



ON ORDER

Bavaria CR34 - Arrives in July 2020

**NOW HIRING! SALES POSITIONS AVAILABLE AT OUR MARINA DEL REY OFFICE.**

**CALL (510) 521-1327 FOR SPECIAL MFG. PRICING & TO SCHEDULE A PRIVATE SHOWING IN SF BAY AREA.**



[CruisingYachts.net](http://CruisingYachts.net)



Alameda: (510) 521-1327  
Sausalito: (415) 454-2275  
San Diego: (619) 681-0633  
Marina del Rey: (310) 821-8300

**We know these are unusual times, but we're still here to help you! Our expertise makes the process easy, fast and fun!**



'09 JEANNEAU 54DS \$600,000



'06 JEANNEAU 49DS \$299,900



'05 BENETEAU 473 - \$214,995



'95 CATALINA 42 \$139,000



'05 HUNTER 41DS \$132,000



'01 CALIBER 40 \$179,500



'12 TARTAN 4000 \$425,000



'00 ISL. PACKET 380 \$172,500



'00 HUNTER 380 \$84,500



'81 ISLANDER 36 \$35,000



'07 HUNTER 36 \$99,500



'08 HUNTER 36 \$89,000



'99 ISL. PACKET 350 \$124,500



'00 CATALINA 34 \$65,000



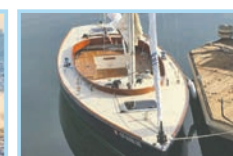
'84 FREEDOM 32 \$28,000



'95 CATALINA 30 \$43,500

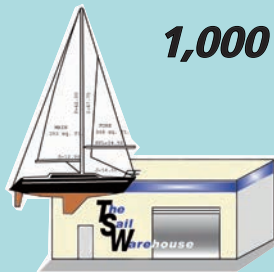


'11 RANGER 27 \$99,999



'96 MCGUIRE 23 \$54,900





## 1,000 Sails In Stock

- New
- Used
- Custom

View our complete sail inventory online.  
Searchable by sail size or by boat type.

- Furling Systems
- Furler & Sail Packages
- Sail Covers
- MacGregor Boat Covers
- Sail And Canvas Repair
- Sail Cleaning



831-646-5346

www.thesailwarehouse.com

**The Sail Warehouse**  
Since 1983

## Is Your Boat Ready for Summer Yet?

- Need paint, plumbing or deck hardware?
- Need spring cleaning supplies?
- Need more product info?

**WE CAN HELP!**

Visit our stores or shop online at

**www.downwindmarine.com**

### San Diego Marine Exchange

2636 Shelter Island Drive  
San Diego, CA 92106  
(619) 223-7159  
(800) 336-SDMX  
Mexico 001-800-336-7369

### Sailing Supply / Downwind Marine

2804 Cañon Street  
San Diego, CA 92106  
(619) 225-9411  
(800) 532-3831



We are a great family of marine stores with knowledge  
and resources to meet all of your boating needs.

## LETTERS

water pump, tach meter, head, hoses and electric parts and some unusual jerry-rigging repairs that are still holding up today. When we were invited over to another yacht for dinner in Mexico, you would think we'd talk about the beautiful sea life, but sometimes I found myself crawling around the inside of an engine compartment, as the owner was eager to share engine tips with me.

Bashing back up the coast after a year was not as bad as we'd heard it could be, but maybe it was because *Noelani* took care of us. After each passage, we'd hear what a beating some other boats had taken. I kept thinking we must have just missed the bad weather, until I heard on the VHF another sailor not far off from us complaining about how rough it was and that his boat was oil canning, a term I had never heard before. The Vindo, with its overly thick hull, didn't oil can.

I still define my life as before and after that cruise. After returning to S.F., I earned my 100-ton captain's license and do captain work on the Bay, and am still a working musician.

We have turned on countless people to the joy of sailing the Bay and Delta on *Noelani*, and we are still having more fun than senior citizens should be having on a sailboat. With all the upgrades, a new Yanmar engine and never-ending varnishing, *Noelani* is in better shape than we are!

Captain Stephanie Teel and Jill Patton  
*Noelani*, Vindo 35  
San Francisco

### ↑↓ A FEW FAMOUS WOMEN SAILORS



WIKIPEDIA

My own personal women's sailing hall of fame includes Jeanne Socrates, Mary Alice O'Neill, Connie Pichel, Lin Pardey, Beth Leonard, Sue Senescu, Loretta Peto, Dolores Robinson, Pam Canales, Betsy Crowfoot, Tiffany Billings and at least one more once she gets a few more sea miles under her belt. There are many more I am sure I've forgotten from over 40 years of sailing.

Joseph H. DiMatteo  
*Latitude Nation*

*Mary Ann Brown Patten took command of the merchant clipper ship 'Neptune's Car' in 1856 after her husband, the captain, fell ill. The ship was bound for San Francisco from New York, via Cape Horn. Patten was 19 years old, and pregnant with her first child.*

Readers — Joseph was inspired to name a few female mariners after reading the March 9 'Electronic Latitude, International (and Historic) Women Sailors.

### ↑↓ A RACING, OCEAN-CROSSING FIRST

Linda Newland was, I believe, the first woman to singlehand to Japan in a race. The picture of her pre-race (with her Japanese male competitors) is priceless.

Linda also went on to be one of the founders of Island Yacht Club's Women's Sailing Seminar, holding its 28th annual event in Alameda this coming September.

Dawn Chesney  
Island Yacht Club

### ↑↓ SOME EUROPEAN NOTABLES

How about Ellen MacArthur from the UK, Isabelle Autis-



# SUMMER SAILSTICE IS NOT CANCELED!



**WE HOPE TO BE DOING THIS**



**WE MIGHT BE DOING THIS!**



**IF THIS IS IT,  
WE WILL STILL HAVE FUN!**

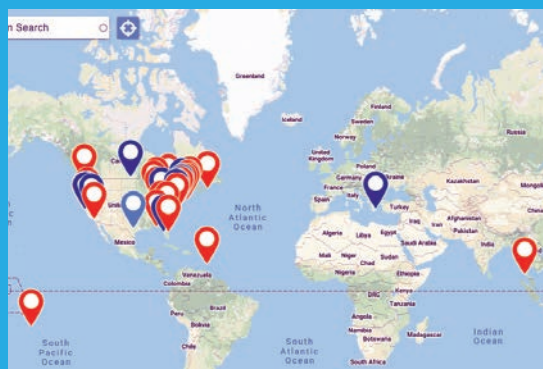


**NO MATTER WHAT, WE WILL  
HOIST OUR FLAGS & CELEBRATE**

## CELEBRATE SAILING ON JUNE 20

**How to celebrate will be up to you**

The 20th annual Summer Sailstice celebration of sailing has always meant to unite us even if sailors can't all get together.

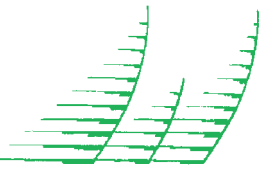


## SIGN UP NOW!

- Put your intentions on the map
- Invite your club, family and fleet
- Plan to race, rally, cruise or daysail
- Be prepared to adjust to changing conditions

By signing up you are uniting with sailors worldwide to share, celebrate and demonstrate sailing.  
Post your plans at [www.summersailstice.com](http://www.summersailstice.com) then plan to #raiseyoursails



# Westwind

**Washing, Waxing,  
Varnishing**



*"The boat looks spectacular. I have never seen the teak look so good."*

**J. Peterson  
42' Beneteau  
"Made Easy"**

**Westpoint Marina**



**(415) 661-2205**

*Serving the entire Bay Area for more than 30 years.*

westwinddetailing@sonic.net  
**www.boatdetailing.com**



**Adjacent to South Beach Harbor and Oracle Park**

Licence #0E32738

# TWIN RIVERS

marine insurance agency, inc.

*Your Marine Insurance Specialists*

Providing boaters with their insurance needs for over 22 years

7 Marina Plaza Antioch, CA 94509 At The Antioch Marina  
Latitude 38°-01'10" N - Longitude 121°-49'10" W - Boat 4 Red - On The San Joaquin River

- Shop Your Renewal & Save - Flexible Survey Requirements
- Broad Navigational Areas • Liveaboards
- Agreed Value Policies • Fuel Spill Liability

**Call Us Now For The Most Comprehensive Policy At The Most Competitive Price ~ Get A Quote Online**

**WWW.BOATINSURANCEONLY.COM**



WEST COAST | HAWAII | EAST COAST

Representing -

Marine Insurance Made Simple, Affordable And Effective



Years Of Unbeatable Experience To Match Your Needs To The Right Product

**800.259.5701**

Commercial Marine Insurance | **CALL DOUG for a QUOTE**



**Doug Rader**

- Marinas/Resorts
- Yacht Clubs
- Dealers/Brokers
- Rental Vessels
- Yacht B&B
- Charter/Tour/Fishing Vessels
- Vessel Repair Facilities
- Boat Builders
- Marine Contractors
- Marine Products Manufacturers
- Wholesalers & Distributors
- Workboats



**Doug Rader - Your Commercial Marine Specialist • Direct: 209-334-2858**

## LETTERS

sier from France, and a woman who may become a legend in her own time, Susie Goodall — also from the UK?

Mark Wheelles  
Planet Earth

### ↑↓ HOW ABOUT SOME AMERICANS?

That's a great list of impressive women! It would be fantastic to see the Americans recognized by the National Sailing Hall of Fame! The public is invited to submit nominations at [www.NSHOF.org](http://www.NSHOF.org).

Sally Helme  
Publisher of *Cruising World* and *Sailing World*

### ↑↓ THE FIRST FEMALE CIRCUMNAVIGATOR

Jeanne Baret sailed with Frenchman Louis-Antoine de Bougainville in his circumnavigation in 1766. She dressed as a man, and became the first woman to circumnavigate the globe. It took her 11 years to complete the trip.

Sally Taylor  
Auggie, Santana 22  
San Francisco

### ↑↓ COMMENTS ABOUT THE SINKING AND SAVING OF WANDER BIRD ARE STILL TRICKLING IN

My brother-in-law came to the US aboard *Wander Bird*, riding the mainsail around the Horn. She was an elegant lady. I first met the *Wander Bird* in Sausalito. At age 16, I went aboard and joined some locals at a party; when I pooped out at 3 a.m. they were still singing and carrying on. Their average age was 73.

Shelagh Considine

### ↑↓ THE OLD DAYS IN SAUSALITO

That was a very sad situation for such a beautiful boat. I was on her decks several times when Harold Sommer owned her. Always a thrill to just go on board and see living history at its best!

I also ran into Sterling Hayden several times; he wanted to see my Monterey fishing boat — it was a jewel in mint condition. A friend of mine clued in Sterling to go down on the docks and take a look. I was very surprised! Another living legend. Those days are gone now.

Joe Hanna  
Sausalito

Joe — *The days of running into Sterling Hayden, Alan Watts or Shel Silverstein might be over, but there are still some amazing characters inhabiting Sausalito's shores. Please see our February feature about the Marinsip and Sausalito's working waterfront.*



*The famed and fabulous schooner 'Wander Bird' was involved in a horrific (and head-scratching) collision in June 2019. Many readers are still sharing their shock, as well as their memories of a boat laden with Bay Area maritime history.*

DLRG



# For sale: Swan 53' Blue



Built in 2012, *Blue* is the ideal high-performance cruising yacht. She can be easily shorthanded sailed with Park Avenue boom and power winches.

Her carbon mast and rigging along with a modified deck layout make her a highly competitive racing yacht.

Her teak decks and custom interior exude quality. Twin rudders and dagger board allow a shallow draft of 5 feet.

Contact [ken@keefepacific.com](mailto:ken@keefepacific.com) • 510.220.5564

Easy Access

## In The Center of San Francisco Bay Perfect Location - Great Investment!

### BUY OR RENT A SLIP

- BUY A SLIP - Save money and earn equity! Enjoy tax savings. Listings start at \$33,900. Emery Cove Yacht Harbor is the only marina on the Bay with FEE SIMPLE (not a grounds lease) dockminium ownership.
- RENT A SLIP - 35-60' slips, rates from \$12.15 to \$13.15 per foot.

### AMENITIES

- Wide fairways, free wireless, modern facilities and Marina Guard® ground fault monitoring.
- Restaurants and shopping within walking distance.
- Free bus: Emery-Go-Round to Bart & Amtrak

### ON PREMISES

- Emeryville Yacht Club
- Rubicon Yachts
- SailTime
- Webosolar

EMERY COVE  
YACHT HARBOR

Certified



**CALL FOR AN INFORMATION PACKET | 510-428-0505**

3300 Powell Street, Emeryville, CA 94608 | [www.emerycove.com](http://www.emerycove.com) | Email: [info@emerycove.com](mailto:info@emerycove.com)



It's possible to improve upon perfection.

Just not very likely.

Over Center Pelican Hook

**FREE OFFER!** Nifty Johnson Caliper

#### LIFE LINE FITTINGS

**For 62 years your safety has been our concern.**

Our Over Center Pelican Hook is superior to other gate hooks. When closed, the load is transferred to the body. This tightens the lifeline and is easier to open since load is not on the hook itself. To release, pull the pin and move the hook arm down.

**UPGRADE NOW** Purchase a hook from your favorite Rigger or Chandlery between 3/1–11/1/2020. Email a copy of your receipt to [info@csjohnson.com](mailto:info@csjohnson.com) and we'll send you a free nifty Johnson caliper to measure stuff on your boat!

Free offer limited to one caliper per customer



**Johnson**  
C. SHERMAN JOHNSON CO. INC.  
C. Sherman Johnson Co., Inc.  
East Haddam, Connecticut, USA  
800.874.7455

**MARINA CORTEZ**  
LA PAZ

*Mexico's Premier Marina*

50 slips, accommodating even the largest vessels.  
Electricity at each slip and Wireless Internet Access.  
The most modern Marina Design in Mexico.

[www.MarinaCortez.com](http://www.MarinaCortez.com)

Email: [dockmaster@marinacortez.com](mailto:dockmaster@marinacortez.com) • Office: +52+612 123 4101  
Fax: +52 612 125 4212 • From the USA: +52+1+612 157 0013

## LETTERS

### ↑↓ FOND MEMORIES

My friend and I crewed on the *Wander Bird* when she was moored in Seattle. My fondest memory was of sailing her in strong wind side by side with the *Adventuress* in Elliott Bay. Gorgeous.

Vince Perelli-Minetti  
Former crew of *Wander Bird*



WARWICK TOMPKINS SR.

**Commodore Tompkins on board 'Wander Bird'.**

### ↑↓ COMMENTS ABOUT THE RESCUE OF GREEN DRAGON ARE STILL TRICKLING IN

Oh my gosh, you guys are truly lifesavers. I sailed with Gary and Rosalie [on *Green Dragon*] for several years as we raced around Marina del Rey and Long Beach before I made my move to Mexico.

This is the first I've heard of this harrowing incident [from a January 10 *'Lectronic'*], and cannot imagine the experience from either side. I am proud to be part of a community that will risk their own lives and property to save another. Sailors rock!



BARRY RABIN / BOOMERANG

**Jessica Lockfeld and Jim Carmer came to the rescue of Gary and Rosalie Green's 'Green Dragon' in early 2020.**

Mitch Mandell  
Ensenada, Baja California, Mexico

### ↑↓ COMMENTS ABOUT PRONTO II ARE STILL TRICKLING IN



AAREN DAVIS

**'Pronto II' lookin' good, some years ago, on Richardson Bay.**

My dad owned *Pronto II* for the last 35-plus years. He has a lot of the critical parts, which are still at his house in Fallbrook, California. Let me know if you have any interest in this stuff, and I can see if he will cooperate with this project.

Aaren Davis  
Dana Point

Aaren — It's always touching, and a little sad, to get these letters. *Pronto II* was destroyed in November 2019.

### ↑↓ A COMMENT ABOUT THE ISLANDER 36

I suspect the *Islander 36* article will bring back a lot of memories and letters to *Latitude*. Everywhere I go, I always run into someone who 1) owned an I-36 at some point in time; 2) crewed on an I-36; 3) raced against an I-36.

We met the first owner of *Zingara* (Gary Vitale) at South Beach Harbor around 14 years ago, and invited him on-board. He had bought the vessel at the boat show at the

# Yachtfinders/Windseakers

in the heart of  
San Diego's boating community



A LEADER IN  
BROKERAGE  
SALES  
ON THE  
WEST COAST!



2330 Shelter Island Dr. # 207, San Diego, CA 92106

info@yachtfinders.biz

www.yachtfinders.biz

(619) 224-2349

Toll Free (866) 341-6189



**NEW LISTING**  
**63' MASON 63 '82** \$265,000  
Avenir. Absolutely beautiful vessel. Constantly maintained to exceptional standards. Major refit in 2008. Successfully cruised by two.



**NEW ZEALAND**  
**60' MARINER '78** \$425,000  
Ono. Explore New Zealand cruising grounds, head offshore or have a place to stay and a front row seat for the 2021 America's Cup!



**53' J BOATS J160 '97** \$399,500  
Hana Hou. Fast and sleek cruiser with new electronics, new main and jib, new sail covers, dodger and bimini as well as many upgrades.



**43' GULFSTAR 643 '77** \$44,900  
Sea Carla. Well maintained with many upgrades. Spacious aft cabin, adequate headroom, deep cockpit with dodger, chart plotter at helm.



**41' C&C '86** \$49,800  
Whirlwind. A delightful reminder of what a cruiser can be. All new wiring, LED lighting, new plumbing and new windows. This is a must see!



**38' CUSTOM BLOCK ISLAND '60** \$119,500  
Scrimshaw. This wide beamed double-end with great handling qualities is a natural for short-handed sailing. Impeccably maintained.



**38' CATALINA 38 '80** \$29,900  
Crusader. Here's a fine example of how a boat of this vintage should look. A good opportunity to step aboard and enjoy the sailing life



**36' CHEOY LEE PEDRICK 36 '85** \$25,000  
2 By C. A fast boat with a comfortable interior layout for cruising with friends and family. New Balmar alternator and Force 10 range.



**34' SCHOCK 34 PC '89** \$44,900  
Maistro. A performance cruiser with a comfortable interior and amenities for short cruises. Set up for ease of handling by one or two.



**33' HOBIE 33 '83** \$35,000  
Mayhem. Highly modified for offshore racing. Open transom, reinforced bulkheads, and more. Ready for Pacific Cup or next Transpac.



**29' JBOATS J-29 '85** \$23,900  
Ono. This is an excellent family inshore/offshore racer or an easy daysailor/singlehander. She is well-maintained and race ready.



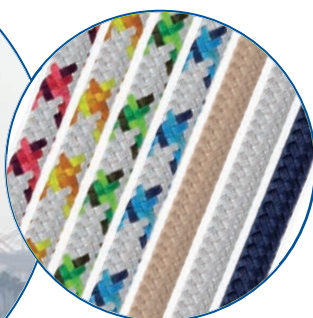
**28' HERRESHOFF ROZINANTE '95** \$39,500  
Edith. Ideal for daysailing, club racing and/or simple compact cruising. Call for an appointment to inspect this beautiful vessel.



**Fisheries Supply**  
Marine Supplies Since 1928

## Samson Running Rigging

Our best prices of the year



**CRUISING & WEEKEND  
RACING XLS3**



**MAXIMUM PERFORMANCE  
RACING GPX®**



**PERFORMANCE  
CRUISING MLX3®**

To view our complete Samson offering stop by our store in Seattle or visit [fisheriessupply.com/samson-rope](http://fisheriessupply.com/samson-rope)



Call us 800.426.6930



FisheriesSupply.com



1900 N. Northlake Way, Seattle



## Sure Marine Service



### At home comfort on the water!

We deliver innovative high-quality air and water heaters with output ranges from **2 kW to 35 kW**. We have the **Webasto** heating solution for every need.



The Heating/Cooling Professionals  
at  
Sure Marine Service  
Can Extend your Cruising Season!

### Sure Marine Service, Inc.



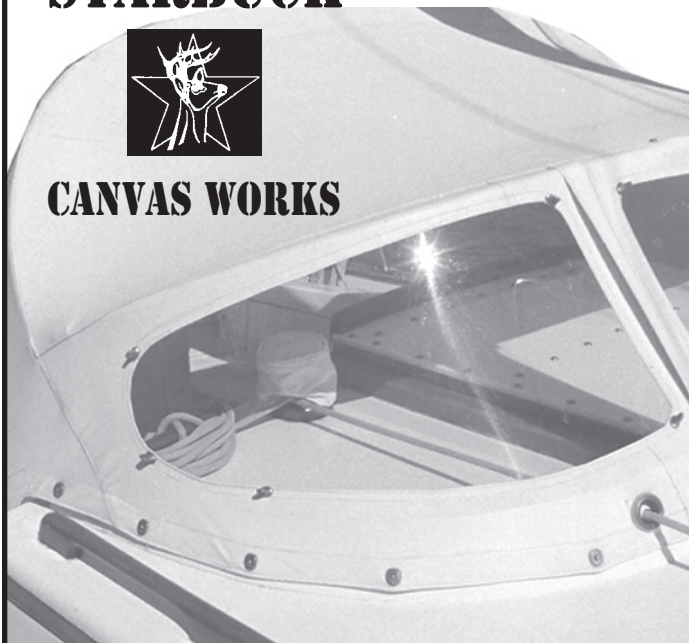
5320 28th Ave. N.W.  
Seattle, WA 98107  
(800) 562-7797 or (206) 784-9903

Shop Online: [www.suremarineservice.com](http://www.suremarineservice.com)

## STARBUCK



## CANVAS WORKS



### ...UNLESS YOU JUST DON'T CARE

67 Liberty Ship Way  
Sausalito, CA 94965

**415•332•2509**

## LETTERS

Cow Palace and honeymooned on the boat. He teared up when he came into the cabin. So I imagine there are a lot of stories about the I-36.

The I-36 sailboat is in 25 of 50 states, the US Virgin Islands, both coasts of Canada, cruising the Croatian coast, and, last but not least — we have a boat in Tasmania.

Jocelyn Swanson  
Zingara, Islander 36  
San Francisco

### ↑↓ A LETTER ABOUT LAST MONTH'S LETTER FROM A BAY AREA LEGEND

Thank you for your generous treatment of last month's letter, written with great enthusiasm for what we thought would be a first-ever bragging-rights regatta for Bay Area high school sailing, an inaugural Northern League Championship. [Kimball is referring to the first letter in the April issue of *Latitude 38*.] Like most everything else lately, it washed away in an abundance of caution.

There is a glimmer of hope for squeezing in a regatta before the semester ends, under a new Notice of Race, but the odds don't favor it. The winner was supposed to receive a foundation-sponsored trip to a regatta in Annapolis. To meet a filing deadline, we have assigned that spot to the top-ranked NorCal team, Redwood High, ranked ninth statewide. It is not clear that we still have full funding, or that families will embrace a travel regatta in this environment, or that the event in Annapolis will even happen.

But, what I've learned is that the kids were more energized around the opportunity to race for the Northern League Championship than to win a travel regatta. I'll take that as proof of concept, and we'll be back.

Kimball Livingston  
St. Francis Yacht Club

### ↑↓ A JOKE SO CLOSE TO HOME IT'S NOT EVEN FUNNY

Ya got me! [via an April 1 *'Lectronic*]. I was about to race into the other room to tell my husband that the waterfront development world had gone crazy, but then I read about the newlywed couple on a 34-ft boat, and began to think, not just read. So, ya got me, for just a little while. April Fools!

Nancy



STACK EXCHANGE

When we saw this image, taken from a popular sci-fi series, we could not help thinking about the very real, very current debate over the future of Travis Marina, located on the Marin side of the Golden Gate Bridge. The gargantuan forces of 'progress' often seem pitted against those calling for the preservation of the West Coast's maritime culture, as well as some notion of affordability. Our April Fools joke, where we said the state of California would impose high-impact waterfront development, struck a little too close to home for some of our readers.




# Owl Harbor Marina

Family  
Friends  
Water  
Garden  
Boats  
Private  
One Of A Kind

916.777.6055      OwlHarbor.com

**Voted Best Marina in the Delta 2017/2019**



## The 10+ Year Anti-Fouling Paint®

With all of the new regulations, it's nice to know Coppercoat is still legal and really works. Shouldn't your antifouling last as long?



San Francisco Bay, Coppercoat applied 8 years ago

### Fact vs Fiction

**Fiction:** Copper based anti-fouling is not legal in CA

**Fact:** The California DPR has established maximum leach rates for copper in anti-fouling paints; Coppercoat meets those requirements with the same effective formula it's had since 1991.

**Fact:** Most other antifouling's must be reformulated with little or no copper to meet the new regulations, and may not be as effective.

Stop by our booth J16 at the Pacific Sail & Power Show to find out how cost effective Coppercoat is; the anti-fouling that works AND is legal in California!

### How long does your anti-fouling work?

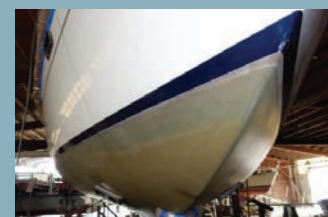
coppercoatusa.com  
info@coppercoatusa.com  
321-514-9197



Coppercoat applied 2008, now 12 years old



12 year old Coppercoat on Kelly Peterson 46, at Berkeley Marine, Feb 2019



Reliance 44 after 14 years



## LETTERS

### ↑↓ FUNNY NOT FUNNY

Not funny! I believed the first paragraph — as some of our elected officials are in bed with developers — even *with* the knowledge of April Fools Day. I remember the 2,000-home development planned in the small valley off Marin Avenue even had stone signs at the entrance, before the GGNRA was instituted.

Ron K.

### ↑↓ IS ONE SIDE TO BLAME?

It's a sad day when an April Fools joke is so close to the real situation that the joke's not even funny.

Liberal legislature is destroying this state. They are taking away the rights of citizens to make their own decisions locally in favor of a cabal of 'planners' with dreams of their own utopia — in your town. I'm leaving for the America where locals still make their own decisions, but y'all had better stop this stuff soon or California will be both bankrupt *and* dystopian.

Kregg Miller  
32-ft Stink Boat  
Alameda

*Kregg — We disagree. Both left- and right-leaning governments are faced with difficult choices regarding the balance between development, which brings much-needed tax revenue to municipalities, and preservation, which gives a city a sense of identity. No matter what your political bent, hard choices will always have to be made.*

### ↑↓ NICE PLACES TO VISIT, BUT MOST PEOPLE DON'T WANT TO LIVE THERE

It was good day for this. It's also funny how everyone loves the French Riviera, the Amalfi Coast, etc., but refuses to allow areas of our coast to develop the same way . . .

Riki Garbanzo  
Latitude Nation

### ↑↓ LETTERS ABOUT THE GROUNDING OF VADA LUINE

I have many pictures of *Vada Luine* up on the hard. It was not a well-made boat — in fact, flimsy would be accurate. A tiny anchor hangs from the bow.

Kenny Knoll  
Jersey Girl, Irwin 65  
New Jersey

*Readers — Kenny is referring to a March 13 Lectronic, Boat Drags Anchor and Goes Aground in Mexico.*


Aside from learning good navigation skills, anchoring is the most important. We traveled six years around the Pacific without GPS or weatherfax, and were glad for the varied conditions we learned from in Mexico.

Judy McCandless  
Author of *Workaholics Adrift*


I think it's better to recommend using an anchor alarm on GPS, which does not rely on a phone/Wi-Fi connection.

William Hanlon  
Schooner *Seawanhaka*  
Washington

Yes, a dedicated anchor alarm is preferred. The recommendation was given to show that special electronics are not required and to urge those who may not have that feature to take advantage of the GPS that most of us carry on our




LET US HELP YOU GET ON THE WATER!



**West Coast Representative  
with 25 years of Marine  
Lending Experience**

Max Salvater  
916-849-9070  
Call us today for a quote

>> Rates as low as  
**4.50%**

Contact the boat loan PROFESSIONALS • boatbanker.com 

Find out why  
you should use  
a SAMS®  
Surveyor  
at...

[www.marinesurvey.org](http://www.marinesurvey.org)

1.800.344.9077



Like us on  
Facebook





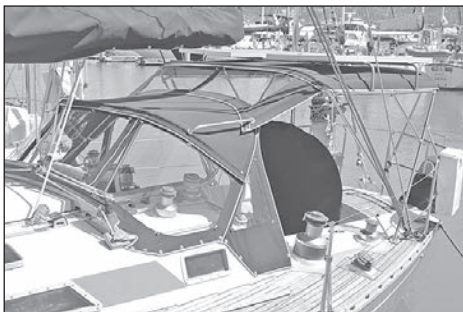
# LOCH LOMOND MARINA



## KISSINGER CANVAS

*Marine Canvas & Interiors*  
**STEVEN KISSINGER**  
**(925) 825-6734**  
*Covering the Entire Bay Area*

- Biminis
- Enclosures
- Boat Covers
- Cushions
- Sail Covers
- Awnings



## DODGERS

*Over 25 Years in Business*

Side handrails and window covers included.

## OPTIONS

Aft handrail, dodger cover, sailing bimini.

*Free Estimates and Delivery*



## The ATN TACKER

.....  
*The simplest, safest, proven method of spinnaker handling.*  
.....

- No More Spinnaker Pole
- Thousands Sold
- Spinnaker Sailing Made Easy



**SERIOUS SAILING EQUIPMENT**  
800 874 3671 | atninc@hotmail.com  
**www.atninc.com**





# RICHARDSON BAY MARINA

formerly Kappas Marina

## MODERN FACILITIES IN A WELL-PROTECTED HARBOR

### Concrete Dock System

### Well Maintained Facilities

### Beautiful Surroundings

- DEEP WATER BERTHS: BASIN AND CHANNEL DREDGED
- CARD KEY SECURITY SYSTEM
- DOCK CARTS
- PUMP OUT STATION
- AMPLE PARKING
- CLEAN SHOWER AND TOILET FACILITIES
- WITHIN WALKING DISTANCE: MARKET/DELI, LAUNDROMAT, RESTAURANT
- AT EACH BERTH: LARGE STORAGE BOX, METERED ELECTRICITY, PHONE HOOKUPS, WATER

## BERTH YOUR BOAT IN SAUSALITO

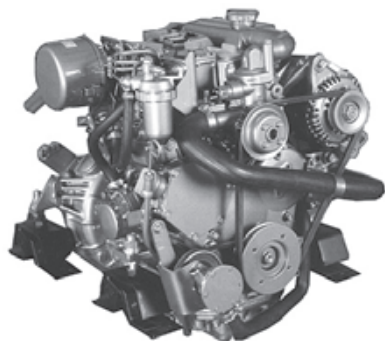
415 332-5510 [www.richardsonbaymarina.com](http://www.richardsonbaymarina.com)  
100 Gate Six Road, Sausalito • Fax 415 332-5812

## SAUSALITO



## LIST MARINE INC.

- Full service engine shop
- Marin County's YANMAR DEALER
- Dockside facilities
- Seasonal Diesel 101 Classes



# YANMAR

69 LIBERTY SHIP WAY • SAUSALITO, CA 94965  
Adjacent to Schoonmaker Pt. Marina

415-332-5478

[www.listmarine.com](http://www.listmarine.com)

## LETTERS



CURTIS SIESS

*The 'Vada Luine' dragged anchor and went onto the rocks in San Evaristo, Mexico, at the end of February.*

phones. For the record, that app does not require service, so it can be used in remote anchorages, as can multiple others. But be careful to get one that doesn't have to be active on the screen to work.

Curtis Siess

Author of the March 13 'Lectronic Latitude

### ↑↓ RECONSIDERING RED, RIGHT, RETURNING

I was familiar with the fact that the US differed from Europe and Australia/New Zealand with how they set up the red and green channel markers in harbors, but I did not know that the BVI uses the US system. This nearly caused us to come to grief off Virgin Gorda, as we set up to pass a lone green marker to starboard.

Thankfully, a timely set wave feathered on the reef in front of us, and our charter cat had fixed props which responded quickly in full reverse. Once we regrouped, leaving the green to our left, we anchored, settled in and thoroughly enjoyed our dinner at CocoMaya. I can adapt to either system, but need to remember which system is in use!

Paolo Sheaffer  
Santa Barbara

### ↑↓ ANOTHER CASE TO ALWAYS READ YOUR CRUISING GUIDES AND CHARTS

I discovered the green/right concept on our first charter in the Adriatic. Fortunately, I had read it in a cruising guide before we arrived. My problem on the Dalmatian Coast was that I never knew if my course parallel to the coast was returning or outgoing. Fortunately, the water is deep with few hazards and little tide, so we figured it out with no drama.

Brian Richards

### ↑↓ RED, RIGHT, RETREAT!

While sailing throughout French Polynesia we used "Red Right Retreat" (to sea) as our motto. The Polynesians liked it.

Gerry Gilbert  
Huzzah, Jeanneau 45.2  
Gig Harbor, WA  
2016 Pacific Puddle Jump

### ↑↓ THE ARBITRARY NATURE OF IT

I noticed the difference when I was living in Jeddah, Saudi Arabia. I was there for four years and just could not figure it out. This sheds a lot of light on the topic and seems very logical, since Saudi Arabia uses mostly European standards for building and electrical codes.

David Day

### ↑↓ A CURVE BALL DESPITE METICULOUS RESEARCH

When we cruised around the Pacific circa 1987-1989, we found that information on which buoyage system (IALA Region A or B) was used where was readily available in

# LETTERS



LATITUDE / TIM

*In New Zealand, it's green, right, return.*

cruising guides and sailing directions. Since I tended to read these obsessively, we were rarely surprised.

One interesting exception was American Samoa, which had switched from B to A within the year, hence not yet reflected in printed guides. In daylight, with good charts and radar to measure distances, we did not have a problem. We were able to alert other cruisers making a night approach to

Pago Pago via VHF, which I'm pretty sure they found helpful.

It's not just the US that's different — all of North and South America uses IALA 2. Interestingly, so does Japan, which we sailed to and in during our Pacific voyage. It's also worth noting that many Pacific islands use a third system ("Cardinal") to mark safe routes around the island, with one color/shape of marks on the land side of a channel, and another on the reef side. One did have to pay attention to which was in place where — the safe channel into a lagoon would be IALA A, but once well inside the lagoon it would shift to Cardinal.

David Cohan  
Tahu Le'a, Morris 46  
Redwood City

## ↑↓ SIDE OF THE ROAD/SIDE OF THE CHANNEL?

I thought if you drove on the right "red right return" worked and if you drove on the left the opposite was true with regard to the buoys. Yeah, no?

John Humphrey

Not in the BVI — they drive on the left but RRR.

Mark Howe  
Adrenalin, Santa Cruz 50  
Point Richmond

## ↑↓ TELL BUT DON'T TEACH

I moved to Israel a number of years ago and had to learn the new buoyage system. I teach sailing, and always tell — but not teach — the anecdote of red, right, return to students, as it is still dear to my heart. Somehow green right return still doesn't flow off the tongue.

Howard  
Sailing instructor and lover of alliteration

## ↑↓ IT HARDLY MATTERS IN THE MED

RRR was going to be wrong when we moved aboard in the Mediterranean. It's GRR here, which hardly matters, because we navigate with a chartplotter to harbor entrances. The steep topography along most coastlines means that there aren't many approach channels marked with buoys anyway.

Larry Smith

## ↑↓ THE SWEDISH WAY

For another variation. I did some sailing in the Swedish archipelago a while back. There, in a maze of islands, it's not clear in a channel between two islands which way is returning. So they mark it on the charts.

Bob Hinden  
Surprise, custom Schumacher 46  
Point Richmond

Mercury • Honda • Yamaha • Evinrude

CHECKOUT THE ALL NEW MUST SEE

## SMALL MOTORS

including Mercury 5hp Sail, Yamaha 9.9hp portable, Evinrude 6hp and Honda 2.3hp



CLOSEOUTS on non-current year models

**Outboard Motor Shop**  
(800) 726-2848  
(510) 533-9290

1926 - 2020  
Your Bay Area Dealer  
For 94 Years  
333 Kennedy Street  
Oakland, CA 94606  
www.outboardmotorshop.com

3514

All Prices INCLUDE freight & prep, plus tax & license only.

Deep Draft  
Great Location

Reserve today  
(510) 236-1013  
www.mbyh.com

Clean Marine







**The Iverson's Dodger is now available in the Bay Area!**  
 Dodgers • Bimini Tops • Enclosures



206-849-2274

**www.iversonsdesign.com**

Check out our "Must-See" website!!

## LETTERS

*Readers — Thank you for your thoughtful responses to the March 27 'Lectronic, Reconsidering Red, Right, Returning. Never have we received so many examples from all over the world.*

*The idea of reversing the well-known American mnemonic might take some getting used to. But, just like driving on the other side of the road, the core system is the same, with one relatively arbitrary — but critical — difference. For any who can drive, it's not all that hard to change it up. (Though pulling into traffic on the 'wrong' side of the road for the first time is pretty weird and a tad scary.) And for anyone who can navigate, the idea of 'flipping the system' shouldn't be that difficult, especially if you're studying harbor entrances in advance.*

*Now that we've talked about the relative ease of a different system based on the same rules, let's all take a moment to realize that, if you forget, even for a second, which side of the road or channel you're supposed to be on, the results can be utterly catastrophic.*

*Whatever your mnemonic, stay safe out there, everyone.*

### ↑↓ REVISITING THE QUESTION: TO SAIL OR NOT TO SAIL DURING THE PANDEMIC?

I called the Coast Guard last week and asked them this exact question. They told me they follow the laws of the state, and the state didn't have a problem with us sailing. So, they didn't think it was a problem as long as everyone on the boat was from the same household. So, we sail. Every weekend.

What if I eat some leftovers that make me violently ill? What if I have a heart attack? What if my husband does? What if an alien comes out of my stomach? What if my house burns down because I'm cooking? I need to drive my car. What if someone hits me? What if I hit someone?

But in all seriousness, I could end up getting hurt anywhere. My sailboat is one of the least likely places I'll get hurt. Regardless, we will probably not be going out anymore.

Kimberly Paternoster  
 Roja, Columbia 5.5  
 Oakland Estuary

### ↑↓ IT'S NOT JUST SAILING, BUT GETTING TO THE BOAT

Folks are missing the point. Isolation is effective only if it's also total before and after, as well as during, time on the water. In addition, the USCG, harbor police, lifeguards, TowBoat and other SAR agencies are put at risk if they are needed for an accident or vessel problem. Emergency medical providers also don't want to see the additional inevitable emergency traffic the outdoor activity always generates.

Anonymous

### ↑↓ CONTEMPLATING THE POSSIBLE, AND 'PERCEIVED' CLOSURE OF SAN FRANCISCO BAY TO SAILING

I disagree that we should treat the Bay as closed to sailors. As long as you can adhere to the social distancing standards, it should be perfectly appropriate to go sailing. If we are essentially limited to singlehanded sailors and couples and families already living together, with no regattas, the Bay will not be too crowded, and even a half-manned Coast Guard presence will be enough.

This pandemic could go on for a long time, and we may be in new normal already. I disagree that we should cower ashore for "optics." I'd rather see the optics of people showing that they can adapt to coronavirus and carry on with important aspects of their lives without endangering anyone. When I have been out these last few weeks sailing on my own, not six but 600 feet from the nearest person, I have not been endangering anyone, and might have provided a benefit with

# BETA MARINE

## REPOWER SOLUTIONS

**WHAT WE OFFER**

- Marine Diesels From 13.5 HP To 99 HP
- Generator Sets
- Sail Drives and Sail Drive Replacement Engines
- J-Prop Feathering Propellers
- Custom Engine Mounts
- Transmissions, Alternators & Flexible Panel Options
- Customizable Exhaust Risers
- Available and Affordable Parts
- Unparalleled Customer Support

**WHAT SETS US APART**

- 5 Year Warranty
- Lowest Total Cost of Ownership
- Direct Support To You and Your Installer
- Mechanical Engine
- Marinized Kubota Engine Block



**Beta Marine West (Distributor)**  
 400 Harbor Dr., Sausalito, CA 94965 • (415) 332-3507  
 www.betamarinewest.com • info@betamarinewest.com

# LETTERS

a pleasing image to those on shore.

Jonathan Ogle  
Director, Strategic Development (and sailor)  
Matson Navigation Company

## ↑↓ NOT COWERING BUT COMPASSION

It's not a matter of "cowering," as you wrote, but simply compassion in the face of great ignorance of doctors and epidemiologists, and high health stakes for many people, if we don't demonstrate or exemplify cooperation in this small way. And as every sailor knows, and some landlubbers too, assumptions are often wrong regarding one's boat, gear and personal seaworthiness, which could justify the Coast Guard's not wanting to stretch their resources for recreation. Remember, they too are dealing with the virus. It's real to them, though it may be unreal to others.

Peter Metcalf  
Kensington

## ↑↓ REACTING TO THE CLOSURE OF SAN DIEGO BAY TO RECREATIONAL BOATING

This is such bullshit, and so over the top. Restricting our "freedom" and "pursuit of happiness" is so much scarier and more dangerous than this virus itself.

JC Dva

## ↑↓ FOR SOLIDARITY, STAY AT HOME

I'm for staying home, in solidarity with first responders and the great healthcare community, who are our army in this situation.

Ed Hughes

## ↑↓ MISSING THE BOAT

I hate rules more than the next guy, but if some go out then others say, "Why not us too?" I miss my boat, but just to get there I would be stopping for gas and contacting others.

Frank P. Schlosser

*Readers — In an April 13 'Lectronic, we asked the question, Is San Francisco Bay Closed to Sailing? The short answer is no, but, like everything about the moment we live in, it's not that simple. The Coast Guard referred to the governor of California's pleas for "essential activities only," adding, "refer to your local city and county for specific guidelines."*

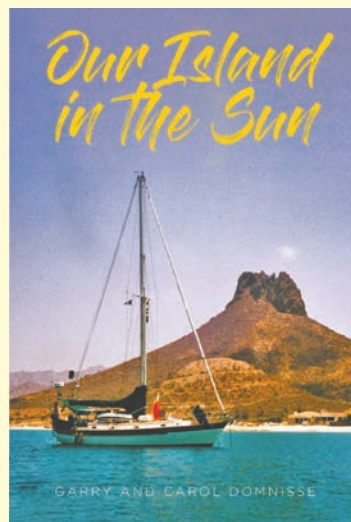
*The US recently recorded the highest COVID-19 fatality count in the world. Given this grim fact, we will reiterate what we said at the beginning of this batch of Letters: For now, we think it's best to stay home and do everything we can to save lives. The news is evolving so quickly that it's impossible to guess what the situation will look like in a week or a month. Regardless, the point of protecting life now is so that we may enjoy it later. At some point, life has to continue. We, like you, are patiently waiting for the light at the end of the tunnel.*

*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.*

## Heading south of the border?

### *Our Island in the Sun* is a must read book!



- Illustrated with charts, photos, log entries and more and in color
  - Covers the complete trip from San Diego to Panama Canal.
  - "Not much left out in terms of the life of a cruiser"
- Bob Perry

Available at Amazon and Barnes and Noble  
and [www.ourislandinthesun.com](http://www.ourislandinthesun.com)

## Your Guide to the Trip South

[www.hydrovane.com](http://www.hydrovane.com)

## FEEL THE FREEDOM

**With Hydrovane: Your Independent  
Self Steering Windvane AND Emergency Rudder**

- ★ Your best crew ...steers 24/7
- ★ Have confidence for all scenarios
- ★ Install off center, with davits & gear

*Winning Windvane! GOLDEN GLOBE RACE 2018*

**WINNER: JEAN-LUC VAN DEN HEEDÉ**

"I changed absolutely nothing in 212 days!"

"Thank you very much because Hydrovane is a big part of my success!"

**HYDROVANE**  
STEERING THE DREAM

watt&sea  
Hydrogenerator  
ECHO Tec  
Watermakers





## SAUSALITO'S BOUTIQUE MARINA

- 80 SLIPS FROM 20' TO 40' WITH POWER AND DOCK BOXES AT EACH SLIP
- FREE WATER AND HIGH SPEED WI-FI
- SUP, KAYAK AND OC-1 STORAGE WITH 24/7 ACCESS



www.bluewateryachtharbor.com  
 chris@bluewateryachtharbor.com  
 55 Liberty Ship Way  
 Sausalito, CA 94965  
**415.289.0135**



## HARDTOP DODGERS



**The Canvas Works Hardtop Dodger provides the ultimate sailing experience!**

*Expertise in Cushions, Repairs, Deck Accessory Covers, and Eisenglass Replacement*

### **HARDTOPS ARE:**

- **Versatile**
- **Dependable**
- **Robust Protection**
- **Low Maintenance**
- **Rigid Support**
- **Long Lasting**



**CALL US FOR MORE INFO!**

**415.331.6527**

**www.thecanvasworks.com**

41c Liberty Ship Way, Sausalito, CA

## LOOSE LIPS

We had to dive deep into the metaphorical garbage can for this month's Caption Contest(!), but the results were more than worth the trip through the trash. Indeed, "dumpster diving" was the flavor of the month, along with several quips about putting your recycling in the correct bin. (Exactly which bin this old ski boat should be deposited in remains a mystery.) Here's this month's CC(!) winner and top 10 entries:



THE INTERNET / VIA MONIQUE SELVESTER

***I've lost so many caption contests, I decided to get out of boating.***  
 — Rob Sesar

"The 2020 sailing season . . ." — Rich Hudnut  
 "Third-happiest boat ownership day: when your neighbors do a remodel." — Barry Ballew  
 "When slip fees were raised yet again, Phil's response wasn't what the marina expected." — Kelvin Meeks  
 "Yes, dear, I took out the trash." — David Barten  
 "I bought it for the trailer." — Allyn Schafer  
 "I think we're gonna need a bigger dumpster." — Rick Drain  
 "We just renamed her: *Jack in the Box*." — Klaus Kutz  
 "After the tornado, Bob realized that he needed to paint the bottom of his boat." — Mark Caplin  
 "Somewhere in the Delta." — Kit Stycket  
 "When asked about her current boat's status, Marie Kondo stated, 'It did not bring me joy.'" — Jay Sorensen

**"I**t was with a happy heart that the good Odysseus spread his sail to catch the wind and used his seamanship to keep his boat straight." Homer — *The Odyssey*



WHEN SEEING **RED**  
IS A GOOD THING



UNLIMITED TOWING **\$159\***

Don't get mad, get an Unlimited Towing Membership from BoatU.S. That way breakdowns, running out of fuel and soft ungroundings won't throw you for a loop. For a year of worry-free boating, get towing before you get going.

JOIN TODAY! [BoatUS.com/Towing](http://BoatUS.com/Towing) | 800-395-2628



# **Brickyard Cove Marina**

**1160 Brickyard Cove Road, Suite 110 Pt. Richmond, CA**

- **Brand New Docks**
- **Slips Available**
- **Dry Storage Available**
- **Direct access to the Bay with a harbor that opens directly into clear sailing waters.**

**(510) 236-1933**

**[www.bycmarina.com](http://www.bycmarina.com) • [info@bycmarina.com](mailto:info@bycmarina.com)**





# SIGHTINGS

## eight bells for jocelyn nash

Many a Bay Area female looked up to Jocelyn Nash as a contemporary pioneer in women's sailing. She set the pace for the rest of us, past her 90th birthday, and clear up through the end of 2019. After spending a couple of weeks in hospice, Jocelyn passed away in her sleep during the night of April 8, 2020. She was 91.

She didn't have the coronavirus, and, masked and gloved, her family was able to be by her side. Her son Gordie Nash said that she was simply worn out, having lived such a full life. "For the last three months, every day was worse and worse."

Gordie told us that his mother was the first woman to serve as an active crewmember in a Transpac race (in 1957), the first woman to win the Mallory Cup, the first woman to drive a boat in the Big Boat Series, and, in 1961, the first woman to sail in the Bullship — while eight and half months pregnant!

In 1975 and '76, Jocelyn won the Nimitz Cup at Berkeley YC with her new Hawkfarm *El Gavilan*. Hers was the first female name on the trophy. She was the first woman to sail in the Singlehanded Faral-

continued on outside column of next sightings page

## out there doing it

One thing we have a lot more of these days is time at home. Aside from the occasional covert mission to drive a nondescript sedan to some windswept vantage point and just stand there to look at the empty Bay, we have turned into a bunch of unwilling homebodies.

If you can't be out there doing it, you can still read about it. And we don't mean just in these pages — although we certainly appreciate your time in that regard. There are lots of great sailing books out there.

So when those honey-do's are all 'done-honeys' (or you need a break in between), check out one of these titles. Who knows? One of them might make you a slightly better sailor by the time

Jocelyn Nash helms the Alerion 38 'Another Girl' during a Richmond YC Wednesday night beer can race.

Right: Jocelyn at the end of a victorious El Toro Bullship Race; and, winning the Mallory Cup in 1963 with Jim DeWitt and Jake van Heeckeren.





## in the pages of a book

you get back out there.

**Set Sail and Live Your Dreams** (April and Bruce Winship, \$19.95) — Ordinarily, a cruising book with no photos, no maps and no graphics would be a non-starter for us. Half the fun of living someone else's dream is, you know, seeing them. If it weren't for a few photos on the front and back cover, readers of this book would have had no idea what the authors, their kids, or their Crowther 33 *Chewbacca* even looked like. That said, we can tell you with the proper mix of amazement and delight that, in this case, the writing makes up for it. April, who seems to do most of the storytelling, has a real flair for it, and we were hooked

continued in middle column of next sightings page



COURTESY NASH FAMILY

## jocelyn nash — continued

lones Race, in 1978.

*Latitude 38* featured Jocelyn in our pages many times. We just came across the August 1982 issue, wherein Jocelyn attempts the Singlehanded TransPacific Race. Alas, *El Gavilan* experienced extensive gear problems exacerbated by 35-knot winds, leading her to retire from the race and make landfall in L.A. instead of Hanalei.

Most recently, in May 2016, we interviewed her for a *Sightings* piece published in the June 2016 issue. "I've been very lucky," she commented in that interview. "Sailing's been good to me."

Jocelyn Mitchell was born on March 17, St. Patrick's Day, 1929. She went to Cal Berkeley, then worked as a sailmaker for Jim DeWitt, and basically never left the business when it was acquired by Sobstad, then became part of Quantum. Quantum laid her off in 2007 at the age of 78.

Now unemployed, she passed along her Hawkfarm to son Chris, but continued sailing aboard her sweetheart Jim Jessie's Cal 2-29 *Nice Turn* and Cinde Lou Delmas's Alerion 38 *Another Girl*.

Jocelyn was the matriarch of a large family. She had three sons — Gordie, Chris and Tim Nash — and one daughter, Leslie Nash Barrows; grandchildren are Nick Nash, Hana Nash Moffett and Ginger Barrows Espinoza; and her great-grandchildren are Nick, Sam, Addie, Sean, Michael and Laura Nash, Luke and Noah Espinoza and Jasmine Moffett.

Filmmaker Oleg Harencar is about 80% done with the production phase of a movie about Jocelyn's life, titled *Sailing Set Her Free*, for his *Life on the Water* series. (See [www.lifeonthewater.us](http://www.lifeonthewater.us).)

"Fortunately, we were able to film several interviews with Jocelyn and have some footage of her sailing within the last couple of years," reports fellow Richmond YC member Wayne Koide. "We intend to interview other sailors who knew her well to provide a backdrop to her personal story. Funding for this project has been through generous contributions from many sailors and the Richmond Yacht Club Foundation."

Wayne asked us to reach out to the greater S.F. Bay sailing community to solicit any archival information (news clippings, video, photos, etc.) of the 1982 Doublehanded Farallones Race. "This was a major event in Jocelyn's sailing career, as she and her partner, Joe Guthrie, survived one of the worst West Coast storms in history. In that race, several boats were wrecked, beached or capsized. Four sailors lost their lives as a result. Jocelyn and Joe survived by staying outside of the Bay, sailing back and forth on a reach all night until the weather subsided, before returning home the next day."

The production is seeking an additional \$40,000 in donations to complete the film. Tax-deductible contributions can be made to the Richmond Yacht Club Foundation (fbo Jocelyn Nash film) and mailed to: RYC Foundation, 351 Brickyard Cove Road, Point Richmond, CA 94807.

The family will schedule a celebration of life when it's possible for large gatherings to happen again, most likely at RYC.

— chris



CINDE LOU DELMAS

Jocelyn Nash, aboard *'Another Girl'* during another beer can race.



# SIGHTINGS

## delta doo dah dozen

We pushed the pause button on Delta Doo Dah Dozen for a couple of weeks, but registration is now open. Our docklines are straining with the effort to hold our boats in place, but soon we expect to be able to cast them off and get on with a real summer — following this totally unreal spring.

If your boat is anything like ours, she's eagerly anticipating release from bondage. If sailing to or in the California Delta is on her wish list for this year, we encourage you to sign her up and join us for the Delta Doo Dah Dozen cruising rally to where it's warm — inland. Registration is free and easy at [www.deltadoodah.com](http://www.deltadoodah.com). When you enter, we encourage you to order an official DDDD burgee so your boat will be recognized as a fleet member. You'll have the option to order hats too.

Major events included in our official itinerary begin with a Kickoff Party and Seminar at 6 p.m. on the evening of Saturday, May 16. Richmond Yacht Club has signed on to host, but if COVID-19 keeps us away, we'll hold the Kickoff online via Zoom. Either way, Bill Wells from the Delta Chambers will present his popular talk about the Delta past and present, and we'll raffie off prizes. See the growing list of prizes at [www.deltadoodah.com/sponsors2020.html](http://www.deltadoodah.com/sponsors2020.html).

The Delta Ditch Run from RYC to Stockton Sailing Club has been an important feeder event for the DDD for a few years now. This year's is on the schedule for Saturday, June 6, but SSC has put all their events on hold. We'll keep you posted.

Surely by August, we'll be able to gather in groups again. We certainly hope so, because we have two DDD events a week apart. On Sunday, August 9, Delta Bay Marina welcomes us back for the second year in a row. Then on Saturday, August 15, Owl Harbor invites us to join them for a BBQ and Dinghy Poker Run — a blast! Both are in Isleton. See [www.deltadoodah.com/itinerary-2020.html](http://www.deltadoodah.com/itinerary-2020.html).

We hope to see you this summer, sailing in our big watery wonderland.

— chris

## clipper race scrambles in asia, part 2

"By March 16, it became clear to us that something was wrong," wrote Harmon Shragge. "We were still locked in." He and the crews of 11 Clipper 70s found themselves quarantined behind a locked gate at the Subic Bay Yacht Club docks in the Philippines, following

the conclusion of the last race (a five-day offshore loop up to Taiwan and back to Subic Bay, without approaching land) in Clipper Round the World. Here we pick up Harmon's tale from where we left off in the April issue.

"Neither Clipper nor any local authorities would or could explain what was going on, and why we were still locked in," continues Shragge, a sailor from San Francisco. "We were told that we were still waiting for the local authorities to examine and then release us. Our skipper told us to carry on repairing the boat and getting the boat ready to cross the Pacific, so we kept hard at work, even trying

to order food for our trip across the Pacific." The next leg was to have been the long crossing of the North Pacific to Seattle.

"By Tuesday, March 17, we still had no official explanation as to

continued on outside column of next sightings page

## the pages of a book

from the first page. That's also what elevates it from the usual we-bought-a-boat-and-went-cruising-and-you-can-too book (by far the most common genre of books we receive at *Latitude*). This review is not completely unbiased. A note inside our review copy was from Bruce: "It's all Richard's fault. (*Latitude*) sustained me for 31 years until I got my boat."

**The Self Sufficient Sailor**, 3rd Ed. (Lin and Larry Pardey, \$25) — We've been fans of Lin and Larry since we first covered the building of *Serrafyn* back in *Latitude*'s Cretaceous period. That was way before they wrote their first book and, following in the footsteps of the Smee-



HARMON SHRAGGE

Harmon Shragge on 'Visit Sanya, China' in November, approaching Cape Town.





## — continued

tons, Roths and others, became the guru for a generation or more of cruising sailors and dreamers. Parkinson's and eventual dementia stole Larry away from Lin and the rest of us a few years ago. This book will certainly bring him back, as well as the Lennon/McCartney-esque synergy of him and Lin together. Lin has done a lot of updating here; more than 50 percent of the material in this edition is appearing in book form for the very first time. We have always recommended the Pardey books/CDs to any voyaging sailor, but if you could only buy one, this would be our pick. In fact, if you were only allowed to buy one cruising book,

continued in middle column of next sightings page

## clipper race — continued

why we were being held. There were rumors of a Clipper staff person who was in the hospital for stomach problems who may have had a fever. Another day in unofficial quarantine passed, and at evening, another rowdy party ensued and our boat was trashed again." Harmon sailed on *Visit Sanya, China*.

"On Wednesday morning, we were all quite worried. Still no official word. All of the American sailors (about 19 of us) got together under the leadership of crewmember Mike Crandall, a retired firefighter from Auburn. Mike called the US Embassy, and we listened as a representative calmly spoke to us from the speaker on his phone: 'Do you have water?' I'm thinking, 'Hmmm, we have all the beer we want.' 'Do you have food?' Well, we had pizza, but after eating that for three days we were getting tired of it. 'Do you have sanitary conditions?' 'Well, our boat heads are getting a bit smelly, and they are letting us go to an adjacent restroom, so I guess we are OK.'

"The representative told us that while we were on our race, the

continued on outside column of next sightings page

**An early entry in Delta Doo Dah Dozen, the Newport 27 'Penelope' visits beautiful Georgiana Slough.**



LATITUDE / NICKI



# SIGHTINGS

## clipper race — continued

Philippines instituted a lockdown. The island of Luzon was sealed, and we were not allowed to travel. Any foreign-flagged vessel that came into a port was under an automatic 14-day quarantine. The Philippine government had instituted a 72-hour period in which all foreigners were supposed to leave the country. If they didn't, they would be on lockdown for the indefinite future. And there were no cabs, foreigners were not allowed in the malls or food stores, and the hotels were closed. The embassy representative said that there was nothing they could do for us. They recommended we just settle in for the long haul, because we were not going anywhere!

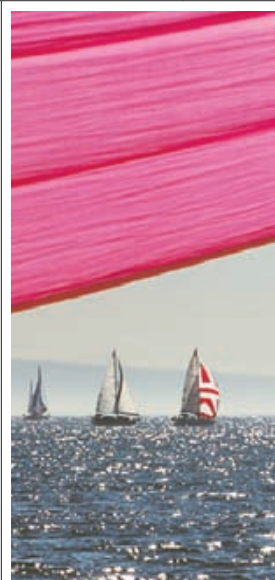
"Mike and I began to think of how we could escape the waterfront. We had both met a high-ranking Subic local who used to live in Daly City and owned boats in Subic. We were thinking of hiring him to break us out, but he was trapped in Manila and could not return to Subic — plus his boats were on lockdown! And even if we were able to sail the boats out of port (which became illegal), no country or city would take us.

continued on outside column of next sightings page

## the pages of a book

period, this would still be our pick.

**Ferry to Cooperation Island** (Carol Newman Cronin, \$16.95) — This is Carol Cronin's fourth novel, and her expertise as both an accomplished writer and sailor are evident in its pages. It was no surprise (OK, it was a bit of a surprise) to learn she sailed in the Yngling Class at the 2004 Olympics, and as late as 2018 won the Women's Snipe Worlds. *Ferry to Cooperation Island* follows the lives of a cast of odd characters on Brenton Island, with the main focus on two captains of the same ferry: James, who is fired under false pretenses, and Courtney, who takes his place. James flounders around at first, not knowing what to do with himself, but finally finds pur-







## — continued

pose helping a dying friend preserve a bit of wilderness for his Naragansett tribe. Although they're adversaries at first, the ice between Courtney and James slowly thaws throughout the course of the story. We won't give away the ending, but as Cronin's bio reads, "Carol's novels share three common elements: a coastal setting, boats and happy endings."

**Workaholics Adrift** (Judy Martin McCandless; \$14.10) — This book is a slightly different, refreshingly real, and occasionally disquieting take on the cruising theme. For one thing, the cruising part happened decades ago when navigation involved more than punching buttons, and communication was limited.

continued in middle column of next sightings page



*The 27th Baja Ha-Ha is currently in wait-and-see mode. In the meantime, the Grand Poobah encourages everyone to stay healthy and safe. Pictured here are some of the Ha-Ha's greatest hits.*



ALL PHOTOS / LATITUDE ARCHIVES

## clipper race — continued

"Later that morning, our skipper called us to the boat. All of the skippers had just been briefed and they told us:

1) The race had been officially postponed for 10 months — and it would resume in Subic Bay.

2) All non-essential Clipper employees including our skippers were immediately fired.

3) The gates would open at midnight, and Clipper would arrange special transportation to the airport over the next three days, but we had just under 72 hours to get out of the country.

"There was a collective sigh of relief, as we knew we would escape this madness. People began to make plane reservations. There was tremendous uncertainty, because so many flights were being canceled, and there were many communication problems due to the overstressed Wi-Fi. I was able to book a flight from Manila to SFO on Philippine Airlines. I left the dock at midnight on the first van out."

Harmon arrived at the airport at 4 a.m. after crossing several armed checkpoints. "Jeez, we are just sailors, we are only dangerous to ourselves! People were not allowed to enter the airport until 12 hours before their flight. Many Americans had come to the airport a day or two early hoping to get an earlier flight. They were not allowed into the airport, there were no taxis, and they could not check into a hotel. They were stuck outside for one to two days!

"A guard took my temperature with one of those thermometer guns they stick on your forehead. He pulled the trigger and it registered 72°F. It was obviously broken, and he knew it. He looked at me, waved me through, and continued on to the next guy.

"We had all figured that the best place to be at this time was on a sailboat slowly making its way to Seattle, and that by the time we arrived, the world would be repaired. In retrospect, we were wrong."

— chris

## what about the baja ha-ha?

Given the fluidity of the COVID-19 crisis, it's difficult to speak with certainty about scheduled upcoming events, such as the November 2 Baja Ha-Ha XXVII cruisers' rally from San Diego to Cabo San Lucas.

The Grand Poobah reports that he fully intends to hold the rally as planned — assuming that it's safe to do so and is permitted by the US and Mexican governments. It wouldn't make any difference if there were 135 entries, as is typical, or just 13. *Profligate* is going. Because everyone has more serious things to think about right now, the May 8 opening of sign-ups has been postponed until further notice; a two-week notice will be given prior to entries being permitted.

Similarly, the Grand Poobah intends to hold another SoCal Ta-Ta cruiser's rally from Santa Barbara to Two Harbors, Catalina via Santa Cruz Island, Channel Islands Harbor, and Paradise Cove, starting on September 13. As that Ta-Ta date is just two months before the Ha-Ha, it might be less likely to happen. We'll keep our fingers crossed.

For right now, the Poobah wants everybody to concentrate on their health and that of their loved ones, and be relentless about following best personal and community health practices.

— richard spindler

## the restoration of viveka

Those of you who remember Merl Petersen's lovely 75-ft schooner *Viveka*, take heart. The boat is still here in the Bay Area, still being worked on, and will likely, maybe, possibly . . . perchance be sailing again later this year.

"Worked on" is perhaps an understatement for what the old gal is going through. Enconced in her own tent at Rutherford's Boatshop in Richmond since 2015, proprietor Jeff Rutherford and a crew of 18-20 were, until recently, devoting full time to an almost-total rebuild

continued on outside column of next sightings page



# SIGHTINGS

## the restoration of *viveka*

of the boat, and eyeing a June relaunch date.

Then, coronavirus came along. For awhile, nobody was working on the boat. Now, Jeff and a crew of just four (including the boat captain and his wife) are back, doing what they can while observing appropriate precautions. No one is sure when restrictions will be lifted, but Jeff is hoping to get the boat back in the water by fall. Maybe.

This is the second delay in the restoration. The fellow who bought the boat from the late Merl Petersen in 2011 had to pull the plug on the resto in 2015 when he ran into money issues. The boat sat for four years, until British entrepreneur Sir Keith Mills bought it and gave Jeff and his guys the go-ahead to resume work. (Sir Keith is involved with Alex Thompson's *Hugo Boss* project, as well as the GC32 foiling cat circuit, and the Olympic and Paralympic Games.)

*Viveka* has a storied history. The portion most Bay Area sailors know is associated with the colorful character who was Merl Petersen — aka President of the Pacific Ocean. Merl acquired the boat way back in 1959, and sailed her one and a half times around the world in 1992-99, even making a few passages singlehanded!

But *Viveka's* story goes back way beyond that. Built in 1929-1930 at the George Lawley yard in Massachusetts to a Frank Paine design, *Joan II* was intended to be a 'fast cruiser' for none other than J.P. Morgan (or possibly another member of the Morgan family). Among other requirements from the owner, Paine drew her to meet the Universal 12-Meter rule. About halfway through the build, the Great Depression hit, and Morgan canceled the build. The yard took possession of the boat, and *Joan* sat for three years before George Lawley decided to complete her as a staysail schooner.

In 1936, StFYC Commodore Cyril Tobin acquired the boat. He had her shipped to Los Angeles by train, and then to the Bay on a freighter — a process that took two months. Lester Stone immediately began work to make the boat (by then renamed *Seaweed*) ready for the 1939 Transpac. That was the one and only Transpac that started in San Francisco Bay, a nice tie-in to the 1939 Golden Gate Exposition, held on the recently-completed man-made bit of real estate christened Treasure Island.

*Seaweed* went on to take third in class in the 1939 Transpac.

Up until the last gasp of schooners as racing boats (sometime after WWII), *Seaweed* was one of the hottest tickets in the Bay. Except during the war, when she was one of several famous schooners from up and down the coast that were conscripted into the 'Hooligan Navy'. Painted gray, these vessels patrolled 40 miles offshore during World War II for a week or more at a time, looking for enemy submarines. Fortunately, none were ever spotted. Beyond radioing in their positions, it was never quite clear what the unarmed sailboats were supposed to do if they did encounter a U-Boat.

*Seaweed/Joan* went through at least two more owners and three more names — *Swiftsure*, *Maunaloa* and *Viveka* — before Petersen got her. *Viveka* is a nice one to end with; it's Sanskrit for "a sense of discrimination and wisdom."

Rutherford describes *Viveka's* transformation as a "95% rebuild." As with a few other famous boats (including Bogart's old *Santana*, which also spent many years sailing the Bay), this means Jeff and his crew essentially built a new boat, using only a few original pieces, including the rudder, stringers, deadwood and a few other bits. They worked from the original drawings, as well as a reworked set with more modern engineering provided by naval architect Jim Antrim.

The same plank-on-frame construction was used, and the boat got the same double-planked hull — an inner layer of 5/8-inch cedar, followed by 1 ¼-inch mahogany planks — over oak frames. About the only departures from the original build are some of the glues used, and beautiful bronze floors in place of the original steel ones. The restoration includes all new spars: mainmast, foremast, bowsprit and

continued on outside column of next sightings page

## the pages of a book

ed to VHF and SSB radios. For another, Judy doesn't pull any punches when it comes to comparing the sublime pleasures of cruising to real-life issues, including her alcoholism. The book starts off as she and husband John, on a trial run to see if they really like cruising, run head-on into a brutal storm off the Baja coast. When they finally make the turn into Cabo, they are shocked to see 28 boats driven ashore by the same 1983 storm. Many miles and years later, their cruising effectively ends as they ride out another storm — Typhoon Omar — in a



ALL PHOTOS / RUTHERFORD'S BOAT SHOP



## — continued

hurricane hole in Guam. There is much story in between, and an epilogue that will break your heart. Highly recommended.

— jr



LATITUDE / JR

## viveka — continued

main boom, as well as all-new North Sails canvas. If you think she looked spectacular cutting across the Bay before, it should be a real treat to see *Viveka* in her reincarnated form.

After launch and sea trials, the boat will do the classic-yacht circuit, heading for regattas in Antigua, New England and the Med. She will eventually be homeported in England.

Jeff Rutherford has worked hard at the boat preservation, restoration and modification business in his Richmond location since 1982. He's best known for his wooden boat work, but has also done lots of jobs on steel and glass boats. And there's no rest ahead. The next boat in line after *Viveka* is the splendid S&S 57-ft *Gesture*, built in 1940 for Howard Fuller of the Fuller Brush Company. A successful racer in her day, perhaps this boat's biggest claim to fame that she is

continued on outside column of next sightings page



Here's a collage of the endless work and devoted craftsmanship taking place on *Viveka*, as well as a reminder of her sailing days on the Bay.





## viveka — continued

the first yacht to ever be fitted with an extruded aluminum mast, made jointly by Alcoa and the Fuller Brush company in the 1940s. And she still has it! After that, work begins on the spectacular 72-ft Phil Rhodes centerboard yawl *Escapade*. Somewhere in between will be a refit of the 1967 Illingsworth-designed 50-ft cold-molded sloop *Axel Heyst*. Jeff also heads east to Rhode Island periodically to lend his expertise to the massive restoration effort — now, about 15 years in process — of the 133-ft schooner-yacht *Coronet*, built in 1885 and the first registered yacht to sail around the world via Cape Horn. "As you can see, I'm booked for the next six to eight years," says Jeff. "By the time we finish these projects, I'll be worn out!"

— jr

*Readers — There appears to be no definitive resource on Joan/Seaweed/Viveka. The short bio in this story was distilled from various sources that sometimes conflicted with one another. We did our best, but would be interested in knowing more details about the boat.*

*For example, there was one reference to the boat being built to a "G Class" rating in addition to the 12-Meter rating. We have no idea what "G-class" rating means. It sounds like part of the Universal Rule, which gave us the J-class. Also, in regard to the 12-Meter rule, as we understand it, the boat would rate as a 12 only if it was a sloop. One reference has Lawley "switching the rig to a schooner and having her main-sail recut to fit," which suggests that Paine did, in fact, draw the boat as a sloop originally, and Lawley changed the sail plan to staysail schooner. Any help readers could give us to clear up these questions would be most appreciated.*

## summer sailstice not canceled

The only mystery surrounding the 20th annual Summer Sailstice celebration is how people will celebrate sailing on the weekend of June 20, 2020. The goal of uniting sailors remains in sharp conflict with the social distancing we're all practicing. Still, the event allows us all to be together regardless of the distance between us.

What to do this year? Nobody knows what the circumstances will be on June 20. Regardless, Summer Sailstice is looking forward to connecting sailors and sailing friends at the start of summer. The event website, [www.summersailstice.com](http://www.summersailstice.com), is filling up with celebrations across the planet. You can post your intentions today and, as sailors have always done, adjust the sails and plans as the situation evolves.

This means rather than a raft-up, it might be a solo sail, a family cruise, or a parade of sailboats. It may mean a regatta without the usual post-race party. Or maybe sailors will all be on the world's largest sailor Zoom call, or watching sailing videos at home. The goal is to be sailing, but Summer Sailstice is designed to celebrate however the world allows.

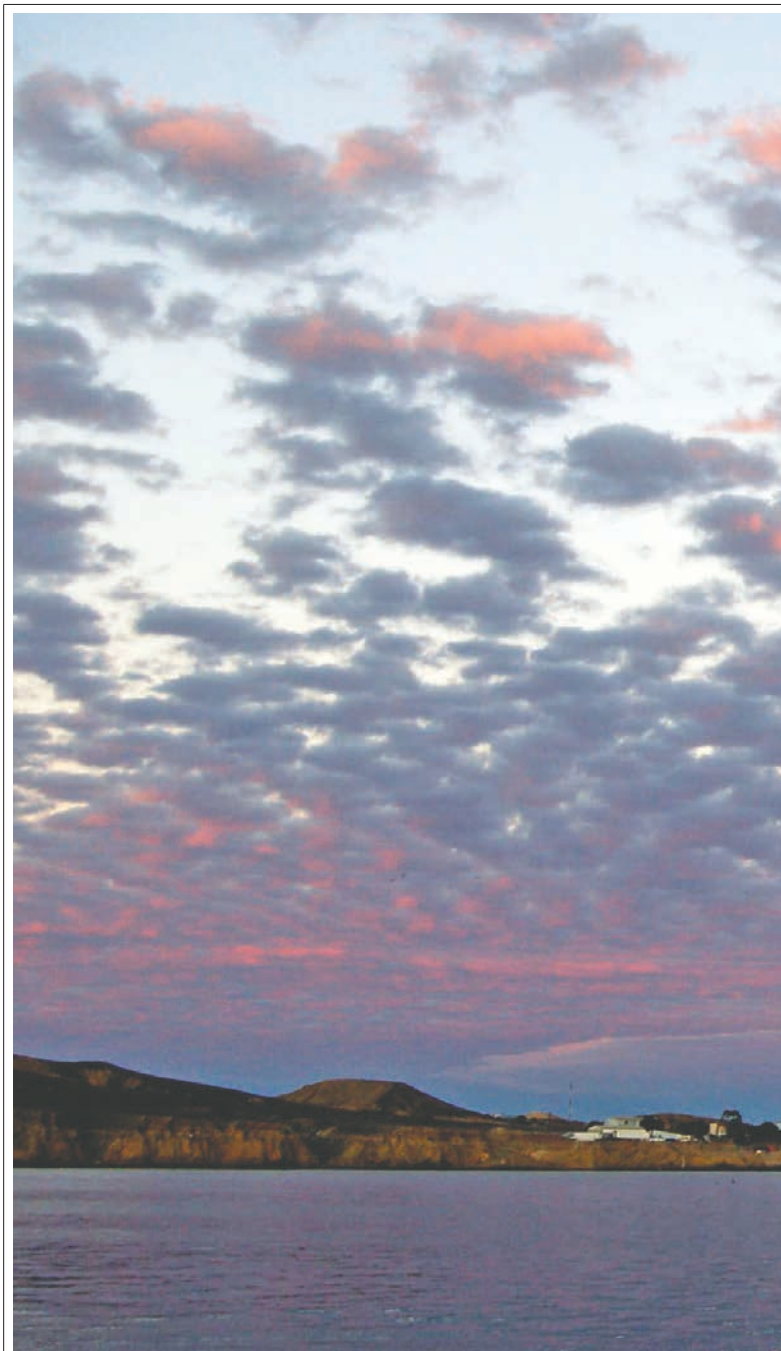
Summer Sailstice is encouraging all sailors to post their celebratory sailing plans at [www.summersailstice.com](http://www.summersailstice.com). Between now and then, sailors can reach out to their club, class and sailing community to share a sailing celebration with each other and the world. The goal is for all to be appreciating sailing — on or off the water. Regardless, everyone can find a way to celebrate sailing.

— john

## aaaah! the planet

What's your favorite moment when sailing? For some it is finishing first, for others it's a quiet anchorage. For us, it's the moment when, with sails hoisted, you kill the engine, bear away, fill your sails, and head off into the sunset. It's quiet, and it's you, your boat and your attention focused on the environment and conditions around you. You are working the boat, aligning with nature, and adjusting until you find the groove. The transition from motor to sail is a magical moment.

The global population is experiencing a similar transition. With engines off, the world has quieted down, the air is clearer, and the stars are brighter. We're all very attentive to the movement of our hands and how we navigate our most



## experiences sailing

vital interactions. We are all now more alert, adjusting to a new reality and looking to find our groove.

Cruisers bond when they meet in distant harbors after a long passage. In the same way, humans are bonding as they survive what we used to take for granted, like a neighborhood walk or a trip to the grocery store. We are all connecting as we relate to the drama and challenges of everyone's daily life.

To sail on a boat is analogous to the earth sailing through space. Both are traveling a vast expanse with limited resources. It's a model for the world and an experience sailors can share.

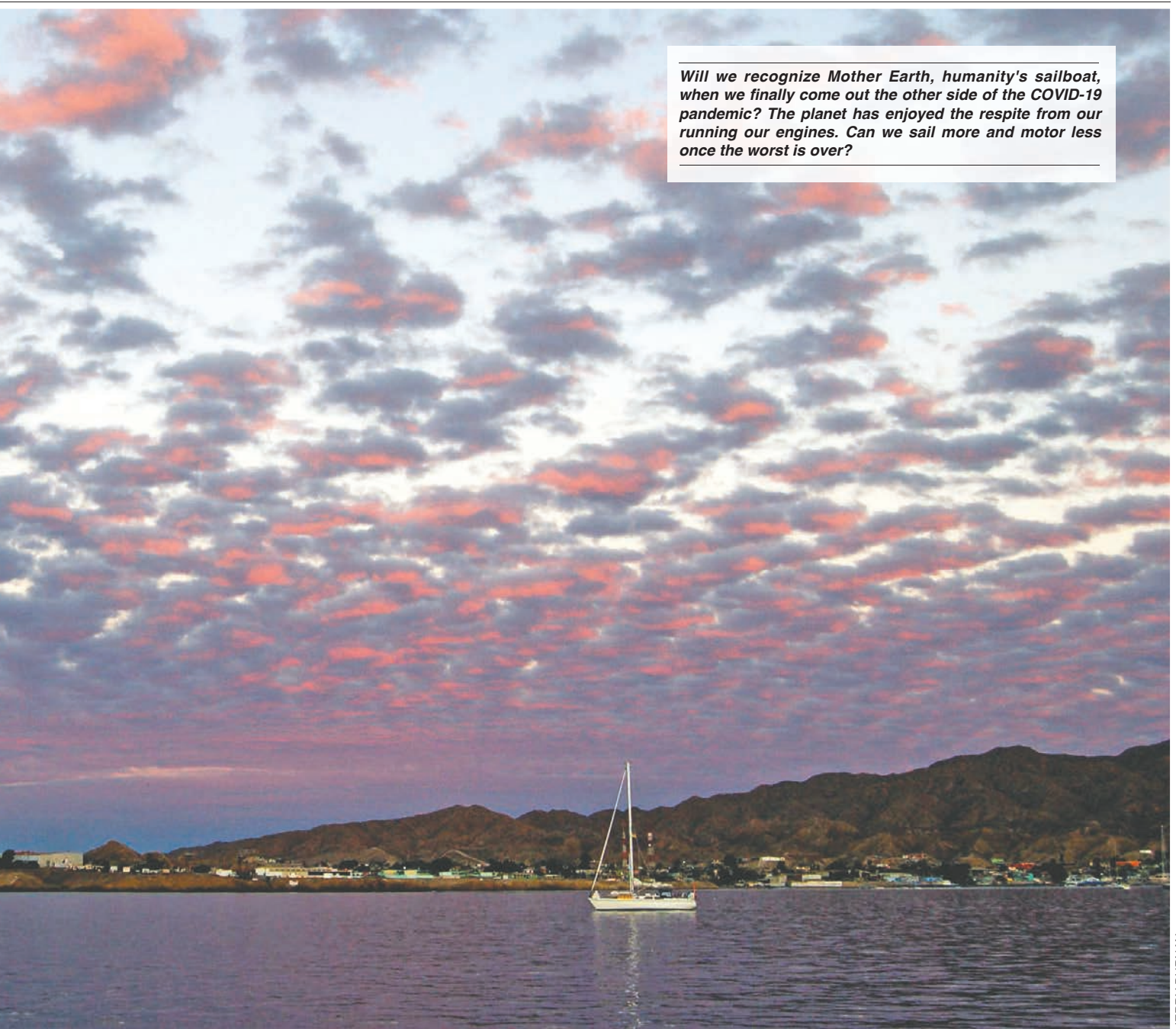
Sailing is challenging, but that is also one of the reasons

we do it. Overcoming this moment in time creates a similar shared experience for all. And it provides us with a unique opportunity: a chance for everyone to reconnect to what's important and transition to smoother sailing ahead.

— john

*Regarding Summer Sailstice: The current global pandemic reminds us that even the best-laid plans are subject to change. Everyone's first priority is the health of all first responders, family, neighbors and the planet. Everyone should sign up and plan to take part but, adjust plans according to the best health guidelines from officials at the time. Sail Safe. Sail Often.*

*Will we recognize Mother Earth, humanity's sailboat, when we finally come out the other side of the COVID-19 pandemic? The planet has enjoyed the respite from our running our engines. Can we sail more and motor less once the worst is over?*



JERRY DURNAN



# MASTER MARINERS 2020

Along with just about every other event ashore or afloat these days, the 2020 Master Mariners Regatta, scheduled for Memorial Day weekend, was cancelled due to the coronavirus pandemic.

Our disappointment at the cancellation of the 'regatta non grata' probably doesn't hold a candle to that of the competition's classic yacht owners and sailors, but we will also miss the event. It's one of the

most colorful and fun events of our yearly calendar.

To mitigate some of our grief, we thought it would be fun to look back at the regatta's equally colorful origins, and run a selection of the thousands of images we've taken of the event over the years. So kick back, self-isolate, throw the docklines off that armchair, and let's get crackin' — no foulies required.

Back in the 19th century, before organized sports, arcades, television and computers, most recreational sailors — and pretty much any other outdoor-sport enthusiasts (except golfers) — still got together and had fun. One source of pleasure in early San Francisco was the annual Fourth of July celebration; almost the entire population found a way to take





# — REGATTA NON GRATA

part in the festivities.

In 1867, someone came up with an idea to add even more fun to the day: a race for commercial ships around the Bay, with all proceeds going to the Boatmen's Protective Association, which helped care for sick, injured or retired sailors, as well as the widows and orphans of those lost at sea.

Historian Roger Olmstead put it in

perspective in a 1955 article:

*"Explosives were more widely distributed than they are today, and liquor was cheaper. A combination of the two produced a lively holiday, spattered with shootings, bombings, fires and other catastrophes. The Master Mariners Regatta*

*Charge of the heavy brigade (left to right): 'Royaliste', 'Stroma of Mey', 'Unda' and 'Brigadoon' sprint across the Central Bay in 2005.*

*was a happy addition to this medley."*

It was a rollicking success. With a 'Bay tour' course set up to maximize shore-side viewability, thousands of spectators watched from Telegraph Hill and local wharves. Bets were made ashore and afloat. The last run from Fort Point — 70 years before the Golden Gate Bridge was built — to the finish line, off present-day Fisherman's Wharf, took the fleet close







JOHN SKORIAK

**Top: 'Barbara' on the clubhouse reach. Top right: The Bear Boat 'Panda's crew in full battle dress. Above: The visiting topsail schooner 'Lynx' put the 'big' back in the Big Schooner Division. Right: On Bird Boats, 'boom vang' is actually a crewing position. Bottom: The lovely 'Spirit' — still giant-killing after all these years.**

to shore, where the cheers of the crowd reverberated through the waterfront. Local businesses got aboard as sponsors, 30-some ships sailed, and everyone had a great time, including the sailors. Not only did they get off work for the day, most got together afterward and threw the first of many legendary post-race parties.

The event continued on through the 1870s under the auspices of the rebranded Master Mariners Benevolent Association (MMBA). It's said that outside-boat captains actually altered their schedules so they could be in town for the regatta, and many ships paid extra attention to sprucing up with new paint and greased bottoms. There was even a hint over the years that participation in the Master Mariners Regatta might have contributed to the building of faster vessels.

After its 19th century beginnings, the event started to wane in the '80s. The rush for gold was mostly over, the





# REGATTA NON GRATA



Below: Perennial rivals 'Brigadoon' (foreground) and 'Yankee' on the homestretch. Above: Rick Hastie (steering) and the busy crew of 'Gaslight'. Top: Rounding Blossom Rock. Top right: A rare shot of one of the original Master Mariners races. The flags all carry an "H" that stood for "Hope." Middle right: The mighty 'Wander Bird', built in 1883, is the oldest boat to ever participate in the regatta. Bottom right: The 52-ft Dutch sailing barge 'Groote Beer' (or 'Great Bear') has her way with the Bay. (All photos / Latitude archives, except as noted.)





# MASTER MARINERS

silver from Nevada's Comstock Lode was petering out, and steamers were encroaching ever further into the local waterborne trade. The last 'original' Master Mariners was in 1891.

The rebirth of the modern MMBA is credited to the late Bill Vaughn, although Vaughn himself gave equal billing to his friend mentioned earlier, historian Roger Olmstead. Vaughn — then of the 39-ft Pumpkinseed yawl *Billiken*, later of the lovely 54-ft Alden yawl *Evening Star* — envisioned the new MMBA as keepers and preservers of classic yachts. Bill organized the first modern Master Mariners Regatta in 1965 with a few other friends with classic yachts, including *Brigadoon*, which has sailed almost every one of them. The Regatta was sailed on Memorial Day in conjunction with San Francisco Maritime Week, a celebration of the shipping industry that has since faded into history.

In the early days, MMBA activities consisted only of the annual race — no newsletter, cruises, other races or social



**The Master Mariners fleet takes over the docks at Encinal YC for the post-race party and awards ceremony.**

events. Of course, all those things are part of the organization nowadays, including the Wooden Boat Show every June at the Corinthian YC (June 21 this year; keep your fingers crossed), and another regatta, the Jessica Cup, in October.

The original rules were pretty strict as far as who could join MMBA. Eventually, the rules stabilized at "any vessel built before World War II, or built from pre-war plans using pre-war methods." Further rule-softening and category-creating has happily led to many more 'classic' craft joining, such as the splendid little S&S 33 *Spirit*, built in 1960.

These days, 50 to 70 boats usually race the Master Mariners regatta, and just like

in the days of old, businesses sponsor individual boats (which fly the business's house flag, and sail with one representative aboard). Winners of the bigger classes still get a banner featuring a strutting gamecock and the word "Champion." And they still get together afterward for a bit of post-race revelry. Some of these parties were so — *ahem* — rollicking over the years that several senior members recall the Mariners being 86ed from just about every waterfront venue on the Bay. According to legend, a sailor who belonged to the Encinal YC finally lobbied club officials to host the party with the proviso that the sailors would behave themselves — or at least pay for damages. It's been held there every year since, with the unfortunate exception of 2020.

Despite the fact that the event is hosted in the global tech hub of San Francisco, the passion for the heritage, soul and history of classic sailing on the Bay is as strong as ever. Please raise a glass of your favorite beverage and virtual-clink a toast to the Mariners, who will be back bigger and more colorful than ever in '21.

— latitude/jr



## Master Mariners Wooden Boat Show

**SUNDAY, JUNE 21 10 A.M. – 4 P.M. CORINTHIAN YACHT CLUB**



View and board classic sailing vessels, meet their skippers and learn the yachts' unique history. Show proceeds to go to Master Mariners Benevolent 501(c)3 Foundation. The Foundation provides scholarships for youth sailing, wooden boat building and maritime education. Also provides for the preservation of SF Bay Classic yachts. MMBF is dedicated to preserving the continuity of traditional yachting on San Francisco Bay.

The Master Mariners Benevolent Association is dedicated to fostering participation in yachting and the preservation of classic and traditional sailing craft. During the Boat Show, the Corinthian Yacht Club outdoor bar and grill is open for lunch, there is model boat building for kids. Children under 12 free when accompanied by an adult.

**Master Mariners Benevolent Association • [www.sfmastermariners.org](http://www.sfmastermariners.org)**



## Do you know...

...if you're as protected as you think you are?  
...if you are getting the most out of your insurance dollars?

Heritage Marine Insurance understands exactly what you need to protect your boat. Compare your policy features to those in our exclusive Classic Coverage Program<sup>SM</sup> and find out.

**Don't guess. Contact Heritage Marine Insurance for answers!**

*Your source for expertise, service and tailored coverage for your classic boat:*

### HERITAGE MARINE INSURANCE

P.O. Box 188, Mystic, CT 06355

1-800-959-3047 phone 1-860-572-5919 fax

[www.heritagemarineinsurance.com](http://www.heritagemarineinsurance.com)



Proudly offered through Chubb Recreational Marine Insurance®

# CHUBB

© 2016 Chubb. Coverages underwritten by one or more subsidiary companies. Not all coverages available in all jurisdictions. Chubb® and their respective logos are registered trademarks.

#### Does your policy include:

- Pollution limits match OPA requirement – currently in excess of \$850,000, in addition to Liability limit?
- Salvage charges to protect against further loss in addition to Hull coverage?
- Coverage for resulting damage due to latent defects?
- Boat Show & Demonstration Coverage that is automatically included?
- No charge for marinas as additional insureds?
- Only experienced marine agents, who are classic boat enthusiasts just like you, managing your insurance needs?
- Special Discounts for ACBS and CYA Members?

**All of this plus many other valuable protections you should expect from your classic boat specialist.**

## SPAULDING BOATWORKS

Quality Workmanship for Over 60 Years



*"Hey fellas, don'tcha know Spauldings' is THE place to haul out"*

FULL SERVICE BOAT YARD  
Now a Spectra Watermakers Dealer  
Schedule a Consult Today!

**Wooden Boat  
Dream Team:**  
Holden Crane,  
Anton Hottner,  
& Daniel Mollet

**600 GATE 5 ROAD, SAUSALITO CA 1-415-332-3721**



# RILEY GIBBS —

PHOTOS COURTESY RILEY GIBBS EXCEPT AS NOTED

Having fully embraced a need for speed and Bill Lee's well-known expression, "Fast is Fun," one of America's most competitive racers, Riley Gibbs, faces a world that has slowed to a virtual standstill. Yet, this Olympic hopeful and SaiGP Team USA sailor is remarkably capable of seeing opportunity and launching toward it with a vision aimed squarely at the podium. If you aren't familiar with this young man, he's an extraordinary Southern California sailor who has arguably raced his way into the sport's high echelons at the youthful age of 24.

Gibbs got his start early on in life thanks to his enthusiastic parents, who took him out club racing on the family Etchells just two weeks after he was born — a testament to both his and his mother's fortitude. Before the starting gun was fired, they stowed him in the spinnaker bag, making sure he stayed out of harm's way. But it would be years, four to be precise, before he began taking the tiller under a coach's supervision.

"My dad asked the Alamitos Bay Yacht Club's junior sailing director, Brad Schaupeter, who's now the coach for UCSB's sailing team, if I could start [the youth program] early," says Gibbs. "Since I had a boat, they let me join in."

Having Schaupeter teaching him

**Riley, all geared up, appeared very much at ease aboard a Cal 20 with his family in Long Beach in 2001.**



**Gibbs and Anna Weis after the medal ceremony at the 2019 Pan American Games in Lima, Peru, where they won gold medals.**

about rounding the buoys and such was pretty impressive. It turned out that his early competitors would become future professional teammates. "I started racing Sabots, actually racing against Hans Henken, Peter Kinney and his cousin Chris Barnard — these guys were my idols growing up." It's remarkable to note that Henken, Kinney and Barnard are now Gibbs' teammates in the American SailGP program. Gibbs eventually won his first major regatta at the Junior Sabot Nationals in 2010.

Gibbs' far-sighted vision of sailing was instilled in him at around this time as reading about the larger world of sailing took precedence over his other reading assignments. "I remember growing up and going through elementary school, and I'd be reading *Seahorse* magazine when I should have been reading *Of Mice and Men* or something like that," he says, laughing.

"I think it's standard human nature — we're really drawn to acceleration," says Gibbs about his interest in sailing fast boats. "I really looked up to Hans growing up sailing Sabots. When he jumped to 29ers, I decided that was for me."

It wasn't long before he was winning medals in that class as well, taking home the silver with helmsman Quinn Wilson at the 2014 ISAF Youth Worlds in Tavira, Portugal.

Just two years later Gibbs and teammate Reeve Dunne competed

in the 505 North American Championship in Bellingham, WA, and took home the gold. Among those who chased their transom were Howie Hamlin and Mike Martin, among other esteemed 505 competitors. The victory must have been sweet, as Gibbs was the youthful prodigy of a 'brain trust' that included Howie Hamlin, Mike Martin, Adam Lowry,

Charlie Ogletree and Pease and Jay Glaser, whom Gibbs competed against and with in the 505 fleet.

"I owe a lot to them because they helped me develop my work ethic and the drive behind it. They've all been there and been through it all, so it's really good to have their experience and expertise."

By the next year Gibbs had moved on from the venerable world of the 505s and onto the even-faster Nacra 17. He and teammate Louisa Chafee won the 2017 Oakcliff Triple Crown Series in Oyster Bay, NY. Gibbs and Chafee then took a fourth in the 2018 World Cup Series in Marseille, France. The following year, Gibbs teamed up with Anna Weis. They won first place in the Pan American Games in Lima, Peru, qualifying them for the 2020 Olympic Games in Tokyo, Japan.

It was a short 10 years between the time that Gibbs had won his first championship in the Sabots to last August when he and Anna won the right to represent Team USA in Tokyo. For Gibbs, it's been a longtime dream.

"Right after Anna and I qualified, my brother Sawyer wrote an amazing post on Instagram that brought back memories I hadn't thought about in a long time. It really hit me. Thinking back to when we were kids, Sawyer and I shared a room with bunk beds, and at night before falling asleep he and I would always talk about the Olympics, and what we wanted to do when we were older, and what we wanted to sail, where we wanted to sail to. I have to say between Sawyer and me, we were thinking about the Olympics from a really early age."



# FOILING FULL SPEED AHEAD

MATT KNIGHTON / SAILGP USA



**Above:** Jumping into the cockpit of the F50 while training on the Bay for SailGP in San Francisco in 2019. **Below (l-r):** Willie McBride, Quinn Wilson and Riley Gibbs, with coach Leandro Spina, won the 29er North Americans in 2014, qualifying for the 2014 Youth Worlds.



Remarkably, while competing worldwide in the mixed Nacra 17 fleet, Gibbs was chosen to crew in the inaugural SailGP season aboard Team USA in 2019. And, although the team struggled to gain traction that season, he'd been invited back this year as wing trimmer.

Interviewed initially just prior to the coronavirus pandemic in late February, Gibbs spoke somewhat understatedly about participating in two very competitive programs simultaneously. "My schedule is pretty ambitious this year. To come straight

off of qualifying for the Games and then head straight into SailGP to train for our first event of the season, Sydney SailGP, I think says a lot about my work ethic. It's great the teams are allowing me to take these opportunities — from both US Sailing and the US SailGP team side. Some people might think I'm stretched thin, but I'm really thankful for the opportunities I've been given and trying to take full advantage of them."

In a post-coronavirus conversation in early April, it was telling how challenging the handoff between the Nacra 17 world and the SailGP world actually was. Having completed four straight months of Nacra sailing and having both the 2019 and 2020 worlds so close together, Gibbs was getting tired.

"I was pretty exhausted. I was trying to get away whenever I could, honestly just to try and rest because I knew everyone on the SailGP team was pretty driven coming off of a pretty terrible end



# RILEY GIBBS

to season one. Everyone was coming into Sydney very driven and they really wanted to hit the ground running and I was just... I was completely spent. It's just so emotionally and physically draining; the Nacra trials are like nothing else I've ever experienced. Then going straight back into work — I mean, from the last day of the Nacra Worlds to the first day being on the water on the 50 was three days, I think. And, we had to pack up two shipping containers of equipment during that time."

Gibbs returned from Sydney to the US just as the world began to shut down in response to the pandemic, rapidly cur-

*"I think it's standard human nature — we're really drawn to acceleration."*

tailoring travel, sailing and life's many daily routines. Immediate plans to compete in Spain were scrubbed as were many other such events, including the 2020 Olympics.

All of a sudden Gibbs' professional life stopped virtually on a dime. Not having access to a gym, Gibbs still manages to keep up a regular physical training routine.

"I've got a couple dumbbells and a couple of bands here and there. I've also got a TRX (suspension trainer) on order. Between that, running and riding my road bike is pretty much all I need for my cardio workout — you know, keeping safe and not really touching too much

hopefully."

Gibbs, his teammates and his coaches check in regularly via video conferencing and telephone conversations to ensure that morale and physical training are maintained during this downtime.

There is a lot of YouTube activity too, guaranteeing good study of past racing events.

"I'll talk with Taylor Canfield (flight controller), Rome Kirby (helmsman) and our coach Joe Glanfield — we all stay in communication with each other quite often. There's a lot of overlap between the comms used on the Nacra and the 50. It's quite similar sailing in regards to the foiling platforms so you've got to be really clear and concise when you're communicating."

If it takes too long to ask a question or direct an action, tactical opportunities could be long gone.

On a side note, while practicing in Sydney, the team developed some new comms for their playbook. When doing a hard left at the top or bottom of the racecourse, they'll use the term "Bernie," and when going hard right — it's a "Trump."

But, all is not lost in the world of

VOODOO VISIONS / HYDROFOIL PRO TOUR

HYDROFOIL



**Kite foiling in Botany Bay, New South Wales, Australia, in 2017.**

competitive sailing. US Sailing's teams are reshaping their agendas and training programs.

"So, yeah, we're really going to try and prioritize domestic training, and we've got all of our containers with our equipment from around the world coming back to Long Beach. We've got the Olympics in Los Angeles in 2028, and that's only a few years away. I think it is a blessing in disguise; you know we're jump-starting the training locally and domestically."

Ideally, this will keep sailors closer to home, cut down on expensive and time-consuming flights overseas, and reduce their carbon footprint. And, by all indications, Gibbs is getting a chance to catch up on some much-needed sleep.

— ross tibbitts

**Training with Howard Hamlin/Andy Zinn and sailing with Reeve Dunne ahead of the 2016 505 North Americans. Right: Brothers Sawyer and Riley Gibbs sailing Naples Sabots in 2008.**



COACHES PEASE AND JAY GLASER



### WORLD-CLASS MARINA IN ENSENADA

353 SLIPS UP TO 110'

### ENSENADA'S ONLY FUEL DOCK DIESEL & GASOLINE.

CHECK-IN ASSISTANCE WITH IMMIGRATION,  
PORT CAPTAIN AND CUSTOMS.



### ALSO, FEATURES A FIVE STAR HOTEL WHICH ACCOMMODATIONS INCLUDE:

147 suites, pools, spa, restaurants,  
bars, shuttle service to San Diego,  
trips to the vineyards and outstanding  
landscapes for weddings and events.



VISIT **MEXICO'S FIRST PORT**  
OF ENTRY SOUTH OF THE BORDER

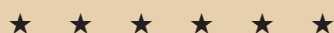


BOOK YOUR  
SLIP NOW!

**ASK FOR OF OUR PREPAID SLIPS PROMOTION AND GET ADDITIONAL MONTHS OF STAY. CONTACT US!**

**CONTACT US VHF CHANNEL 71** Latitude 31 51' 38.59" N Longitude 116 39' 36.342" W USA 1 (866) 302-00 66 [marina@hotelcoral.com](mailto:marina@hotelcoral.com) [www.hotelcoral.com](http://www.hotelcoral.com)

- » Marine parts and supplies
- » Complete haul and repair
- » Engine Repair and service



Authorized dealer for

**YANMAR**

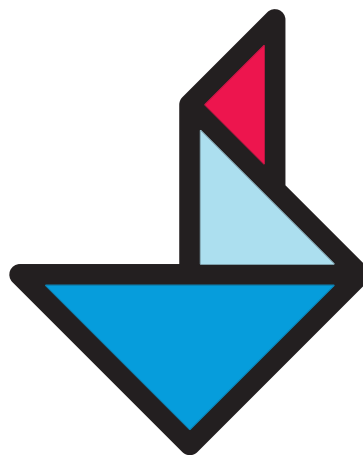
**marine services  
for power & sail**

415.626.3275

[info@sfboatworks.com](mailto:info@sfboatworks.com)

835 Terry Francois St.

San Francisco, CA 94158



**SAN FRANCISCO  
BOATWORKS**

San Francisco's boatyard | [www.sfboatworks.com](http://www.sfboatworks.com)



# A CINDERELLA STORY —

My introduction to *Cinderella* began one rainy fall day in Seattle at Fisherman's Terminal. A friend asked me to come look at an old Ericson 35-2 he was considering buying. She was listed as a "spartan racer/cruiser." The description could not have been more accurate.

The interior was nearly empty, aside



**Ava and Pajo. He's spent years messing about with boats in the Seattle area. She's a 'Jersey Girl' who had never sailed before.**

from a couple of settees midships and a Porta-Potti suspended on a piece of plywood forward. The seller, a nonprofit, had accepted the boat on donation and was eager to get her off their dock.

What *Cinderella* lacked in comfort, she made up for in structural upgrades. Longitudinal stringers and tabbed bulkheads stiffened the hull. Santa Cruz 50 tie rods replaced the old-style chainplates that held the standing rigging loads. Of the 13 thru-hulls that came standard from Ericson, *Cinderella* had only three. The wheel steering had been ditched. In its place: a custom tiller and tiller head set atop an oversized, balanced rudder.

At the time I was not interested in another sailboat, much less another *project* sailboat. But the friend opted out of the purchase, so I made a ridiculously low offer of \$6,000 — and I was soon on my way to pick up this newest project. I just needed to make her comfortable so Ava (who's now my wife) would come sailing with me.

During the sea trial, the Yanmar 2GM20F was extremely hard to start. The engine would crank and crank and crank, and pretend to start, but ultimately shudder to a stop. After letting the starter cool down a few times, we tried again, and she finally crackled to life. We motored out into Salmon Bay, and for the rest of the sea trial, the engine seemed to function perfectly. Excited to be purchasing a new boat at such a great price, I chalked up

## ALL PHOTOS / 'CINDERELLA'

the hard-start engine to prolonged sitting at the dock.

The day came to load up the 12-odd sails she came with and deliver *Cinderella* to her new slip at Fremont Boat Company on Lake Union. Again, the Yanmar crackled and hissed and fought, but once again finally came to life. When we had to stop to wait for the Fremont Bridge to lift, the RPMs slowly dropped — and the engine died. Definitely not an ideal situation for all the other bridges and locks of the area. Bugga!

Over the course of the next six months, I battled with that Yanmar. Eventually I would spend more than \$1,000 in parts alone to try to win it over — new lift pump, new starter, new exhaust elbow . . . it was adding up fast.

But on nearly every outing, I would return to Seattle 'engineless', often with a boat full of friends. I was forced to get really good at sailing in light winds and onto docks. On more than one occasion, I was stuck waiting for the tugboat to come tow me home, through the Ballard Locks, and back to my slip on Lake Union. The whole experience was embarrassing and frustrating. In the end, I was thankful to have purchased BoatUS tow insurance.

The frustration culminated big-time when Ava and I planned to sail *Cinderella* north over the Christmas holiday. We wanted to cruise to Victoria for Christmas, on through the Gulf Islands, and eventually to Vancouver to meet friends for New Year's Eve.

I filled the fuel tank with fresh fuel and treatment, and we set off. The first leg of our trip was motorsailing to Port of Everett Marina. Just as we arrived, like clock-

*We needed to make sure the system was robust enough to take offshore, and powerful enough to get us out of trouble.*

work, the engine began spitting black smoke into the cabin as it ground itself to a halt. F&#K!

We proceeded to troubleshoot with the Yanmar specialist at the chandlery and were devastated with the diagnosis: the engine had hydrolocked — sucked water into one or more cylinders! This meant the whole engine had to come out and get refurbished.

This was a huge bummer. After dinner and a few beers at Scuttlebutt Brewing, Ava and I decided to continue the trip, engineless. It's a sailboat, right?

That decision had unforeseen benefits.



We were forced to double down on seamanship. Sailing plans were now based on the Puget Sound tides and the currents they drive rather than the fickle, unpredictable wind forecast. Overnighting or afternoon anchoring in tiny little nooks, waiting for the tides to turn, became the norm rather than motoring against currents in tight passes. We had to just be patient and prudent.

Slowing down gave us a real taste of cruising. We opened our eyes to the nature around us, so easy to miss when we were meeting timelines. We watched bald eagles soar and dive for fish, and sipped tea while seals twisted and played like bioluminescent torpedoes.

We sailed into Victoria Harbor on Christmas Eve. We did it! Christmas in Canada! From there we headed to Salt Spring Island, part of Canada's Southern

Gulf Islands. We made it to Vancouver just in time for NYE festivities with our friends — all without an engine.

That sailing trip had a profound impact on Ava and me.

Right around that time, a prominent YouTube sailing channel, *Sailing Uma*, had just finished a DIY install of an electric motor drive system. *Uma* showed us that going electric could be far less expensive than a new or secondhand replacement engine. Going electric on *Cinderella* seemed so logical.





# REPOWERING WITH RENEWABLE ENERGY



This shot of 'Cindy' at anchor shows the solar panels that double as sunshades. The boat is currently in Opua, Bay of Islands, New Zealand.

I started researching the electric drive as an alternative auxiliary propulsion system on sailing yachts. There were some great systems already available on the market — Elco in the US; Torqeedo in Germany, Oceanvolt in Finland, to name a few. The problem was those systems cost as much as a brand-new diesel repower — batteries *not* included!

We needed a system that I could afford and install quickly. The sooner the better — Duck Dodge season (the racing season in Lake Union) was quickly approaching!

Of bigger concern than getting to and from local races, I bought *Cinderella* with the intention of making a voyage around the world. We needed to make sure the drive system we installed was robust enough to take offshore, and powerful enough to get us out of trouble. I got to work putting together my own conversion kit for *Cinderella*.

After months of research, I came up with a simple drive system that cost us \$1,700. That price included a set of low-budget batteries for the drive motor.

Since leaving Seattle to go offshore cruising in September 2017, our motor drive remains unchanged. We have sailed some 12,000 nm down the West Coast to Costa Rica, and onward across the Pacific Ocean to New Zealand.

We did have to change our battery pack in Tahiti. Unfortunately, our budget batteries couldn't handle being left in the tropics through the rainy season. We arrived back at *Cinderella* after a four-month visit to the US only to find them

completely dead. The replacement system we got from Firefly Energy should last, maintenance-free, for many years to come.

## THE ELECTRIFICATION OF 'CINDERELLA'

After much research, Pajo purchased a Manta 2C brushed DC permanent-magnet motor off eBay for \$400. At max power, it puts out 10kW, which will push *Cinderella* at 6 kts. At their normal powering speed of 4 kts, the boat uses about one-third less power, which translates (with the newer batteries) to a 30- to 40-mile range. We're told comparing kW to horsepower is a dark path, but for a rough idea, the Yanmar's 18-hp rating translates to about 13kW at the crankshaft.

Along with other advantages of electric power, on most boats there will be a significant savings in weight and room. The Manta motor weighs 40 pounds and takes up about as much room as a watermelon. The diesel it replaced weighs 250 pounds and took up the entire space behind the companionway. Although you do have the weight of extra batteries, you also lose the weight of several hundred pounds of fuel in the 40-gallon tank — and the weight of the tank itself, if you remove it.

In addition to the motor and battery bank, electric propulsion requires a few extra bits, the most expensive being a 'controller' — the equivalent of a throttle — to adjust the RPM and switch the motor from forward to reverse.

A cost breakdown of *Cinderella's*

If Alex Thomson and the crew of *Hugo Boss* are all-electric, that should tell you something. It's where the future is going. Battery technology is getting more affordable and accessible. The price for a LiFe-PO4 battery has dropped by 30% since we left Seattle. There has been a stir in the industry recently with battery pioneer John Goodenough's latest glass battery. This new technology could have a useful life of 64 years!

For racers, going electric makes sense. Most weeknight or weekend races are within 30 motoring minutes from the dock. The battery bank required for this is actually very small. *Cinderella's* first battery bank was composed of four cheap lead acid batteries I picked up at the local auto parts store. I was able to get off the dock, to the race, and back. Simple, cheap, easy.

We charged at the dock overnight and were ready to go sailing again the next day. No need to lug jerry cans or stop at the fuel dock.

Conveniently, we found maneuverability in tight quarters increased with the electric drive. No longer does one need to shift in and out of gear while approaching docks. There is no idle speed to worry



The hope was that the motor might fit out of sight below deck, but in the end it ended up in this higher position, with a belt driving the shaft.

electric motor install looks like this:

Motor	\$400
Controller	\$400
Batteries	\$300
Charger	\$200
Misc.	\$400
<b>Total</b>	<b>\$1,700</b>

Pajo sold the Yanmar for \$550, which helped offset the cost. Details of the entire process can be found at *Cinderella's* website, [www.sailingcinderella.com](http://www.sailingcinderella.com).



# A CINDERELLA STORY —

about with an electric drive. You can turn the propeller at 1 RPM or 1,200 RPMs by basically turning a dial. The feedback is instant, smooth, precise, and reliable.

We were also pleased to find that our electric drive system could easily push *Cinderella* along at 6 kts. That was faster than with the Yanmar it replaced! On the flip side, with our limited budget batteries, we could probably only maintain that speed for half an hour. Cruising at 4 kts, we could 'steam' for over an hour. We found that was plenty of range for week-night racing and daysailing around the Seattle area.

Ultimately, electric drive for the racer or daysailor is maintenance-free, lightweight, easy, and budget-friendly.

As for long-distance voyaging, Ava and I have been cruising offshore aboard *Cinderella* for three years now. We are happy with our electric drive and wouldn't go back to the headaches of internal combustion. We love the reliability that our electric drive system provides. There have been no worries about getting bad fuel in Mexico or Central America. We don't have to worry about starters, injectors, oil changes, or changing water pumps.

Electric drive systems are nearly maintenance-free. A spare drive belt is about all we carry.

Since we have always known that range could be an issue, we pay much more attention to the weather forecast when deciding our sailing plan. Fortunately, sailing according to the weather happens to fall into the category of 'prudent seamanship' and makes life aboard much more enjoyable.

In late October 2017, *Cinderella* was anchored in San Diego Bay with the rest of the Baja Ha-Ha fleet. The light and fickle winds in the forecast led to our decision to hang back and stay in San Diego on the day of the start. We watched at anchor as the fleet set off to motor their way to Mexico.

We thought for a while that we might catch up, but unfortunately, waiting for better sailing conditions caused us to miss all of the Ha-Ha festivities. However, when we did depart San Diego, we no

longer were on a timeline. We ended up having a blast slowly making our way down the Pacific Coast of Baja.

Cruising with electric has its advantages, but sailing to timetables is not one of them.

The big benefits to the cruiser come when integrating the drive battery with a yacht's house battery systems. The large motor battery system can then be utilized when spending long periods at anchor. Let's face it, modern cruising boats are becoming more and more power-hungry. Ever since integrating *Cinderella's* motor and house battery systems, we have enjoyed living at anchor without any power worries. We still have the ability to isolate our systems, giving us redundancy, but the added capacity when they are linked allows us to see small daily cycles, extending the overall life of our batteries.

The electric drive for an off-grid cruiser is comfortable, clean, and maintenance-free. Loosening sailing timelines may cause you to miss a few parties, but it seems to us a small price to pay.

## STOP WORRYING ABOUT YOUR BATTERIES

Start using the only **CARBON FOAM AGM**



Longer battery life with superior resistance to sulfation.

Dealer inquiries for California are welcomed.  
[OCEANPLANETENERGY.COM](http://OCEANPLANETENERGY.COM)

## Sold My Boat!

"As a result of my Classy Classified in *Latitude 38*, our boat sold quickly. Thanks for your help in making the placement of the ad easy, and for your great customer support!"



If you want a proven method to sell your boat, get your ad into *Latitude 38*. A 40-word ad is just \$40, and best of all, you can do it online!

[www.latitude38.com](http://www.latitude38.com)

# REPOWERING WITH RENEWABLE ENERGY

As far as charging, there is on-grid and off-grid. For most sailors, plugging in at the dock makes the most sense. After an afternoon or daysail, simply plug in and charge your batteries back up. Clean, simple and turn-key-ready for your next sail.

Our delivery of *Cinderella* to Victoria, BC, for the start of the 2017 Swiftsure Lightship Classic, was prior to our solar panel installation. We needed shore power to charge the batteries. The delivery was about 70 nm, but we only had a 5-10 nm motor range. After motoring out of the Ballard Locks, we set sail.

We arrived in Victoria and dropped sail as we approached the harbor. We had plenty of battery power remaining to motor into the harbor and to our eventual spot rafted among the other race boats. At the dock, *Cinderella* recharged her



**Ava and Pajo took some time off cruising last year to get married in Auckland.**

batteries as we enjoyed the pre-race festivities in the harbor and finished all last-minute checks.

On vessels that spend time away from the amenities of shore, solar energy is usually the least expensive and simplest solution.

The challenge on a sailboat is maximizing available space. Aboard *Cinderella*, two large solar panels sit atop a bimini above the cockpit; the panels give us 690 watts of charging power, allowing us to live on clean, renewable energy. They also give us much-needed protection from the intense tropical sun.

The folks at MidNite Solar in Arlington, WA, were our go-to guys for battery and charging systems. After using their KID MPPT charge controllers for two years, we toured their facility, and were impressed with their passion and innovation toward a renewable-energy

future. There are similar companies with equal commitment springing up on both coasts.

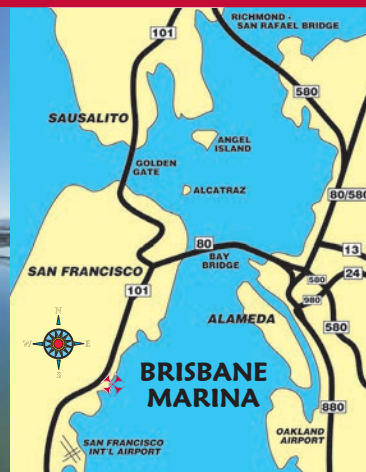
One of our MPPT MidNite Solar KID controllers was accidentally tested when a surprise wave filled our cockpit nearly 100 nm off the Washington coast. Seawater came in through the open companionway and doused the charge controller. It still functions perfectly, and was the only piece of electronics that survived that salty enema.

It's been four years and many miles since *Cindy* 'went electric.' We love our electric drive. We love the extra space in the cabin, the lack of diesel fumes, the lack of noise, and the lack of maintenance. We love that the system is scalable. And we love that battery technology continues to become more affordable.

Sailing *Cinderella* is a sandbox where Ava and I will continue to test and promote sustainable cruising. Our goal is to help other boaters move toward renewable energy systems and decrease our impact on the planet.

— pajo gazibara

## Brisbane Marina: LOW RATES + amazing LOCATION = your BEST harbor!



### DREDGE COMPLETED 2016

**8' depth** in all 75 foot wide fairways and channel

### SUPER EASY FREEWAY ACCESS!

Take the Sierra Point Parkway exit from North or Southbound 101

### AMPLE FREE PARKING!

Plus Bay Trail bike path, picnic areas, laundry, private showers, WiFi, CALTRAIN shuttle

### GREAT RATES!

**Starting at \$8.41/foot** – Call us for availability to accommodate **large CATS**



From Hwy 101, take the Sierra Point Pkwy exit and follow the signs to the marina.

400 Sierra Point Parkway  
Brisbane, CA 94005

[www.brisbaneca.org](http://www.brisbaneca.org)

**(650) 583-6975**

[harbormaster@brisbaneca.org](mailto:harbormaster@brisbaneca.org)



# ISLANDER 36 —

Readers — This is Part 2 of our feature celebrating the Islander 36's 50th anniversary. Find Part 1, about the history of the Islander 36 and racing the boats, in the April 2020 issue of Latitude 38. — ed.

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

## Cruising California

Over the years, as boats and people aged, cruising became more popular. Islanders happily took to holding weekend rendezvous at harbors and yacht clubs around the Bay, into the Delta, and outside the Gate. Since 1998, the fleet has tallied up 170 cruises to more than 30 ports, or, counting Spring and Fall Meetings, about seven or eight per year. Some were casual affairs with three or four boats. Others had themes and pulled 20 boats, like the Petaluma cruise pictured on this page.

Ports included Petaluma, Napa, Benicia, Vallejo and even Stockton at the end of Delta cruises. Yacht clubs included St. Francis, San Francisco, Golden Gate, Oakland, Encinal, Coyote Point, Sequoia, Marin, Point San Pablo, Presidio, Island, Ballena Bay, Sausalito and, before it silted in, San Leandro.

Cruising was also family-friendly. Founding member Lou Zevanov's son Steve adds his memories from aboard *Diana*: "I was 11 years old (when Lou bought her). *Diana* was a major part of our family life for about 15 years. In the mid-'80s, my folks sold her and moved onto a 41-ft motorsailer.

"After I finished college in the early '80s, I raced on various types of boats in the ocean and on the Bay.

"In 2002, Dad found *Diana* in Moss Landing and decided to repurchase her. So I sold my Cal 29, and we started using the Islander as the family boat. Of course, before we knew it, the competitive juices emerged and we started racing with the fleet again."

Skipper and Nancy Wall, among the first to retire from their jobs, often sailed *Snowflower* to the cruise destination on Friday evenings, to be joined by the rest of the still-working cruisers on Saturday. If our destination was a yacht club, we would usually support their bar and food service at least one day of our cruises. If that was not available, we were great at pulling off potlucks on the dock.

Kids and dogs were also welcome. In the canine corps there were Cathy aboard Gary and Pat Salvo's *Ophira*, and Max and Riley aboard John and Nanci Melton's *Freedom Won*. Dennis and Judy Bush had Tucker so well trained that they could tell him to "go back to the boat" and away he would run and jump aboard *Natural High*. Teak, and occasionally Peach the Cat, staffed the quarterdeck aboard *Vanishing Animal* for Rick and Sandy Van Mell. All were friendly and joined in the festivities when the fleet gathered for a cruise.

ALL PHOTOS COURTESY ISLANDER 36 ASSOCIATION



Twenty-one Islander 36s cruised to Petaluma in 2004.

And just like the racers, cruising Islanders ventured out the Gate to Drake's Bay and Half Moon Bay, and many places beyond. Brian Jacobs sailed *Blue Moon* down the coast and back in 2000 and wrote a great article about the trip. One of the fun things about this story is that it's written with Brian's and his wife Fran's views. Not surprising, but delightfully candid. See *Cruising the California Coast* at [www.islander36.org/bluemoon.html](http://www.islander36.org/bluemoon.html).

*Blue Moon* is an Islander Freeport 36, the comfortable, cruising version of the I-36 racer. We definitely believe in diversity — and besides, Freeports are great boats for hosting cocktail hour. Smoke and Laurie Stover liked going fast in their I-36 *Solace*, but like to cruise in their Freeport 36 *Evanesence*. Rich

Steve Zevanov and his kids aboard 'Diana' on the Petaluma cruise in 2004.

Cathy, Teak and Max (left to right) enjoyed the Encinal Yacht Club cruise in 2003.





# LIVING THE (CRUISING) LIFE AT 50

Islander Rendezvous in the Gulf Islands.



and Takae Watters sailed *Tacoma Blue* left out the Gate to San Diego, then had her trucked to Mobile before finally taking up residence on Tampa Bay, where the weather is warmer and the winds are lighter.

Several I-36s, including Noble Brown's *Mai Pen Rai* and John Melton's *Freedom Won*, headed south for the Baja Ha-Ha. And even if Islander folks didn't take their own boats down, they managed to fly the burgee as crew. In 2005 Ken Wilson was aboard *Laurelai* and Chris Mellor and Kelley Montana sailed aboard *Sensei* (that's the Norseman 447 that grew from their I-36 *Spindrift*). Crew on *Sensei* included Smokey Stover (*Evanescence*, F-36) and Tim Shea (*Lean Times*). Joe and Sandy Vanni, the owners of *Zephyrus*, an I-36 berthed in Ventura, crewed on a Catalina to Cabo then on to the mainland. Barry and Sylvia Stompe (*Tom Cat*) sailed aboard the mothership catamaran *Profligate*. Thus at least six Association boats were represented that year.

## British Columbia

Up north, there's an equally hearty branch of Islander 36 Association members in the Gulf Islands of Canada. It mostly started with Bert Vermeer and his Bahama Islander 30. (Yep, there's our diversity on display again.) Bert and Carey set a new standard of excellence in Islander rendezvous with the First Canadian All Islander Rendezvous at Telegraph Harbor Marina on Thetis Island on July 9-10, 2005. From the beautiful event logo to information pages for each boat, stick-on decal mementos and terrific organization, Bert and Carey made it look easy. We still don't know how they managed to squeeze all the goodies aboard *Natasha*: the 60 pounds

of charcoal, piles of potatoes, bushels of salad makings and all the great signs, and still kept two big, decorated cakes perfect right to the table.

The 16 total boats included an I-28, an I-29, eight I-30s of three different types, an I-34 ketch, and four I-36s.

Seven Canadian All Islander rendezvous stretched through 2014. They were so successful, we copied the idea and held five of our own between 2007 and 2012, several with over 20 boats on the water and another dozen represented by folks arriving by car.

Bert has almost singlehandedly given us a complete guide to cruising around Vancouver Island with his many presentations at meetings and numerous, detailed logs of his cruises aboard *Natasha*. Whether it's showing us the rich harbors of the Gulf Islands, the wonders of Princess Louisa Inlet, the majesty of Desolation Sound, or the awesome and sometimes frightening splendor of circumnavigating Vancouver Island, Bert brings cruising to life for all of us.

*The urge to turn right and aim at Hawaii won out.*

## Hawaii

If Canada isn't far enough, David Book sailed his I-36 *Hangover* to Hawaii just for fun. Not only did he live to tell the tale, but David had our full attention and plenty of laughs and smiles at our 2019 Fall Meeting as he described his odyssey from a starter boat that went aground in Half Moon Bay, through an intermediate boat, then on to (as the salesman told him) "the world's fastest production boat!"

He had long dreamed of sailing to Hawaii — how much fun, and how hard could it be? So, with encouragement from his daughter Paige he stopped procrastinating and made the move.

Though David and Paige have sailed for their lifetimes, Yann was a newcomer to sailing, and the fourth crewmember had sailed for the first time barely weeks before they departed.

With some weather routing by text message from a friend — in Tasmania no less — they caught a strong northwester as they departed Monterey. After the first six hours, they were making 9 knots. Twenty-four hours later they were off Los Angeles, and two days out they had crossed the latitude of Mexico.

Despite advice to stay left and hang on south, the urge to turn right and aim at Hawaii won out. Two days later they were enjoying swimming off the boat in a dead calm. After lots of fresh food, rain squalls and periods of surfing seas, 21 days out they arrived in Honolulu.

## Overseas

The Association is proud to have as members George and Rowena Auchterlonie, members of the Royal Hobart Yacht Club in Tasmania, Australia, who keep their I-36 *Sorceress* in Hobart. Then throw in two members from the UK and five more in Canada.

Top it off with member Andrew Vic, whose I-36 *Geja* is berthed on the Croatian coast of the Med and spends summers inviting women and men to be his crew each year (though Andrew himself lives in San Francisco).

That leaves the other 121 active members spread across 25 states almost seasick with envy. Just under half, 53, are from the Bay Area, with 14 more in Southern California. There are six in



# ISLANDER 36 AT 50

Washington, five each in Oregon and Texas, and three in (very dry) Arizona.

Though we only have membership lists from the late 1990s, sorting through 15 samples about every other year, we have learned that, of the original 770 boats built, at least an astonishing 556 unique boat names have been members of the Association, and when counting up boats that have been owned by multiple owners, we have had a whopping 697 unique boat-owner listings. We're woefully short on data from our founding in 1974 through at least 1990, so if you have any old fleet lists, please send them along.

We have a spreadsheet with select years' fleet lists. When we shared this with our members, many came back with their memories of names and events, too long to list here, but one shows the simple respect for the pedigree and the honor in a name. This from past member Brigadier General Brad Owens of the South Carolina National Guard Command Staff: "*Calandra*, owned by the Poulus, was bought by us. We changed the name to *At Ease*. Both are listed on your spreadsheet. *At Ease* has recently

been sold." What a perfect name for an I-36 owned by a general!

There is everything current and so much more history on the I-36 Association website, [www.islander36.org](http://www.islander36.org). There are 537 individual pages to scan, with more than 26,000 pictures from great sailing to rigging your boat for comfort and speed, to winning races, fixing stuff, how to train your skipper, or living the life of cruising from Canada to Maine to the Mediterranean.

Over the years some of our members asked why we make all of this freely available to the whole world on our website — isn't it worth more than that? Well, the answer seems to be that time and again people join up just because they see so much value in what we post and share. The critical thing about membership is that you get on the joint email list of 129 other Islander owners to ask your questions and share your ideas. We've walked the docks and know there are lots of I-36s that aren't currently

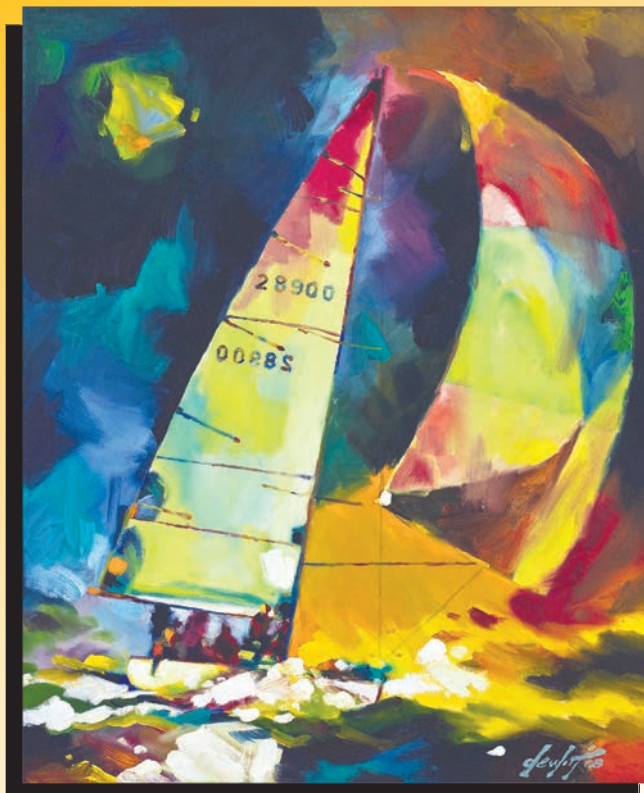


*The crews at the 2005 Islander Rendezvous in British Columbia.*

members, but they are certainly welcome to join and share their great sea stories with the rest of the fleet.

— **rick van mell**

*Latitude 38 featured the Islander 36 as Boat of the Month in January 1983.*



# deWitt

Visit [www.jimdewitt.com](http://www.jimdewitt.com)  
for available originals  
and Giclee' Prints  
to adorn your walls!

DeWitt Art Gallery & Framing ☎ (510) 236-1401 ✉ [pam@jimdewitt.com](mailto:pam@jimdewitt.com)  
Online Stores: [www.jimdewitt.com](http://www.jimdewitt.com) ☎ [www.DeWittAmericasCupArt.com](http://www.DeWittAmericasCupArt.com)

# KEEPING CALIFORNIA ON THE WATER

WITH SAILS, SERVICE & EXPERTISE



## SAN DIEGO

2832 Cañon St.  
San Diego, CA 92106  
T 619 226 2422  
sandiego@quantumsails.com

## SOCAL

1620 Cowles St.  
Long Beach, CA 90813  
T 562 624 4325  
socal@quantumsails.com

## SAN FRANCISCO

1230 Brickyard Cove Rd. #200  
Pt. Richmond, CA 94801  
T 510 234 4334  
pacific@quantumsails.com

# HERO WORSHIP

We love the small businesses that serve sailing  
(Which pretty much describes all *Latitude 38* magazine distributors.)

Find them here: [www.latitude38.com/distribution](http://www.latitude38.com/distribution)



Rich Boren – La Paz Cruisers Supply



Lou Winhurst – Whale Point Marine



Cory Thurman – Napa Valley Marina



Heather Martin – Englund Marine

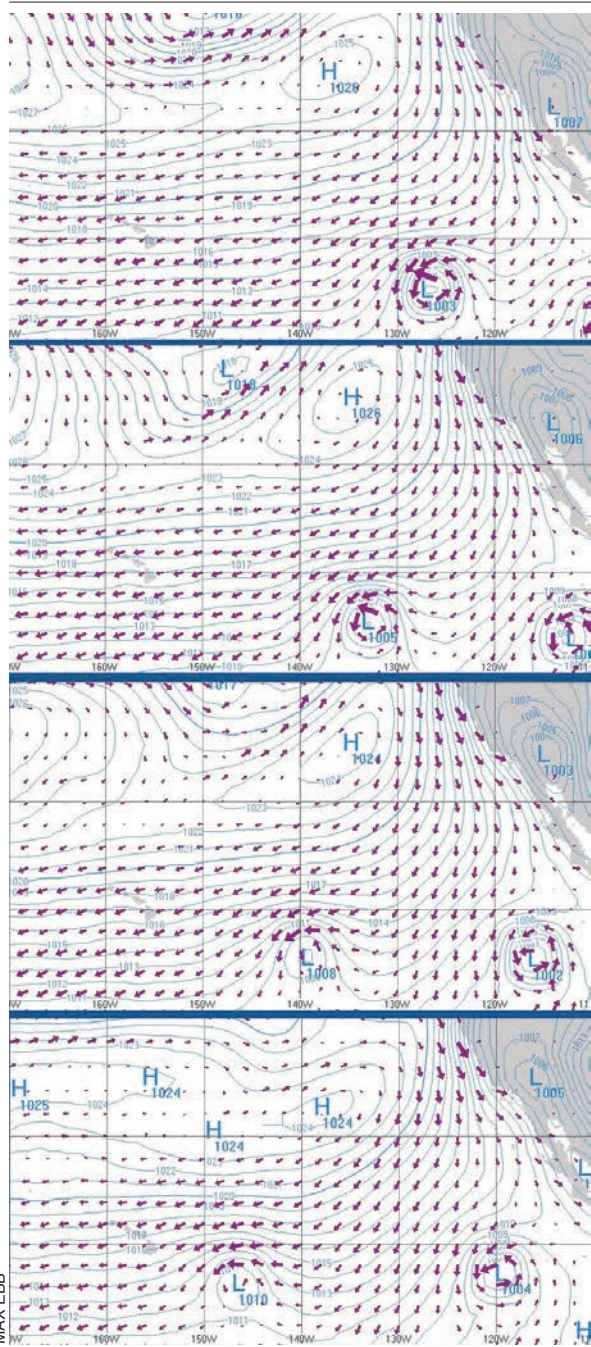


One would think that ocean race navigation has become much easier in the last couple of decades. GPS and instant position finding is the least of it. We have inexpensive satphone data links for email, and GRIB files for weather and wind charts with amazingly reliable forecasts. Even broadband connections are affordable for medium-size boats

these days. And routing optimization programs using customized boat performance polars do the math and guide our strategic decisions. Navigators just push the buttons and enjoy the ride. Right?

Maybe not. There's a new weather map and an updated forecast every six hours, and you can't afford to miss even one update if conditions are changing.

***A fast boat can ride a tropical depression for a thousand miles, staying to the northwest of the center of the low for stronger wind at a better angle.***



The GFS wind forecast is available at 5:00, 11:00, 17:00 and 23:00 UTC. For a second opinion, the European global weather model, ECMWF, comes in at 7:00 and 19:00 UTC. For a third opinion there's NAVGEM, the Navy model, available at 6:00, 12:00, 18:00 and 24:00. The Navy also has a wave model, WW3, at 5:00, 11:00, 17:00 and 23:00. In coastal waters, the relatively new HRRR, "High Resolution Rapid Refresh," is updated every hour with thermal sea breeze effects included. And don't forget the new NDFD GRIB files, which show the GFS model as interpreted by human meteorologists. It's the GFS computer model passed through a human reality filter. Find the updates an hour after the unmodified GFS at 6:00, 12:00, 18:00 and 24:00.

Sometimes you want the forecaster's version; sometimes you want the raw computer output because it might show a slight wind bend or other artifact in the model that the forecaster has smoothed out. So a navigator who is doing their job really needs to look at both. Plus recalibrating all the forecasts when the observed "ground truth" is not the same as the forecast baseline. Ocean current observations are also available for download. Fortunately for the navigator, the RTOFS model is only updated once a day, and the OSCAR current chart every five days.

This is why the navigator never sleeps. Especially these days, with virtually round-the-clock updates to feed into the routing software and inform the race strategy.

This is also why I could

barely keep my eyes open when I turned on the laptop in the middle of the night. I had been sleeping with this computer as my pillow for the last couple of days. Fighting back the fatigue, I downloaded the 0400 PDT update and ran another routing optimization.

We had jibed onto port to take the boat way south of rhumbline, hoping to latch onto a tropical low that was moving west at 16 knots. I was navigating a fast boat, fast enough to match the speed of the weather system, staying just north and west of the low for stronger wind at a better angle. It was risky — if we fell back behind the center of the low, the wind would be lighter and lifted, and we would be out of the race. But now we were back on starboard jibe, with a good wind angle, and moving up rapidly in the standings after taking a big hit during the port-tack detour to the south.

The forecast update confirmed the motion of the low pressure system, the routing software agreed with my strategy, and I gave the watch on deck a new course to steer. I wanted to sail a little on the hot side of max downwind VMG.

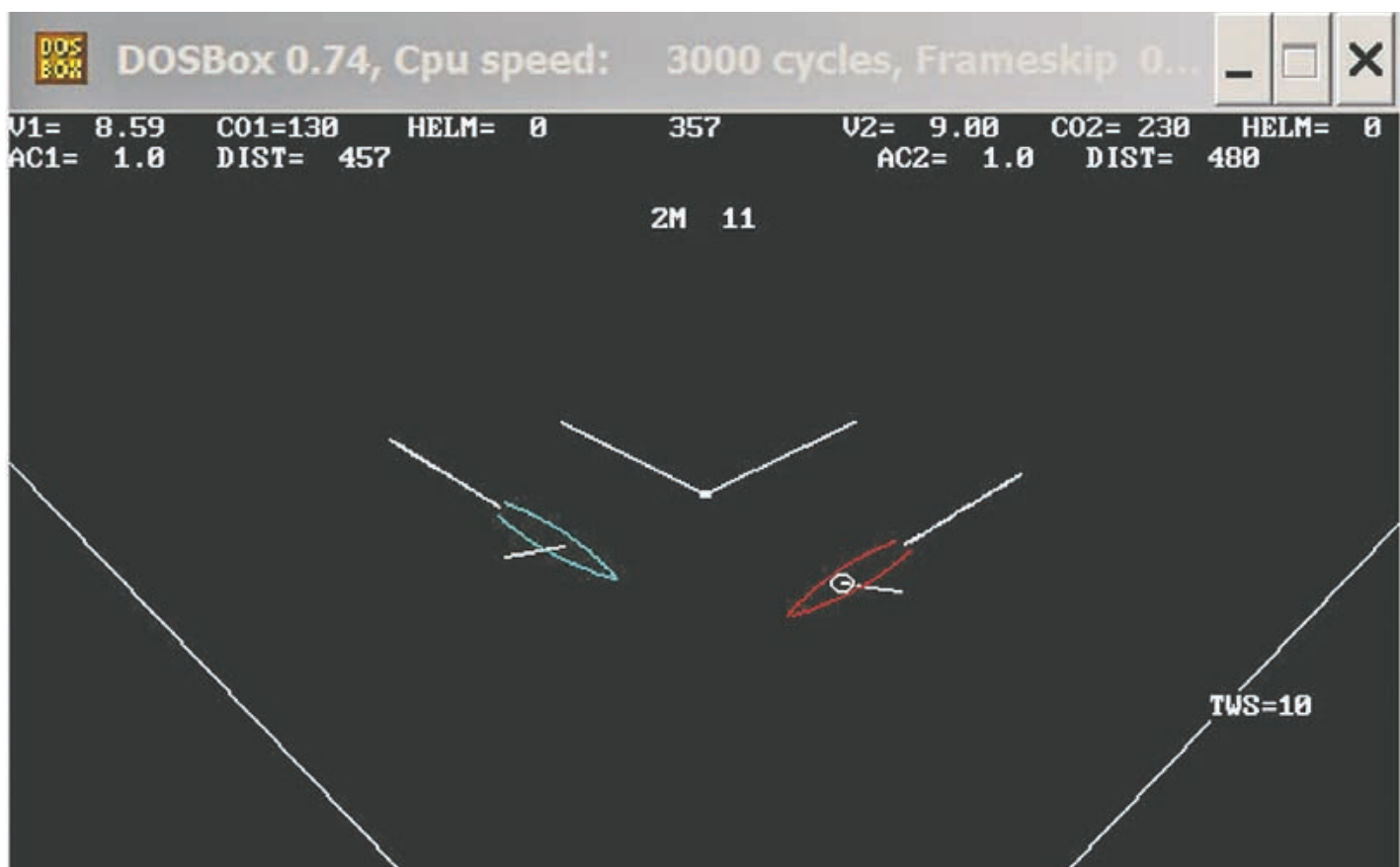
Actually, I almost never give a helmsman a compass course to steer. Much better to have them sail VMG upwind or downwind, or tell them to maximize boat speed on a hot reach. But this crew needs a compass course, so that would have to do till the next correction.

Despite my fatigue, I could not resist checking the latest race standings: We had moved up to second place, pulling ahead of a huge fleet of boats! But one other boat had jibed south just a few hours before I had made the same move. Now they were a little farther south, closer to the center of the tropical low, on starboard tack and going faster in more wind.

I attempted to go back to sleep, but then decided I had better check the NDFD forecaster-mediated version of the weather map, available in less than an hour at 0500 local time. The human forecasters might know just a little bit more about the likely track of the tropical depression than the computer model. I could not leave any stone unturned if we were going to have any chance of passing the lead boat.

My alarm was set, but it was hard to sleep knowing that I only had 40 minutes to the next download. How did that other boat know to jibe south hours before I did? And how did I ever let this computer simulation of an ocean race take over my entire life? I typed "open chat

# ON GRAVEYARD SHIFT



**Shnack's Tack, the "pong" of sailing simulators. Still the best sailboat racing bar game, for two or three players. It's long off the market, but your sailmaker (if they are old enough) might be able to find you a copy. You'll need a DOS emulator to run it.**

channel with competitor," and clicked on the icon for the lead boat. Its name was *Mary Celeste*.

I typed: "*Mary Celeste*, this is *Pequod* on the chat channel. Come back . . ."

The reply came back immediately:

"*Pequod*, *Mary Celeste* here. Am I having a gam with Ahab or Queeqeg?"

"Call me Fishmeal," I typed, riffing on the *Moby Dick* narrator. "Nice move, that early jibe south toward the depression. How did you know? It didn't appear on my weather map till hours after you split with the fleet."

"I use the Ocean Prediction Center progs," my competitor replied. "Same images that go out in weatherfax transmissions, but with broadband there's no reason not to check them often. I rely most on the 72-hour prog."

"One more data source to add," I sighed as I typed back. "This simulation is too real. Major sleep deprivation, just like the real thing."

"Nothing else to do while we shelter in place," came the reply.

"Last time I sailed in a virtual race it was a 'round the world course,'" I typed. "What was frustrating was that they threw in random penalties, like 'boom

breaks, lose 150 miles.' They didn't realize that for a real-time simulation, there's more than enough randomness in weather forecast."

"They must have let the game theory people overrule the sailors," the other skipper typed back. "My complaint is that they only give me one set of polars. We should have smooth-water polars and ocean polars, just like the real boats."

"Why should there be a difference?" I asked.

"In light air, unless the ocean is really flat, you have to come way up from the best downwind VMG wind angle just to keep the chute full. And in more wind, you can sail deeper to catch waves."

"Makes sense," I typed. "Are you using any routing software?"

"Expedition here. Was signed up to navigate Long Beach to Tahiti, and the owner gave the installation code for my laptop because it was going to be our on-board computer. But Tahiti is canceled, so here I am on the simulator."

"Pacific Cup is canceled too," I complained. "I'm using QtVim, the French routing program. It's a free download, but the interface is a little tricky. Works good, though, once you figure out the

difference between a 'route' and a 'routing.' Have you found any inshore race simulators you like?"

"Nah, they get boring real fast. Watching grass grow. Also, I think the flight simulators have maybe set a too-high standard — I love landing a taildragger in a stiff crosswind — it's the essence of the pilot's skill. But there's nothing like it in the sailing simulator world. A good simulator for practicing difficult docking situations under sail would be great, and not that hard to write. The algorithms are easy. The graphics don't have to be fancy, but the boat behavior in harbor conditions would need to be really accurate for it to feel real."

"We used to play a game called *Schnack's Tack*," I recalled, "from about 25 years ago. It's a two-person match-race start game, with the old A-Cup monohulls. Crude graphics, sort of the 'Pong' of sailing sims. But a fun two-person game that only takes a minute to learn."

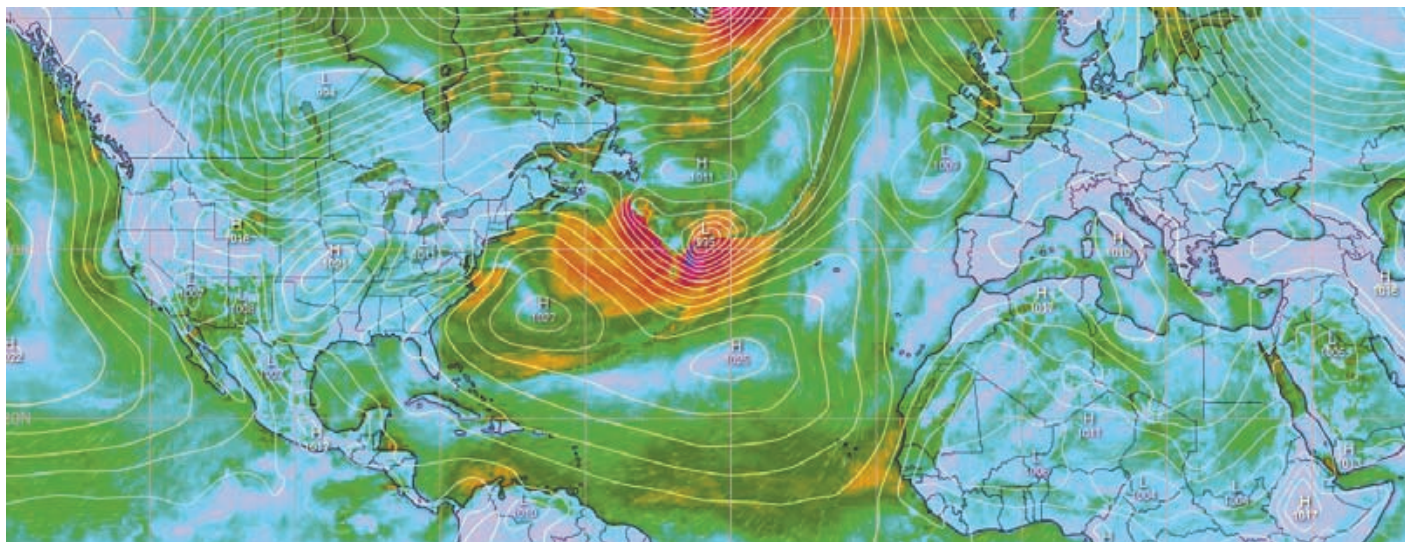
"Actually it's a three-person game," my competitor typed back. "I've played it a couple of times in yacht club bars. You need a third person to be the ump and call the fouls."





## MAX EBB

WINDY.COM



"Terrible state of the world," I typed, "when we sailors are reduced to staying up all night obsessing over computer games and can't even race our own boats around the Bay in the real world."

"I can't even windsurf. My sailing club is closed for the duration."

Tahiti race navigator, windsurfing, sailing club. Wait. Who was I talking to, anyway?

*In addition to their utility, modern pressure-gradient graphs are exceedingly beautiful.*

"Lee?" I typed.

"Max?" she answered.

"Imagine meeting you here on the graveyard shift," I typed. "But I'm going to sign off, have to get at least a little sleep on my off-watch. Need to be back online at 9 a.m.: The office thinks I'm

working at home."

"Me too," Lee typed. "Thesis adviser expects a progress report. See you at the finish line, I'll save a spot at the virtual guest dock and buy you a virtual mai tai with my virtual soggy money."

"As if you're going to get there first!" I typed before signing off.

I slept right through the 0500 alarm.

**max ebb**

## Take a Once-Per-Month Break from Junk Mail



*"You are awesome and remind me how much MORE I like/crave/need the print version. I hope you don't suspend it." — David, subscriber (4/21/20)*

**Subscribe: [www.latitude38.com/distribution](http://www.latitude38.com/distribution)**

**Gateway to the  
Bay & Delta**



**The North Bay's Only Full-Service Marina!**



- Slips starting at \$7.65 per foot!
- Concrete and wood docks
- Kayak storage space available
- 24-hour security patrol

**(707) 648-4370** • Fax (707) 648-4660

**42 Harbor Way • Vallejo, CA 94590**

**Monday-Saturday 8:30 a.m. to 4 p.m.**

**[www.ci.vallejo.ca.us](http://www.ci.vallejo.ca.us)**

**WHITING & WEDLOCK**



**Two Independent  
Marine Surveyors  
at  
One Convenient  
Location**

- Vessel surveys
- Consulting
- Deliveries

Serving the  
Bay Area since 1980



**[www.norcalmarinesurveyors.com](http://www.norcalmarinesurveyors.com)**

**(415) 505-3494**

**VENTURA HARBOR  
BOATYARD**

**NOW HAULING VESSELS TO 220 TONS**



**Two Travelifts  
Full Line of Marine Services**

**(805) 654-1433**

**[www.vhby.com](http://www.vhby.com)**



**CARPINTERIA DORY COMPANY  
TRADITIONAL HAND CRAFTED BOATS**



**[WWW.CARPDORY.COM](http://WWW.CARPDORY.COM)**

**720-250-8060**

**SPAULDING MARINE STORE**



**THE SPECTRA WATERMAKER EXPERTS!**

Online parts store / System refurbishment

Clark Pump Rebuild **\$750**

[spauldingmarinestore@gmail.com](mailto:spauldingmarinestore@gmail.com)

415-332-3179

**[www.spauldingmarinestore.com](http://www.spauldingmarinestore.com)**



# THE RACING

**What do you put in Racing Sheet when there's been no actual racing? Here's what: *Spinning and Drifting into the Bay Area; Beer Can Zooming* with RYC; and *Santa Cruz YC Checks In*. A few more *Midwinter Series* finalized results. We're sad to ring eight bells for our old friend and skipper *Paul Plotts*. *Race Notes* wraps up this shorter-than-usual May edition.**

## Spinning and Drifting into the Bay Area

I always knew sailing on the Bay was the place to be. For the last 10 years I was regular crew on several boats, from Moore 24s to the 72-ft Tanton *Velos*. Spring 2019 brought the opportunity to set up an Oyster 56 for the Transpac, and then it was back to the Bay for the fall sailing scene.

deal, and I became a new boat owner about three weeks before the Rolex Big Boat Series, sponsored by St. Francis YC each September.

The Express 37s have been a fixture at this series for nearly 30 years. After a few phone calls and a fair bit of shekels, I had entered my first regatta as skipper of a boat over 30 feet long.

It's not hard to convince sailors in

safety equipment and the class-required checklist checked off, we were off to the hospitality tent to formulate our strategy.

The old owner had a veritable plethora of sails in his basement. The fact that the newest in the pile dated to the mid-'90s didn't bug me — hell, I was a big-boat owner now. Of course my crew wasn't as kind. On the way to the first start on Thursday one of them queried if we were sailing in the Classics division.

Undaunted, we had a solid first leg and were arguably leading at one point on the run when the spinnaker split seam to seam. We rehoisted an older, heavier kite, took a big gamble on the next beat, and finished fourth outta six. Fortunately for us, uncommonly light breeze held out for another day. Even though we finished dead last, optimism prevailed on the second day, and we felt like our plan was coming together.

We got a surprisingly good start in a building breeze on Saturday and held on for our first podium finish of the series. This newfound confidence led to a round-down of epic proportions in the second race, followed by the requisite yard sale of anything not bolted down in the cockpit. Even though we weren't last, it kinda felt that way.

Sunday featured the Bay tour in plenty of breeze, and the mighty *Spindrift V* proved there was still a little magic in those old threads. We finished in a solid second place — a terrific team effort.

Making it happen were Jerry Vanderveen, a delivery skipper by day out of Mt. Vernon, WA, who serves on the local sewer board and is a budding thespian. He did pit and navigated. I kept the ice box full and got a couple of good starts.

Kurt Lahr from Richmond YC only sailed Sunday because now he thinks he's a paddler, but the fact both his kids got full-ride sailing scholarships to big-time colleges would suggest otherwise. No bribes suspected — I have sailed with both his son and daughter, and they're that good.

Jeff Vernon from Bellingham, WA, worked the bow. He has the Melges 24 *Cougar Hunter* and raises snakes. He's fearless and doesn't talk back.

Brian Parr, an arborist out of Seattle, doesn't need winches even on windy days. He's strong like ox, smart like fox. Every crew needs a foundation to build on. Brian was ours.

Brooke Miller is a Santuna 22 sailor from Phoenix, AZ, associated with the Magnum Racing syndicate. The star-



***'Spindrift V's 2019 Rolex Big Boat Series crew, left to right: Jerry Vanderveen, Kurt Lahr, Andy Schwenk, Jeff Vernon, Brian Parr, Brooke Miller, Vaughn Seifers, Jeff Kise and Toné Chin.***

One day I was working in a local boatyard when an Express 37, *Spindrift V*, that was coming in for survey, had a particularly hard mooring mix-up, and the prospective buyer walked on the transaction. The broker was ready to

my old stomping ground of the Pacific Northwest to come enjoy some California sunshine. If you and your pals are built like me and mine, you don't need too many, as the Express 37 class limit is 1,825 lbs of crew weight. With updated





**'Sprindrift V' on an exciting headstay reach coming off the Point Diablo windward mark in the Bay (and a bit beyond) tour at Rolex Big Boat Series on Sunday, September 15, 2019.**

— photo by Sharon Green / Rolex

studded squirrel helped douse the kite and performed other duties as assigned. This usually involved helping put a 35-year-old, 37-ft ocean racing fury back together between races. Having a team player who can grind a winch on the leeward side, hopping off the rail to do that one thing without upsetting the trim, is an invaluable asset. We would not have placed as well without her.

Vaughn Seifers, a local RYC guy, served as tactician, life coach and relief skipper. Vaughn was our local rock star and parked his Moore 24 for the weekend to sit back aft and watch his hair turn gray as I maneuvered the boat around the course. Cool as the underside of a gator, Vaughn has eyes like a hawk, and when he spoke I listened.

Jeff Kise is a local E-37 sailor. He

trimmed kites all weekend and kept his cool when the chips were down or the boat was down. A couple of nasty broaches off Alcatraz filled his boots but he soldiered on unfazed.

Toné Chin, a Bay Area J/105 rock star, sailed with us on Sunday after his ride, *Godot*, donated her rig to Davy Jones' locker running home under the bridge on Saturday. Toné is a gem and loves to be on the foredeck when you're happy you have the finest in the neighborhood for the situation. He showed up early, contributed positively, and resulted in our best finish of the weekend.

Two weeks later it was off to Berkeley for the Nationals and their legendary hospitality, complete with paella. Berkeley YC features solid race committee work, and any member is authorized

to get behind the bar and take charge if needed. This results in equal parts fun on the water and fun on land. The class allows one hired gun aboard each vessel for the season championship, and in retrospect we could have used one, maybe two.

As winter settles in and some folks head for the snow-covered Sierra, there

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

April's racing stories included:

- The Fate of the Singlehanded Farallones and TransPacific Races
- A Message from the R2AK Boss
- Pacific Cup (and More) Canceled!
- March Is Mexico Time • Go or No Go?
- J/70 Worlds and SailGP NY Canceled
- Pac Cup Prep in Times of Pandemic
- News of California Offshore Race Week





ALL PHOTOS THIS PAGE LATITUDE / CHRIS

**Beer Can Zooming à la Richmond Yacht Club.** Top row: Wednesday night racing from the *Beer Can Movie*. Bottom row, left: 'Naming the Velvet Hammer' during a beer can race in 2018. Right: Ronnie Simpson interviewed Melinda Erkelens for 'Chasing the Sun,' a movie about the 2018 Pacific Cup.

is nothing better than Encinal YC's Jack Frost series. Every month they serve up a day of racing on or near the Berkeley Circle. Afterward, they host the salty sailors with fine hospitality at their clubhouse along the Estuary.

The snow started to melt, and Corinthian YC hosted their Midwinter Regatta. This club makes up for their lack of parking with their newly renovated clubhouse and get'er-done attitude. Again, the bad boys from the PNW, some that I first sailed with during the Reagan administration, slipped down to the Bay for a fun-filled weekend. When it was all over, *Spindrift V* proved what has been proved dozens of times before. Carl Schumacher had a hot hand, and those Alsborg Brothers knew how to build a first-class boat.

Maybe by the time you read this article we will be back to crossing tacks and trading jibes. The real story here is how blessed we are to play on the Bay and thankful to the clubs and organizations, and mostly the people, that make it happen.

As I sit here watching the C-19 num-

bers rise and think back to what a warm welcome I had to the Bay sailing scene, I just can't wait to get back out there and do battle in that whale pasture. When we get to the other side and you get a chance to fire up your program again or maybe start a new one, don't forget to leave a li'l larger tip or even tip your Sou'wester to those beleaguered RC folks. We're all in this together, and that's the way it should be.

— captain midnight

### Beer Can Zooming

Normally by now we'd be covering beer can races and publishing photos of evening sailing. It's not easy to see beer can season arrive with no racing, and with less and less sailing instead of more and more.

Richmond YC decided to take their Wednesday night beer can series online. "How is that going to work?" we wondered. Intrigued, we followed the emailed instructions to 'attend' the event.

We can only be grateful that if we were going to have a pandemic that shut down

the whole world it would come at a time when technology enables us to do virtually anything, well, virtually.

RYC member Mike Josselyn of the Ultimate 20 *Uhoo!* has been leading the Wednesday night charge for RYC members. For the first beer can on April 1, 56 members showed up via Zoom. After some chitchat, everyone watched the *Beer Can Movie*, a hilarious spoof produced by Luther Green. Then Eric Arens presided over the start of the evening's race, which turned out to be video of a solo sail Gary Troxel had taken earlier in the week on the Beneteau 423 *Tiki Blue*.

On April 8, 48 people Zoomed in. The feature film was *Chasing the Sun*, a recap of the 2018 Pacific Cup produced by Ronnie Simpson. That was ironic timing, as the Pac Cup YC had just canceled the 2020 edition.

Twenty-one boats signed up for the beer can race (via Zoom's Chat feature). The beer can race video was a short movie of the renaming of Zach Anderson's J/125 *Velvet Hammer*, shot during a beer can race in 2018.

April 15's event celebrated the International 14 skiff, featuring I-14 sailors Eric Arens and Mikey Radziejowski.





MATTHEW COALE

**SCYC's race marks look shiny, bright and eager to serve. Alas, they are languishing in the dry storage yard.**

Mikey, you may recall, was a member of the American Youth Sailing Force team that competed in the 2013 Red Bull Youth America's Cup in San Francisco.

For each beer can 'winner', a volunteer sommelier waved the prize — a bottle of wine — at the camera, then admitted they probably wouldn't be able to save it long enough to pass it along to the recipient.

Is your club or organization doing something inventive to bring members 'together' for virtual 'races'? Let us know at [racing@latitude38.com](mailto:racing@latitude38.com).

— latitude / chris

#### Santa Cruz YC Checks In

SCYC regatta chair Stefan Berlinski filed this report on March 25: "Midwinters #4 was the last race to be sailed before microbes put regattas out of business all up and down the West Coast. Officially, we are canceling races until April 8, but, realistically, this hiatus will last until early summer. Boats are still going out; there are just no organized regattas. Trophies will be awarded whenever rac-

ing resumes."

The first Tuesday night Catalina Regatta on March 10 and the first Wednesday night beer can on March 11 got strong winds and a rainbow or two for openers. In the Tuesday nighter, Stefan notes that, "Diane Lane's *Pacific Spirit*, Barry Keeler's *Sailing Pair a Dice*, and Doug Mahone's *Avatar* was the time-on-distance corrected order of finish. This series is unique in our area for having a virtual race committee via an app called RaceQs. If the boats put on their track-

ers, someone puts in the course and the marks afterward, and all sorts of metrics are available to the entire fleet. If it gets any better, I'll be out of a job! Again, these activities are postponed until further notice."

On April 5, Stefan let us know that, "The Wednesday night sail is not really happening in Santa Cruz. There are two or three or maybe a half dozen boats going out. The same is true for Moss Landing. Some of these boats are going out on other days as well. San Diego County has banned all recreational boating! Nuts to that."

"The pandemic has thrown a monkey wrench into a sport we all love. It also affects our clubs both socially and in the financial bottom line. Charities that benefit from our activities go wanting. Our seasonal racing mark buoys won't be placed until we know a little more about when normal activities can resume. This year will be one we long remember, even when better times return. Just like you, we can't wait to get back out on the water and have a little competition. Meanwhile, all of us should do the right thing to take care of ourselves and prevent the spread of a dangerous disease."

— latitude / chris

#### SCYC MIDWINTERS (12r, 1t)

PHRF <77 — 1) **Animal**, Sydney 38, Scott Walecka/Matt Lezin/Craig French, 11 points. (1 boat)

PHRF >78 — 1) **M1**, Melges 24, Dave Collington, 33 points; 2) **Absolute 05**, Santana 35, Mike Evans/Craig Macbeth, 50; 3) **Pegasus Racing**, Moore 24, Philippe Kahn, 50.5; 4) **Mistress Quickly**, SC27, Evan Diola, 53.5. (16 boats)

JIB & MAIN <181 — 1) **Tusitala**, C&C 40, John Nugent/Jim Weaver, 17 points; 2) **The Perfect Thirty-Six**, Catalina 36, Steve Niemann, 27; 3) **Sailing Pair a Dice**, Catalina 30, Barry Keeler, 46. (5 boats)

JIB & MAIN >181 — 1) **Hamachi**, Santana 22, Stefan Berlinski/Mary Larkin-Berlinski, 14 points; 2) **Tara**, Santana 22, John Mizell, 28; 3) **Shan-**

## MIDWINTERS BOX SCORES

#### SBYC IT AIN'T OVER TILL IT'S OVER (4r, 0t)

SPINNAKER <100 — 1) **Bolt**, Tripp 43, Christopher Nicholson, 4 points. (1 boat)

SPINNAKER 100-149 — 1) **Reality Cheque**, Beneteau 35s5, Ross Werner/Kevin Wilkinson, 6 points; 2) **Stratocaster**, J/32, Lewis Lanier, 9; 3) **Double Down**, Schumacher 30, Robert Fairbank, 12. (3 boats)

SPINNAKER ≥150 — 1) **Goose**, Catalina 30, Mike Kastrop, 6 points; 2) **Avalon**, Catalina 30, John & Jack Ford, 14; 3) **Sparky**, Catalina 25 FKS, Paul Zell/Kevin Hartig, 15. (4 boats)

NON-SPINNAKER — 1) **Bravo Zulu**, Sonar 23, Walt Reineri, 5 points; 2) **Seabiscuit**, Ericson 30-2, Paul David/Colman Snaith/Joel White; 3) **Francis Furey**, CS30, Francis Furey. (3 boats)

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

#### SEQYC REDWOOD CUP SERIES (4r, 1t)

1) **Osprey**, Sabre 36, Jeff Stine, 11 points; 2) **Sweet Grapes**, Ericson 36RH, Mark Green, 11; 3) **Frequent Flyer**, Farr 30, Stan Phillips, 12. (14 boats)

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



# THE RACING SHEET

man, Santana 22, Tom Manheim/Marius Landauer, 38. (4 boats)

Full results at [www.scyc.org](http://www.scyc.org)

## Eight Bells for Schoonerman Paul Plotts

The iconic patriarch of the San Diego schooner fleet has slipped beneath the waves. Paul Plotts passed on April 10, 2020, a few days before his 93rd birthday.

Paul has been involved in San Diego traditional sailing since at least the early 1980s when he sailed the 30-ft gaff cutter *Artemis*, crewed by his young son Tom, in races with the Ancient Mariners Sailing Society. Paul's obsession with schooners would begin with his purchase of the 1930 Alden schooner *Dauntless* in 1984. Paul challenged *Bagherra*, a local Alden schooner owned by Todd Schwede, to a match race on San Diego Bay in 1986 and again in 1987. The America's Schooner Cup officially commenced in 1988 with fleet schooner racing as a charity regatta hosted by Kona Kai YC. Paul and *Dauntless* won the inaugural 1988 Schooner Cup and then also the 30th Schooner Cup in 2018 when he was 90.

Paul also started the Billy Bones Schooner Race in 1986 in honor of his late friend Bob Sloan of the schooner *Spike Africa*. The Billy Bones Schooner Race would draw up to 20 schooners from Southern California to race from Mission Bay to San Diego Bay. The race featured a beach BBQ and memorable schooner raft-ups in Mariners Cove (Mission Bay) and La Playa Cove in San Diego Bay.

*Dauntless* not only sailed San Diego Bay, but regularly competed in the Master Mariners Regatta on San Francisco Bay and the McNish Classic Yacht Race in Oxnard. Paul and *Dauntless* were most comfortable in offshore races, and sailed twice in the Ancient Mariners Transpac races to Lahaina, Maui, in 1985 and 1991. His sights were always set on the race's elapsed-time record set by Byron Chamberlin's Burgess schooner *Rose of Sharon* in 1981. Unfortunately, the 1985 and 1991 Ancient Mariners Transpacs were slower races sailed in light winds.

Paul is survived by his wife Peggy, son Tom, Tom's wife Deby, and grandsons Paul and Adam. A celebration of life will be announced at a later time.

Fair winds and following seas, old



This image of Paul Plotts graced the cover of 'Latitude 38' in July 2003. With one foot in the water rushing over the rail, Paul steered a galloping 'Dauntless' in the Master Mariners Regatta. 'Dauntless' loved sailing on S.F. Bay.

friend.

—jerry newton, schooner maid of kent

## Race Notes

For the first time ever, the modern Olympics will be held in an odd year. The **2020 Tokyo Summer Games** will become the 2021 Summer Games, with the opening ceremonies scheduled for July 23, 2021. The Games will close on August 8. The 16th Summer Paralympics will follow on August 24-September 5, but remember that sailing is out of the Paralympics for now.

In early April, PCYC Commodore Michael Moradzadeh had the sad duty of announcing that the 21st **Pacific Cup** would be delayed until 2022. This came as no surprise — so many events large and small were being canceled or postponed. "We invited our existing entrants to roll over to 2022," announced the PCYC. "So far, we already have a respectable number!" See <https://pacificcup.org>.

On the plus side, the Transpacific YC opened registration for the **51st Transpac** on April 2. The first wave of starters will depart Los Angeles on July 13, 2021. As of mid-April, 13 skippers had signed up to race to Honolulu. The early entries range in size from Charles Devanneaux's 31-ft Figaro 3 *Mary Girafon* to Maryland-based David Happ's Andrews 68 *Mr. Bill*. Chip Merlin's Bill Lee 68 *Merlin* will be back for another go, and two Cal 40s are already signed up. See more at [www.transpacyc.com](http://www.transpacyc.com).

In mid-April, the SSS issued the following: "The **Singlehanded Farallones** race, scheduled for May

16, remains on the calendar, subject to the May 4 lifting of the current stay-at-home orders and other safety considerations. The board is reconvening the week of May 4 to consider race possibilities."

Regarding the **Singlehanded Trans-Pacific Yacht Race**, they announced: "Given the gravity of the recent COVID-19 outbreak, the Singlehanded Sailing Society and registered skippers have concluded that the solo race from the Corinthian YC to Hanalei Bay in Kauai, with events at Nawiliwili YC, will be delayed until 2021. Factors playing heavily on the minds of the group included the need to not spread infection, the strain the pandemic has already placed on facilities in both locations, plus consideration of the risk of virus exposure to United States Coast Guard personnel in an emergency. The SSS is moving forward to offer an exciting event in 2021 for the singlehanded race to Hawaii."

—latitude / chris

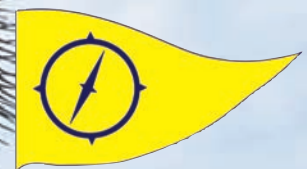


# Plastic Classic

Sea ya  
in '21



**BAY VIEW BOAT CLUB**  
**[www.bvbc.org](http://www.bvbc.org)**





*This month, we salute the Bay Area's impressive fleet of **Bay Area Crewed Charter Vessels** and the dedicated professionals who run them. Turn to them when you want to book a sunset sail, corporate event, or something special on the water. Find our 'Guide to Bay Area Sailing Charter Companies' on our website, [www.latitude38.com](http://www.latitude38.com) under 'Resources.'*

Are you looking for the thrill and beauty of sailing without all of the work? Do you want to take your out-of-town friends for a spin on the Bay without the hassle of instructing your mates? Do you find your colleagues and family in need of the fresh air and freedom that only sailing can offer?

The San Francisco Bay 'six-pack' charter fleet can offer all of that — and without the stress of boat ownership, maintenance, and post-cruise cleanup. Licensed by the Coast Guard, these boats are perfect for small groups looking to get out on the water, and allow you to be as hands-on (or -off) as you like. Hone your skills at the helm, trim the sails, or kick back with a cocktail and watch the Cityfront unfurl.

As we write, these boats are sheltering in place just like the rest of us, but also just as eager as we are to cast off the docklines again. We spoke to Lauren Eisele, operator of the Hunter 44 *Whimsea*, who said she had to cancel scheduled charters for April and May but is now booking dates for June. When they return to the water, you can jump aboard and enjoy the services of a professional crew — though your participation



*'Hasty Heart' is one of the largest and most elegant boats on the Bay*

is usually welcomed.

Also, some 'six-pack' charters are operated by schools offering US Sailing or ASA sailing certificates, so these vessels may also be available as bareboat charters. If you want to sail and skipper without owning your own boat, the Bay Area bareboat fleets could be the answer for you.

There are many ways to sail the Bay,

but nothing beats the ease of being able to step aboard a vessel that's ready to go. We encourage you to consider the six-pack fleet when you want to relax or take visitors for a cruise of the Bay's top sights. And, when a friend calls to ask how they can take their pals out sailing on the Bay, just send them this list and they'll be ready to go in no time. (Listings are in alphabetical order.)

## BAY AREA BAREBOATS

As the following list demonstrates, there is a wide variety of sail-it-yourself bareboats available for rent in the Greater Bay Area.

Compiled here are listings from the area's principal companies (listed alphabetically). We've attempted to be as up-to-date and comprehensive as possible. We regret any errors or omissions.

### SAILING SCHOOLS

**Afterguard Sailing**  
Oakland & Treasure Island  
(510) 535-1954  
[www.afterguard.net](http://www.afterguard.net)

### 30' & UNDER

Capri 14 (2)  
Ranger 22  
Ranger 23 (5)  
J/24  
Cal 25 (2)  
Catalina 25  
Ranger 26 (3)  
Capri 30

### 31' - 35'

Ericson 32  
Seawind 1000 cat  
Targa 10.1  
Ericson 34  
Pearson 35  
Hunter 35

### 36' - 40'

Maxum 38' power

### Cal Sailing Club

Berkeley  
[www.cal-sailing.org](http://www.cal-sailing.org)  
(membership required)

### Small Boats

RS Quest (8)  
RS Venture (4)  
JY15 (10)  
Laser (2)  
RS 500 (2)  
RS 800 (1)  
UFO (1)

### 30' & Under

Pearson Commander 26 (3)  
Merit 25 (2)  
J/80 (1)

## Recreational equipment

Range of windsurf boards (80)  
range of windsurf sails (120)  
SUPs (2)  
Kayaks (2)

### Club Nautique

Sausalito; Alameda  
(800) 343-SAIL  
[www.clubnautique.net](http://www.clubnautique.net)  
AL = Alameda  
SA = Sausalito

### SAIL

### 30' & UNDER

Colgate 26 (7) AL, SA

### 31' - 35'

31 Hunter (1) SA  
Beneteau 31 (4) AL, SA  
Beneteau 34 ((4) AL, SA  
Jeanneau 34.9 (4) AL, SA  
Beneteau 35 (2) AL, SA

### 37' - 40'

Beneteau 37 (1) AL  
Beneteau 38 (3) AL, SA  
Jeanneau 389 (3) AL, SA  
Beneteau 40 (1) SA

## OVER 40

Beneteau 41 (4) AL, SA  
Jeanneau 410 (1) SA  
Jeanneau 42 (2) AL  
Jeanneau 44 (1) SA  
Jeanneau 490 (1) SA  
Jeanneau 519 (1) SA

## POWER

31'-43' Jeanneau 31 (1) SA  
MainShip 32 (1) AL  
Jeanneau 35 (1) SA  
Jeanneau 37 (1) SA  
MainShip 43 (1) AL

## J/World

Alameda; San Diego  
Puerto Vallarta  
(510) 271-4780  
(800) 910-1101  
[www.sailing-jworld.com](http://www.sailing-jworld.com)

## 30' & UNDER

22' J/70 (2)  
26' J/80 (10)

## 31' - 35'

35' J/105 (4)

## 36' - 40'

36' J/109  
40' J/120 (2)

## OVER 40'

41' J/124  
Lagoon 42  
Varianta 44  
DK 46  
Santa Cruz 50  
Santa Cruz 52  
52' J/160

## Modern Sailing School & Club

Sausalito  
(800) 995-1668  
[www.modernsailing.com](http://www.modernsailing.com)

## 30' & UNDER

Catalina 30 (4)  
**31' - 35'**  
Beneteau 310  
Beneteau 31  
Catalina 320 (3)  
Pearson 32  
C&C 32  
Jeanneau 349  
Beneteau 35

## 36' - 40'

Catalina 36  
Beneteau 37 (2)  
Beneteau 38  
Beneteau 38.1

**Angel, Fountaine Pajot:** 35-ft catamaran available for charter for half- to full-day charters with one of our captains if group is 6 or less, or can aid in selecting your captain to take up to 12 people

- Available for private group charters, sailing lessons and team building,
- Berthed in Treasure Island for quick Central Bay access.
- (510) 535-1954;  
[www.afterguard.net](http://www.afterguard.net)

**Between The Sheets:** An Islander 36, she's one of the most popular boats not only on the Bay, but also on the West Coast of the US, and one of the smoothest sailboats ever built. Charter it for lessons, or your next small group event.

- Carries six passengers
- Berthed at Pier 39
- Available for private charters, private lessons, and ASA certification sailing lessons.
- (415) 378-4887; [www.sailinglessonssf.com](http://www.sailinglessonssf.com) or [www.sailsf.com](http://www.sailsf.com)

**Carodon:** Heather Richard is a US Coast Guard-licensed (100 ton) captain for hire on San Francisco Bay. The yacht was originally built to win the Chicago-Mackinac Race, and is a light, fast, IOR-style custom classic racing yacht.

- She sails superbly and comfortably seats six passengers for daysailing.
- Charters leave from Galilee Harbor, Sausalito, but San Francisco dockings can be made by request and require additional fees.

Parking is free.

• Equipped with modern navigation equipment and offshore safety gear, and built entirely of strong but lightweight aluminum, S/V *Carodon* is a pleasure to sail and kept in immaculate condition.

- (415) 730-0849;  
[www.finedayforsailing.com](http://www.finedayforsailing.com)

**Carrera:** At the smaller end of the spectrum is Gene Maly's well-kept Capo 32 racer/cruiser. Based in Monterey, *Carrera* balances a busy schedule of intimate group daysails, and instructional sails that feature plenty of one-on-one attention.



'Carodon' sails like a dream.

- Carries up to six passengers.
- Berthed at Municipal Wharf #2 (A-Tier Gate), in Monterey.
- Available for daysails in Monterey Bay Marine Sanctuary, sunset cruises, and private charters including memorial services.
- (831) 375-0648;  
[www.sailmontereybay.com](http://www.sailmontereybay.com)



'Carrera' sails out of Monterey.

**Evening Star:** This is a beautifully restored C&C 43 run by Mark Sange, one of the most experienced charter captains on the Bay. An elegant classic with great performance and comfort, it's perfect for San Francisco Bay.

- Carries up to six passengers.
- Berthed at Sausalito Yacht Harbor.
- Available for all types of private charters, including corporate and special events.
- (415) 987-1942; [www.sailingsf.com](http://www.sailingsf.com)

**Excalibur:** A Sabre 30, perfectly suited to the San Francisco Bay and beyond. The skipper loves to introduce people to sailing, is licensed by the USCG, and is a certified US Sailing and ASA instructor.

- Carries up to six passengers.
- Available for all types of charters; team-building events, relaxed day charters, day or night sailing lessons, and various workshops, such as COB practice and motoring skills.
- (650) 619-6896; [www.sailnow.com](http://www.sailnow.com)

Jeanneau 409  
38' Seawind 1160 cat  
**OVER 40'**  
Beneteau 41  
Beneteau 43  
44' Spencer 1330  
Fountaine Pajot Lavezzi 40 cat

## OCSC

Berkeley (800) 223-2984  
[www.ocscsailing.com](http://www.ocscsailing.com)  
(membership required)

## 30' & UNDER

J/24 (22)  
Olson 25 (4)  
26' J/80

## 31' - 35'

Catalina 320 (3)  
34' J/105 (5)  
Catalina 355

## 36' - 40'

Catalina 36 (2)  
Lagoon 380 cat  
Beneteau 373

## OVER 40'

Hans Christian 43  
Tartan 4100  
Beneteau 43

## Pacific Yachting/Sailing

Santa Cruz  
(831) 423-SAIL (7245)  
(800) 374-2626  
[www.pacificsail.com](http://www.pacificsail.com)

## 30' & UNDER

Santa Cruz 27  
Catalina 28  
30' Olson 911s

## 31' - 35'

Hunter 31  
Beneteau 31  
Catalina 32 (2)  
Beneteau 32  
Beneteau 34  
Catalina 35

## 36' - 40'

Catalina 36  
Hunter 37

## OVER 40'

Hunter 41

Beneteau 46.1

## Sail Monterey

(831) 372-7245  
[www.montereysailing.com](http://www.montereysailing.com)

## 30' & UNDER

Catalina Capri 22  
**31' - 41'**  
Hunter 340

## Spinnaker Sailing

of Redwood City  
(650) 363-1390  
[www.spinnakersailing.com](http://www.spinnakersailing.com)  
(membership required)

## 30' & UNDER

Merit 25 (15)  
Catalina 27 (7)  
Catalina 28 (2)

## 31' - 41'

Catalina 34 (1)  
J/105 (1)  
Catalina 36 (1)  
Beneteau 39 (1)  
Hunter 41 (1)

## Spinnaker Sailing

of San Francisco  
(415) 543-7333  
[www.spinnaker-sailing.com](http://www.spinnaker-sailing.com)

## 30' & UNDER

Santana 22

Andrews 21 (many)  
Santa Cruz 27 (many)  
Catalina 30

## 31' - 35'

Catalina 320 (many)  
J/105 (many)

## 36' - 40'

Catalina 36  
Beneteau 37  
C&C 40  
Jeanneau 34  
Fractional Fleet  
(only 7 users per boat)  
Catalina 28  
J/105  
Beneteau 37

## Tradewinds Sailing School & Club

Richmond (510) 232-7999  
[www.TradewindsSailing.com](http://www.TradewindsSailing.com)  
Marina Bay Yacht Harbor

## 30' & UNDER

Beneteau 22 (2)  
Capri 22 (7)  
Catalina 270  
Catalina 30

## 31' - 35'

Hunter 30 (2)

Beneteau 31  
Beneteau 323  
Hunter 33  
Hunter 34 (2)  
Hunter 35  
Catalina 35  
Beneteau 35

## 36' - 40'

Beneteau 37 (2)  
Catalina 38

## OVER 40'

Jeanneau 44

## Whale Tale Marine LLC

Oakland (510) 764-8500  
[www.whaletalemarine.com](http://www.whaletalemarine.com)

## 30' & UNDER

Protector 28  
Axopar 28  
J/88 and more

## 31' - 35'

Figaro 2 (1)  
Columbia 5.5 (1)  
Hunter 320 (1)

## 36' - 40'

Beneteau Oceanis 38 (1)  
**OVER 40'**  
Beneteau Oceanis 41 (1)



# WORLD

**Esprit:** Join Quincey and Mitch for a wonderful sailing adventure, complete with delicious food and great memories. They specialize in multi-day trips and overnight adventures around the Bay. *Esprit* is a well-prepared, solid, and comfortable 46-ft cruising boat.

- Carries up to six passengers.
- Berthed at Berkeley Marina.
- Available for all types of private charters and multi-day adventures.
- (510) 408-7142; [www.qmtravels.com](http://www.qmtravels.com)



**'Evening Star' is Capt. Marco's dream boat.**

**Gentle Storm II:** Rick Niles' 2004 Catalina 42 remains in new condition. He has cruised in many parts of the world and has been sailing on the Bay his entire life. A seasoned skipper with a new boat.

- Carries six passengers
- Berthed at Clipper Yacht Harbor, Sausalito
- Available for skippered day trips on San Francisco Bay, team building, ash scattering and special events. Sail the boat as much or as little as you like.
- (707) 235-6295; [www.gscharters.com](http://www.gscharters.com)



**'Excalibur' is perfectly suited for the Bay.**

**Hasty Heart:** One of the largest and most elegant boats on the Bay, this immaculately kept 61' Nautor Swan was the longtime pride and joy of an SF bon vivant, and is now available for private catered charters.

- Carries up to six passengers (bareboat with 12).
- Berthed at Clipper II in Sausalito. Plenty of free parking.
- Available for all types of charters including daysails, sunset cruises, birthdays,



**'Gentle Storm II' is available for day trips.**

photo shoots, ash scatterings, corporate gatherings, weddings, and other special events.

- (415) 690-7245; [www.sailhastyheart.com](http://www.sailhastyheart.com)

**Irish Rogue:** Is a very well-cared-for Islander 36 which is also one of few SF City-approved overnight rental boats. Go on a staycation or vacation at Fisherman's Wharf aboard this boat.

- Sleeps up to four, ideal for a couple
- Berthed at Pier 39.
- Available for overnight rentals for 2 to 30 days.
- (415) 601-0627; [www.bedandboatsf.com](http://www.bedandboatsf.com)

**Karisma:** This Catalina 470 has a roomy cockpit and nicely-appointed interior, making her ideal for daysails or overnights. Primarily a crewed yacht, she can also be bareboated by arrangement. Catalina 42s and 34s also available.

- Carries up to six passengers.
- Berthed at Santa Cruz Yacht Harbor.
- Available for private or shared charters, corporate charters, sailing lessons, bareboating, and scattering-at-sea services, with affordable prices.
- (831) 429-1970; [www.lighthallcharters.com](http://www.lighthallcharters.com)

**Lady J:** Is a very comfortable and well-cared-for Islander 34 MkII, which also happens to be the best-priced charter vessel on the Bay. She is the first boat in SF Sailing Company's fleet, which started 15 years ago and has now grown to 8 boats.

- Carries six passengers.
- Berthed at Pier 39.
- Available for private charters of all types.
- (415) 378-4887; [www.sailsf.com](http://www.sailsf.com)

**Magnum 44:** The design of this sleek Nordic 44 combines sailing performance with a luxuriously-appointed interior. She serves as a comfortable daysailer or comfy overnighter. (The owners also book large group charters on a variety of Bay vessels.)

- Carries up to six passengers; available for bareboat charter to qualified sailors, up to 12 guests.
- Berthed in Tiburon.
- Available for private group charters, sun-

set sails, and corporate events.

- (415) 332-0800; [www.yachtcharter.com](http://www.yachtcharter.com)

**Mahalo** is a fun ride. At 35 feet, she sails on a single large sail on a carbon fiber mast. Comfortable and stylish with a cozy modern interior, she has been treated well with an extensive amount of refit and customization.

- Carries up to six passengers.
- Berthed in Sausalito.
- Available for private group charters, corporate charters, lessons and special events. Passenger participation is welcomed.
- COVID-19 Update: although they are not running recreational trips at this time, they are running ash scatterings in accordance with the provision on the "shelter in place" order under "disposal of human remains".
- (650) 930-0740 ; [www.sfbaysail.com](http://www.sfbaysail.com)



**'Mahalo' is comfortable and stylish.**

**Passage Nautical Charters:** Take a tour of the Bay on beautiful and new Beneteau power or sailing yachts and Lagoon catamarans.

- Includes skipper, beverages and snacks.
- Carries up to six guests (excluding skipper)
- Departs from Jack London Square, Oakland
- New yachts from 38' to 52' to choose from, power and sail
- (510) 864-3000;
- [www.passagenautical.com](http://www.passagenautical.com)

**Pegasus:** Since 1994, this 1972 John Alden 51-ft ketch has specialized in sails for school groups and at-risk youth (at no charge to schools or parents). To subsidize those programs, they've made this Philippine mahogany beauty available for private charters.

- Carries up to six passengers.
- Based at Berkeley Marina.
- Available for private group or corporate charters, special events including weddings and ash scatterings, and special youth sails. Passenger participation is welcomed.
- (510) 717-4439; [www.pegasusvoyages.org](http://www.pegasusvoyages.org)

**St. Maurice:** The Catalina 30, a 30-ft sloop, is one of the most popular sailboats ever built. It's a strong, safe, and fun boat, and perfect for

# OF CHARTERING

experiencing San Francisco Bay.

- Carries up to six passengers
  - Berthed in San Francisco
  - Available for private charters, special events, celebrations, ash scattering and sightseeing
  - (650) 743-1009;
- [www.sanfranciscobaysailing.com](http://www.sanfranciscobaysailing.com)



'Pegasus' also does programs for at-risk kids.

**Sensei:** Private sailing yacht charter on the San Francisco Bay aboard a Norseman 447. Lift your spirits and return to port relaxed and refreshed, with memories of sea breezes and beautiful scenery. Enjoy a delicious meal in a tranquil cove, then enjoy the majesty of the Golden Gate.

- Carries up to six passengers
- Pickup in San Francisco or our home dock in Point Richmond.
- Available for private crewed charters, sunset cruises, birthday parties, anniversaries, picnics on Angel Island, nature cruises or your special event! They customize each charter, therefore 48-hour-notice is highly recommended.
- (415) 886-7245 (SAIL); [www.GotSailing.com](http://www.GotSailing.com)

**Temptation:** This Catalina 350 is a modern luxury sailboat. She was purchased brand-new in 2007 and is in pristine condition. Captain John holds a USCG Master's License and has a lifetime of sailing experience.

- Carries up to six passengers
- Berthed in San Francisco
- Available for private charters, special

events, celebrations, ash scattering and corporate team building.

- (415) 602-8416; [www.sailingsanfrancisco.com](http://www.sailingsanfrancisco.com)

**Whimsea:** This Hunter 44 is one of the most luxurious and comfortable yachts to cruise the Bay. Captains Jerry and Lauren have over 80 years of sailing experience between them, and prioritize safety, and specialize in environmental and maritime awareness.

- Carries up to six passengers
  - Berthed in Tiburon
  - Available for private charters, special events, celebrations, ash scattering and corporate team building
  - (916) 836-0849;
- [www.captainmorganssailcharters.com](http://www.captainmorganssailcharters.com)

Summer is coming and soon people will be sailing again. With our April and May installments, you can see the huge range of boat types available in the Bay Area, including everything from catamarans to buoy racers. For anyone who lives in or visits the Bay Area, there are endless opportunities to get out on the Bay and go sailing.

latitude

## Custom Interior & Exterior Cushions



The Gianola Family has been designing and fabricating custom canvas and interiors since 1969. Gianola Canvas Products offers you the best in quality, more choices, and personal service.



We have moved

1301 Rand St., Ste. C  
Petaluma, CA 94954  
(415) 332-3339  
[www.gianolacanvas.com](http://www.gianolacanvas.com)



Since 1979 we have been providing our clients with a diverse fleet of well-maintained, modern yachts at competitive prices. You will experience one-on-one personal service from our team who truly care about your charter experience.

Our goal at TMM is simple - to ensure your sailing dreams come true.

**For Reservations:**  
Call: 1-800-633-0155  
Email: [charter@sailtmm.com](mailto:charter@sailtmm.com)



**For Yacht Sales and Management Programs:**  
Email: [don@sailtmm.com](mailto:don@sailtmm.com)



1-800-633-0155

[www.sailtmm.com](http://www.sailtmm.com)



# CHANGES

**Readers** — Latitude runs a month lead time, which means the stories in this issue were written in March, before the full restrictions of the COVID-19 pandemic were in place. In some cases, the authors featured here updated their situations in mid-April, when this column was laid out, to better reflect the current conditions. Other writers were unable to do this. So please understand that if some of these Changes stories seem reckless, uncaring or inaccurate, they were written back when life was normal. With that, this month we feature reports from **Convergence**, currently holed up in Mexico; **Baja Fog**, starting their cruise with one crisis and ending with another; **Bay Wolf**, proudly watching a seasoned sailing daughter sail away with the Coast Guard; and a bunch of **Cruise Notes**.

## Convergence — Wylie 65 Rodgers-Repass family Uncharted Waters Santa Cruz

Ironically, next to the most dangerous city in Panama — Colon — is the safest place to leave your boat: Shelter Bay Ma-

drunk people from a sightseeing boat decided to take a swim. Yes — in the lock! Fully dressed and asking to have their picture taken, they flailed around in the murky and dangerous lock water until they were hauled up onto the rusting hull with an old life ring.

We left the steel and glass of Panama City and the enormous bulk containers moving the commerce of the world to explore Las Perlas. Low-lying islands about 40 nautical miles offshore, they feature coconut palm-fringed beaches, rocks, reefs, deep water, fast currents and 20-foot tides. Charts are fair, not great,

and hazards abound. The islands are sparsely populated and offer a vista of what the Spanish conquistadores likely saw in the 1500s — friendly people, beautiful water and abundant fauna. But the Spanish were most taken with the pearls. According to author Eric Bauhaus, the nearly 56-carat Peregrina pearl of Queen Mary Tudor was taken from these waters. Today, locals of Jamaican descent *panga* out to sell fruit, fish, and tiny seed pearls. In our case, mostly they asked for fuel.

Pushed up from the sea, these scrub-covered islands are home to tens of thousands of birds that roost in defoliated trees or fly belly-close to the surface. Lines of them stretching like Morse code darken the water. One morning off Isla Viveros, black-ribbon formations of cormorants swirled around *Convergence*, then landed en masse on exposed beaches, turning them from white to black. An impressive sight. Pelicans, boobies and egrets congregate, while split-tailed frigates arc on invisible currents overhead.

Isla del Rey was reminiscent of Vanuatu's vine-covered trees and mangroves. Swells left reflective sheens mirroring red cliffs of Isla San Telmo, where the remains of a 155-year-old submarine rest on the beach. Isla Pedro Gonzalez had powder sand beaches and great shell collecting, but across the high tide line: dense rivers of plastic debris. With the exception of touristy Contadora, we were alone in the archipelago.

We headed north 208 nautical miles. One night, with 18 knots



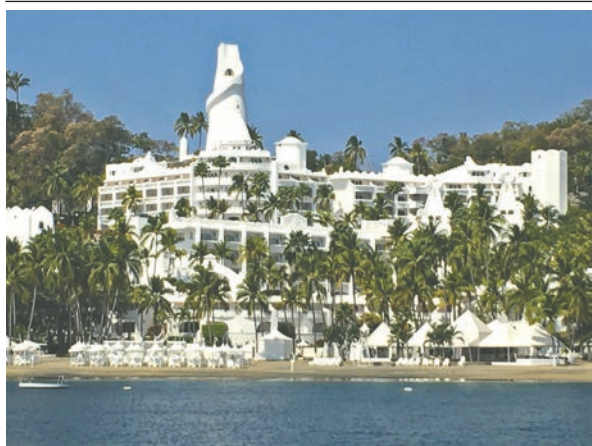
**How time flies — the Rodgers-Repass family in 2004 (Kent-Harris, age 9) and now. He plans to complete the boat's circumnavigation with Mom and Dad later this year or (now) maybe next.**

rina. The well-equipped yard headed by Edwin Chavez accomplished "most" of our project list. Bill at the sail loft, who works hours usually reserved for hospital interns to get canvas work done, stored and replaced our sails. Carol runs the best-stocked marina grocery we've seen.

Rick and Ruth Moe, accomplished sailors from Santa Cruz, joined us as line handlers for our Canal transit. Formidable surge in the first uphill lock was startling but caused no issue, and our night in Gatun Lake with the scent of flowers in the air was sublime. Our morning greeting from two 15-foot crocodiles off our transom, however, gave us pause.

The Miraflores lock, on the downhill side, was a bit more of a challenge. The most unusual moment was when two

**Las Hadas is a ghost town, as are many tourist and cruising destinations right now.**

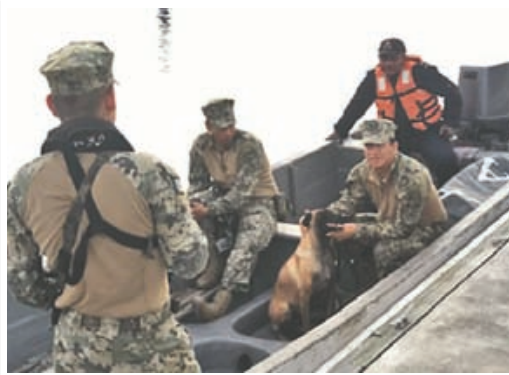


on the beam and making 10.6 kts SOG, speeding bullets of light coursed toward us. Dolphins in phosphorescence. Spectacular. The prediction was 30 knots, but the passage was delightful, and we passed several leatherbacks on our way.

The world's third-largest marine protected park after the Great Barrier Reef and Galapagos, Coiba boasts more than 1,000 square miles, 38 islands, and 1,663 species of plants, mammals, birds, amphibians and reptiles. From 1919 until 2004, it also held the most dangerous prison in Panama, where the *guards* locked themselves in at night! Coiba is still not too welcoming to cruisers, with a stiff \$180-per-night fee required at the ranger station.

We anchored off a pristine palm-fringed beach, the outgoing tide beckoning a morning swim. Fresh water poured out of a rivulet where pirates filled their barrels centuries ago. The vegetation





# IN LATITUDES

what a woman really looks like, take her to sea!

The third reef, which we put in at 0200, made for smoother progress, but even my low-key engineer husband said he was concerned. For me it was non-No-vocaine dentistry.

The good news: 221 nm in 24 hours. We tucked into Chiapas where the Mexican Navy boarded the boat with a machine gun, and drug-sniffing dog. Standard procedure for departure as well. When we left in January, coronavirus was a headline. Now it's a fact of everyone's life. As we work our way north, we feel isolating at sea is the best course and we pray for the safety of others.

— Sally-Christine Rodgers 3/21/20

It is a common story these days, but since we received this article, much has changed. Sally-Christine forwarded a few updates, one indicating: "Convergence is strangely in a marina; unusual for us, but we figure having the boat in a safe place — if we need to leave it — is the best approach for now."

A few days before the deadline for Changes, Sally-Christine reported the family had flown home and "is now in quarantine for 14 days. The boat is safe in Mexico. We hope to return to it this summer — God willing."

## Baja Fog — Lagoon 440 cat John Schultess & Monique Boucher Trials And Tribulations Windsor

Our preparation for cruising season started as it usually does: going through the huge box of items we accumulated thinking, "Oh, we need to take this to the boat." In the few weeks of packing, preparing and weighing bags to be sure we were within 50 lbs each, the Carr fire broke out two towns northwest of us. We didn't feel this would be an issue for us, and thought that it would continue to

**Tenacatita's 'jungle cruise' — adjacent to the anchorage and doable by dinghy — takes visitors up the Boca de Iguanas River.**



*With her ketch rig, stayless masts, wishbone booms and no headsails, 'Convergence' has proven to be a fast, easy-to-manage world cruiser. Above left: This lock partner generated tons of surge — luckily not when the crazy ladies jumped in. Center: There are lots of attractions and activities in Panama, but swimming wherever you want is not one of them. Right: Getting boarded by the Mexican Navy in Chiapas.*

was thick and bright in the sun. But telltale dragon tails serpentine down the beach. Crocodiles! Seems they don't like just green mangrove water after all. With swimming off the schedule, there were sea caves to explore and reefs where triggerfish, cardinals, Moorish idols and sergeant majors abound. The coral was sadly bleached, algae-covered or dead. Our time in Coiba ended with rain and lightning and a 100-mile run to Golfito.

Capped in clouds, Costa Rica's dark coastline is marred by avalanches of red earth. Known for coffee, bananas, palm oil, a stable government and challenging border entry, the country offered us 90 degrees and equal humidity. At Fish Hook Marina, Bruce Blevins assisted getting us through the cumbersome entry process.

The Osa Peninsula is rich with life: birds, cheeky agoutis, peccaries, coatis, and sloth. Wildlife at its best. Let's not forget Punta Matapalo and Pavones,

renowned as one of the longest point-break waves on the west coast of the Americas. But we needed to make tracks and headed back out to sea and the blue-on-blue experience that draws us.

I log in with 678 nm to Chiapas. If you were to look at a map of the US, we were sailing north right under Florida! Wind continued to ramp up past the transition zone. We were held firmly in the hot 25 to 42 knots of the Papagayo. We made 221 nm in 24 hours. Strange wave trains caused confused 10- to 12-ft seas with a few bigger outliers, making for a nightmare we could not wake from. Full-face white-water waves with that boat-breaking sound pounded us. The crew ate peanut butter cookies made before departure. It was too rough to even brush my teeth. If you want to see

ALL PHOTOS CONVERGENCE

BAJA FOG



# CHANGES

move to the northwest, so it was soon back to business as usual.

The morning before we left last Oc-



BAJA FOG

**Monique and John of 'Baja Fog'. Back home, they run 'Wind Toys' in Santa Rosa — which is also on modified hours until further notice.**

tober, big winds changed all of that and the fire began to move to the southeast. It was still far away, so we left our condo and dog in the capable hands of our new roommate and flew to Puerto Vallarta.

Upon touching down, we turned on our phones to check in. The first message was from a friend who wrote, "What can I go get for you?" Huh? What is he talking about? The next message was from other friends, "Got the dog, the roommate, your cars, got anything we thought might be important and are headed back to our house."

What?

Then: "Mandatory evacuation of the entire town of Windsor by 4 p.m. today."

By this time, we were standing in the immigration line with hundreds of other people (where phone use is prohibited), and trying to figure out what was going on. We were already on high alert to make sure our passports were marked correctly. This was our first time going through immigration to obtain our temporary residency, and we were told to pay close attention that they marked things appropriately.

After clearing that hurdle, we grabbed

**The marina at Barra de Navidad. It was still business as usual when 'Baja Fog' was there.**

our bags and proceeded to customs. The line wrapped three times through the entire airport terminal, and over the next three hours we watched it build to five times that size. Through the whole thing we were connecting with friends and family trying to ascertain what was happening back home.

Four hours later, we finally arrived aboard *Baja Fog*, already contemplating scrapping our cruising season and turning around for home. But there really wasn't a home to return to since Windsor had been evacuated. A quick check revealed there were no available hotel rooms, either. We learned that the evacuation order extended south into the city of Santa Rosa, and west to Bodega Bay. The fire was moving so quickly with the easterly Santa Ana winds behind it and old growth in its path, it could very well burn to the coastline. That's over 45 miles!

Since there was nowhere to stay back home, we decided to stay on our second home, *Baja Fog*. We contemplated taking her back up to San Francisco if our home was no longer standing. We listened intently daily to our local radio station back home to stay apprised — we knew the radio announcer lived around the corner from us. So if he got panicked, then we should be too.

It was a long three weeks of daily worry and check-ins, but in the end, the winds died down and all survived. Firefighters stopped the fire about a quarter mile from our house.

In the meantime, we'd reconnected with old friends in the marina and set our eyes on a few friends visiting. We had decided to leave Banderas Bay this year — a big decision — and the friends who had rescued our roommate, dog and cars was already scheduled to take the boat to Barra de Navidad with us. We made a very conscious decision to make this into the trip of their lives to thank them for all they'd done.

When they arrived, we headed south out of the bay and haven't looked back.

With little wind along the way, we stopped several times and had no problems getting around the famed Cabo Corrientes. The first stop was Punta Impala, a very small bay with little room. A fisherman came out to greet us. We asked if we could stay and if we were far enough from the



"grande roca" (large rock) described in our chart. With gestures and very little English, I think he assured us that we were. He continued on (man, I have to get better at my Spanish) about the *niños* and *escuela*. I couldn't figure it out until finally it dawned on me: He was asking for school supplies for the children of the village. I racked my brain. I had nothing. Finally, I recalled I had a pen and a composition book. Hardly much but we made our offering and settled in for the night, remembering to have a good supply for the *niños* our next time through.

An early morning departure treated us to dolphins escorting us south and breaching whales along the way to our next stop, Bahía de Chamela at Punta Perula. Such a sweet place! We dinghied in and had dinner at the *palapas*. The next morning, we weighed anchor and headed for some snorkeling between Isla Cocinas and Isla Pajarera. We saw



BAJA FOG



# IN LATITUDES



ALL PHOTOS BAJA FOG

**Above: 'Baja Fog' giving rides at Barra's Cruise-In week in February. Lower left: At the dock in Barra. Left center: The French bakery boat makes daily rounds. Top: A pre-COVID gathering of friends.**

amazing things. Anchored in 15 feet of water, we snorkeled up to the island and spotted eagle rays, sergeant majors, Moorish idols, blue neon fish and amazing bright-purple starfish with orange ridges on them. Some of the best snorkeling ever!

Back aboard, we circumnavigated the bay and got an added treat: A mama and baby whale hung with us for about an hour maybe 50 yards off our port side, and crossed our path on the way out of the bay.

Our next stop was the infamous Tena-catita, home of all the stories we'd heard about: the jungle cruise, the aquarium, a mayor, and bocce ball on the beach. The mayor was out, but we partook of what the itinerary had to offer and more. We even found another magical place to snorkel not far from where we anchored!

Several pinnacles rising up from the depths introduced us to tons of bright yellow boxfish, spotted boxfish, new starfish and schools of wrasse.

On the northern tip of the bay — the place called the aquarium — it was even better. Named for its clear blue water, coral and amazing amount of reef fish, it was a real treat. We even spotted a snowflake eel or two.

Our trip ended with arrival in Barra de Navidad. It is an amazing place. The town is adorable, the resort laid-back and gorgeous, the marina friendly and accommodating.

We've been based out of Barra for four

months now. We have everything we need, including a French baker who delivers amazing morsels straight to your boat; cruisers' 'pool slop' volleyball almost daily; the greatest little surf break; amazing food and restaurants; fantastic music of all different flavors; and the kindest, warmest people we've met in the whole of Mexico.

Folks have come and gone and some even come back after going to Zihuatanejo for Sail Fest and Guitar Fest. We even participated in the Barra Cruise to help raise funds for the children of a community we've adopted as our own.

We've found that we feel closer and more connected to the friends we've made this season than most of our friends and neighbors back home. Perhaps it's the commonality, but I'd like to think it's the sunshine, warmth and community.

So we've decided to leave the boat here this summer. After all, it is a hurricane hole, and we can't wait to hang out with all our friends and continue wandering the 11 nearby anchorages again next season.

We began this cruising season in crisis, and we shall end it in crisis with the coronavirus. Quarantining here is at least better than the States at the moment, but we will return home in a few weeks with visions of next season keeping us warm until we return.

— Monique 2/27/20

## **Bay Wolf — SC 50 Itagaki-Miller Family The Kids Are All Right Sausalito**

For our family, the Ha-Ha has been an important part of our kids' childhood and our family connections. Our third Ha-Ha, in 2015, also marked our daughter Miya's senior year in high school. That and past Ha-Ha's were pretty influential, as her top college choice was the US Coast Guard Academy in New London, Connecticut! Miya is presently a senior and will

**Contrary to what some people think, cruising kids have lots of opportunities to mix and play with other kids.**



BAY WOLF



# CHANGES

graduate as a mechanical engineer, with a commission as a USCG Ensign, in May.

Flash back to 2008, which was our



BAY WOLF

**The 'Bay Wolf pack': (l to r) Sachi, Romi, Kirk and Miya at the Turtle Bay beach party in 2015.**

first Ha-Ha on the new-to-us Santa Cruz 50 *Bay Wolf*. Miya was 10, Romi was 8, and we pulled them out of school for nine months for a grand family adventure! (See [www.sailblogs.com/member/baywolf](http://www.sailblogs.com/member/baywolf) for our escapades.) We shared such an amazing time as a family, learning about our kids through homeschooling (really quite easy in the elementary years, especially since our teachers were extremely supportive), and making some new friends for life. I can never forget the wonderful sunrises in Caleta Partida, the amazing Sierra Gigantes in Puerto Escondido, and throwing buckets of water at night to see the bioluminescence.

We did many dinghy expeditions, raft-ups with other boats, and the 'jungle cruise' in Tenacatita; executed a fast dinghy drop to rescue a dolphin (inflatable) in Chamela; bakery runs in Barra; and sailing between Ixtapa and Zihuatenejo that included a cockpit showing of *Mamma Mia* with new friends!

We planned and buddy-boated with other kid boats. The kids were able to finish their schoolwork in a few hours each day, then grab the dinghy and a



## THE ANSWER IS 'YES'!

It all started with some crazy parents — we just sailed until we found somewhere worth staying, and moved on when we were ready. I ended up at the Coast Guard Academy mostly because I grew up on boats and figured that would be a good place for me. I even decided on my first assignment, an icebreaker, based on the opportunity it held for adventure. I am headed to the *Polar Star* in the fall. It is based out of Seattle but travels to Antarctica during the US winter to break a path for tankers to resupply McMurdo Station for the year.

I have never truly realized the

importance of cruising as a family, but it comes in bits and pieces as I continue my travels. The ability to "figure it out as I go" I attribute entirely to traveling with my family. Do I know where we're going to stay? Maybe. Do I know where we're going to end up? Maybe. But we'll figure it out along the way and meet people that can help with creating a great ad-



**Ensign Miyako Miller, soon to be aboard USCGC 'Polar Star'.**

venture.

If you're looking at this and asking, "Should I take my kids out of school for a month, year, few years — to go cruising?", the answer is *yes!* We will always learn more from last-minute plans, watching other people fix their engines, and grow to love the joy of meeting other "kid boats" than we could ever learn in school. There is no greater

incentive to finish that math or reading than knowing there is an amazing adventure on the other end. It will all work out!

— Miya





# IN LATITUDES



as a full member of the crew, especially at night. Romi and Sachi flew down to join



BAY WOLF

Kirk and Miya, and we returned to some of our favorite spots north of La Paz in the Sea of Cortez over Thanksgiving.

Fast-forward to 2015: As mentioned, Miya was a senior and Romi a sophomore in high school. Sometime

that summer we had a family discussion that resulted in a decision to do one more Ha-Ha on *Bay Wolf* with our friends Allie and Mike. We flew to San Diego and enjoyed the parade of boats starting the rally. Buddy-boating with friends brought back such great memories, including trick-or-treating around the anchorage in Turtle Bay, the beach party at Bahia Santa Maria, and rounding Cabo in the early morning (and scoring a berth at the marina!) Cruising in 2015 also included a visit to Squid Roe for the first time.

The experience of living on a boat has made our girls more tolerant of confined spaces and more open to meeting new people. They've both developed a thirst for exploration and adventure. Miya spent the summer of 2019 on the 295-ft USCG Tall Ship *Eagle* sailing around Europe (including the 75th anniversary of D-Day) and then transiting across the Atlantic.

We're so fortunate to have been able to have these great family sailing adventures with our kids. And yes, we've talked about doing another Ha-Ha. Romi asks about it often. So much is happening right now, but if we could swing it, we'd jump at the chance!

— Sachi 3/25/20

## Cruise Notes

- "We departed La Cruz de Huancastle (near Puerto Vallarta) on March 9. The passage to the Marquesas took 22 days," writes Sarah Miller of the Victoria, BC-based CS36 **Mamaku**, one of several

*'Mamaku' in Desolation Sound. Though now in the South Seas, it seems to Sarah and Harry a bit like they're in 'Paradise Lost.'*



MAMAKU

*'Bay Wolf' southbound and looking sweet on the 2015 Ha-Ha. Above: More cruising kids (from the 2008 Ha-Ha). If any of them are yours, let us know what they're doing now!*

handheld VHF and go visit other boats and cruise the anchorage. Even at 10, Miya stood daytime watches, navigated and plotted position (we're old-fashioned and maintained a logbook and paper charts), and babysat some of the younger cruising kids. Romi loved to dress up, entertain our guests from back home, draw, and write blog posts.

We spent from October 2008 to May 2009 within 50 feet of each other. We were able to complete the entire trip with a Baja Bash and rounding of Point

Conception in a great weather window! Our northbound trip was fast enough that we spent an extra week in Monterey before returning to the Bay Area.

When 2012 came along, Miya was a freshman in high school. Kirk was planning another Ha-Ha trip, this time with his friends on our Gulfstar 50 *Osprey*. Miya asked to go along and we let her take a month off from school (as long as she got her schoolwork from teachers and kept up with it). As she was older, she was able to take on more responsibility



# CHANGES

participants in the 2020 Pacific Puddle Jump that left before the event was officially called off due to the coronavirus pandemic.



*Sarah and Harry are wondering if their new crewmember will be Kiwi — or Tahitian.*

some boats were rerouting to Hawaii or back to Mexico. Other cruisers already in French Polynesia informed us about strict

confinement rules in place. We eventually had some idea of what we were heading into, so it was no surprise when we were rerouted from our original landfall in Hiva Oa to Nuku Hiva."

As if the Millers — and everyone else — didn't have enough to worry about, Sarah is seven months pregnant. The couple were planning to fly to New Zealand (Harry is a Kiwi) for the birth in May. "Not sure if that will happen now or if our baby will be born in Tahiti," says Sarah.

• When we contacted them at the end of March, John and Donna DeMeyer of the Washington-based C&C 43 **Carmanah** were cruising the more remote areas of the Sea of Cortez, hoping, as John put it (likely with a wink), "to minimize chances of contracting or spreading the COVID-19 virus." Actually, it's been the DeMeyers' routine since they arrived in Mexico with the 2015 Baja Ha-Ha rally. "We had no idea how long we'd stay, but



*'Carmanah' looking sharp at the Banderas Bay Regatta. The boat is currently in Guaymas.*

felt we'd gone to cruiser heaven — swimming off the boat in warm/clear water, catching fish for dinner, and finding so many beautiful anchorages." It took a while to mold their schedule around the vagaries of weather, cruising when it was good and putting *Carmanah* on the hard at Guaymas when it wasn't. That first year, they planned to buy a van and do some land cruising in Mexico in the off-season, but the lure of summer NW cruising was too strong. They fast-tracked the purchase of a trawler in Seattle (aptly named **Restless**), and for the last four years have been two-boat cruisers. "It's a fantastic combination, adding up to 12 months of optimum cruising conditions,"

## Your Boatyard in the Heart of Paradise

### Our Services |

#### HAULOUT

- Marine Travelift 25 tons
- Marine railway 120 tons
- Storage in adjustable steel cradles
- Fenced Yard

#### PAINTING

- Topsides, hull, bottom, varnish
- Brush, roller, spray

#### MECHANICAL WORK

- Inboard, outboard, diesel, gas
- All brands

#### REPAIRS

- Electrical repairs
- Refrigeration installation & repair
- Fiberglass & woodwork
- Welding, steel, stainless, aluminum

#### SAIL LOFT

- Sail repairs, biminis, dodgers, covers

#### STORE

- International, Pettit, Epiglass, Devoe
- Spares
- Fill U.S. gas cylinders

#### DO-IT-YOURSELFERS WELCOME!

*BoatUS Cooperating Marina*



*Large, fenced, secure dry storage area*

#### TAHITI CUSTOMS POLICY

Foreign Flag vessels can stay on dry storage in our yard for up to 12 months out of 24.



*Professional boatyard in the heart of Paradise*



*Raiatea Carenage will make sure paradise is everything you expected. Call, write, or sail in . . . we're here to serve you.*

B.P. 1111 Uturoa Raiatea 98 735 Polynésie Française

Tel: (689) 40 600-545 ~ Fax: (689) 40 600-546 ~ VHF 68

Web site: <http://www.raiateacarenage.com> ~ email: [raiateacarenage@mail.pf](mailto:raiateacarenage@mail.pf)

Facebook : Chantier Naval Raiatea Carenage

says John. "Our future plans remain fluid, especially considering the impact of the pandemic, but for sure we'll be on the water enjoying remote, beautiful places as much as we can when we can."

• "Seems so long ago now that we were partying down in Turtle Bay and Bahia Santa Maria along with the rest of the fleet in the 2019 Ha-Ha," writes Kevin Stenberg of the Portland-based Catalina 42 **Raven**. "In spite of the pandemic and all the recommended precautions, the cruising fleet down here in Mexico is making the best of the situation. Thankfully the locals have been respectful and haven't resorted to the hoarding situations we read about occurring north of the border. And the Ministry of Health seems to be doing a good job of educating the populace about the severity of this pandemic. Gina and I have cruised as far south as Barra de Navidad and just arrived in Bahía de los Muertos after crossing from Mazatlán. There are 11 cruisers in Muertos and we're still gathering for



*Like all cruisers currently 'stuck' in Mexico, Kevin and Gina are making the best of the situation.*

bocce on the beach, happy hours at Restaurante Centro de Trenes, along with frequent doses of hand sanitizer. Oh, and no close talking allowed. We will provision in La Paz after the current Norther blows through and then meander our way up to Puerto Escondido for an antic-

ipated May 5 summer haulout. We have been awestruck by the beauty of Mexico and its people and so appreciative of the fantastic cruising community down here. Can't wait for our return in November '20. Good health to all."

• After participating in the 2015 Ha-Ha, Mark and Susan Hall of the 34-ft Colvin schooner **Del Viento** bashed back to Northern California. In 2017, they moved the boat to Oxnard, and in November 2018 the couple did a leisurely cruise back to La Paz, mostly devoid of drama except for an amazing series of

electrical storms off the tip of Baja. Then it was up into the Sea for more cruising before crossing over to Guaymas, where the boat is now. They had intended to return this month, but when they got back in February, Mark, a retired Episcopal priest, got a call from the bishop who asked him to look after one of the parishes. "Now the border is closed and we are



*'Del Viento' is one of numerous cruising boats on the hard in Guaymas. Mark and Susan don't know when they'll get back down to her.*

on lockdown in California, learning multiple electronic ways of keeping in contact with parishioners and our sailing friends still out there. Blessings!" says Mark.

• Nina and Martin Lesowitz of the Oakland-based Hylas 46 **Gratitude** sailed to Southern California last summer and



**SPECTRA**  
WATERMAKERS

*Freedom  
to Explore*

Shop for your Spectra Watermaker at:

Explore the most energy-efficient  
and quiet watermakers at  
**[www.spectrawatermakers.com](http://www.spectrawatermakers.com)**



[www.svendsens.com](http://www.svendsens.com)  
510-522-2886  
Alameda, CA

SPAULDING MARINE STORE



[www.spauldingmarinestore.com](http://www.spauldingmarinestore.com)  
415-332-3179  
Sausalito, CA



[www.emeraldharbormarine.com](http://www.emeraldharbormarine.com)  
206-285-3632  
Seattle, WA

Speak to a technical representative  
to find the right system for your  
needs at **415-526-2780**



[www.swedishmarine.com](http://www.swedishmarine.com)  
510-234-9566  
Richmond, CA



[www.outboundyachtservices.com](http://www.outboundyachtservices.com)  
949-488-0652  
Dana Point, CA



[www.seatechmarineproducts.com](http://www.seatechmarineproducts.com)  
619-222-9613  
San Diego, CA



# CHANGES IN LATITUDES



*Whether it's by sea aboard 'Huzzah', by air or RV, Gerry and Jody are constantly on the move.*

participated in the SoCal Ta-Ta in September. They parked the boat in Marina del Rey "and that's where she remains, tantalizingly out of reach during this crisis," says Nina. "We plan to bring her back to our berth in Emeryville when we can."

• The 2015 Baja Ha-Ha was the second leg of a two-year cruise of Mexico and the South Pacific for Gerry and Jody Gilbert of the Gig Harbor-based Jeanneau 45.2 **Huzzah**. "I recommend the Ha-Ha and Pacific Puddle Jump to cruisers for two reasons: They get sailors committed to a plan — with dates — and the people you meet along the way will be the most memorable part of your experience!" That journey

was capped with a roaring 16-day upwind passage from Hawaii to Washington in June 2017, which oddly included their only 200+ mile day as they hooked the back of a big low rumbling east across the Pacific. "Since we never made it to NZ by boat, we did that leg

on a Boeing 777 and explored the islands by RV, which I also highly recommend," says Gerry.

Back home, the Gilberts cruise the Salish Sea each summer with family and good friends Bill and Deb (of the Everett-based Corbin 39 **Anakena**, whom they met on the PPJ). This summer, the plan was to cruise the 1,100-mile Inside Passage to Alaska with **Anakena**, but the pandemic may scuttle that.

• "The Baja Ha-Ha does exactly what every cruiser needs: It gets you off the dock, ready or not," says Steve Brenner of the Santa Cruz-based Westsail 32 **Pablo**. He and wife Sheri were "mostly ready," "but I'm sure we would have stayed in Moss Landing mending, tweaking and

fixing every little thing until we ran out of years. So we said our goodbyes, cast off, and joined the Ha-Ha." That was five years ago and the Brennens have been cruising **Pablo** back and forth across the Sea of Cortez ever since.

"Back in 2015, we thought by now we would have traveled much farther and be exploring many more new places," Steve continues. "But that original concept

of a 'Grand Adventure' has really turned into a way of life. We have found a routine that suits us perfectly: November through March in La Paz; April through July cruising the Sea of Cortez; and August through October visiting our family and friends by traveling in the RV. Wash, rinse, spin, repeat. Our lives are full of adventure and we find it to be pretty Grand."

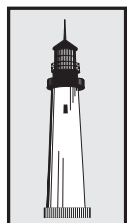


*For Sheri and Steve of 'Pablo', an imagined Grand Adventure turned into an even better real one.*

## BEST COVERAGE

### MARINE INSURANCE

For active cruising and coastal boats world-wide including Mexico, Hawaii, South Pacific and the Caribbean Sea.



CALL (800) 866-8906

or visit

[www.bluewaterins.com](http://www.bluewaterins.com)

Get a Quote – It's Worth It!

## Mexico Summer Savings

ENJOY MARINA EL CID at just \$.30/ft./day



*Complete, modern amenities in the heart of Mexico's lush tropical coastline.*

[www.elcidmarinas.com](http://www.elcidmarinas.com)

011-52 (669) 916-3468

[marinaelcidmazatlan@elcid.com.mx](mailto:marinaelcidmazatlan@elcid.com.mx)

*The Cruiser's Home in Mexico*

## MARINA DE LA PAZ FULL SERVICE MARINA

*Friendly, helpful, fully bilingual staff*

Located Downtown • Protective piling & sheetpile breakwater  
Hardwood docks • Plug-in Internet • Cruisers' clubhouse  
Electricity • Potable reverse osmosis water • And more!

TEL: 01152 612 122 1646

email: [marinalapaz@prodigy.net.mx](mailto:marinalapaz@prodigy.net.mx)

[www.marinadelapaz.com](http://www.marinadelapaz.com)

Apdo. Postal 290, La Paz, 23000  
Baja California Sur, Mexico

[www.flopstopper.com](http://www.flopstopper.com)



**Extremely durable  
marine-grade aluminum**

**GREATLY** reduces side-to-side rolling

Makes every anchorage comfortable

Works on any boat – power or sail

Hang from a pole, or right off the rail  
3x more effective every 2x off centerline

No delay in roll-damping function  
Blades close and roll-damping begins instantly

Largest platform but smallest stow size  
8.4ft2 / 1 ton of resistance  
Tuck-away stowable = 10x36x4

Only 1 needed for most boats  
Up to about 40' / 10 tons  
But 2 is better, and a pole is better.

**ESSENTIAL CRUISING EQUIPMENT –  
DON'T LEAVE PORT WITHOUT ONE!**

# THE TWO BIGGEST REASONS TO DO THE 27<sup>TH</sup> BAJA HA-HA

"Based on feedback from many of the more than 10,000 sailors who have done the Ha-Ha, the two biggest reasons to do the event are: First, it gave them a definite day on which to cast off. "We'd have still been in San Diego years later if we hadn't committed ourselves to the Ha-Ha start," is a common sentiment we've heard. And second, the lifetime friendships that are formed. It might seem hard to believe you can develop lifetime friendships over the course of a two-week shared adventure, but based on what Ha-Ha vets have told us, it happens all the time.

There are other reasons, too: A grand send-off from Mexican dignitaries and authorities; the high probability of 750-miles of mild downwind sailing conditions; seven major social events including two beach parties, the world-famous Turtle Bay' baseball' game, and the surreal rock 'n roll party at Bahia Santa Maria; daily roll calls and weather reports; discounts from marine vendors and some marinas in Mexico; free sail repair along the way; fleet advice and sometimes hands-on help with engines, radios, rigs and other problems post Ha-Ha welcome parties in La Paz and La Cruz, and so much more. With the Ha-Ha it's even possible to pre check-in to Mexico.

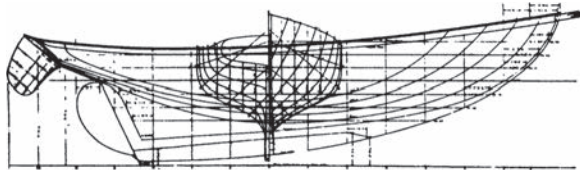
The Ha-Ha, of course, is the 750-mile cruisers' rally from San Diego to Cabo San Lucas, with R&R stops at fun and funky Turtle Bay and spectacular Bahia Santa Maria. But since the Ha-Ha's goal is to facilitate members of the fleet having fun rather than telling them what to do, some boats have also stopped at Punta Colnett, Isla Guadalupe, Cedros Island, the Benitos Islands, and Mag Bay.

This year's event starts with the Kick-Off costume party at the West Marine store in San Diego on November 1, and ends with the awards party in Cabo on November 14.

The Ha-Ha has two big advantages over other outstanding West Coast long-distance events such as the Pacific Cup, the Singlehanded TransPac, and TransPac: You get to stop every couple of days for R&R and interacting with the rest of the fleet, and the entry fee is about one-quarter of the other events.

For details, see [www.baja-haha.com](http://www.baja-haha.com), which is currently being updated for the 2020 event. Entries will be accepted starting on May 8."

— Richard Spindler, founder and owner of *Latitude 38* for 40 years, and Grand Poobah of the Ha-Ha for all 27 years.



## MAKELA BOATWORKS

*Family owned since 1948*

**Wooden Boat Building • Repair and Restoration**

19280 South Harbor Drive • Fort Bragg, CA 95437

**(707) 964-3963**

email: [howard@makelaboatworks.com](mailto:howard@makelaboatworks.com) • [www.Makelaboatworks.com](http://www.Makelaboatworks.com)

## KISS-SSB



**(360) 510-7885**

### The Simple, Proven Marine SSB Ground Plane

- Easy to install
- Superior performance
- Fiberglass/wood boats
- Sail or power

See

**[www.kiss-ssb.com](http://www.kiss-ssb.com)**  
for more info or to order.

**WE ARE THE BIGGEST BOAT BROKER IN MEXICO!**



We have four locations throughout Mexico to serve you: La Paz, Mazatlán, San Carlos & Puerto Vallarta. Come on down and find your dream boat!

To see all of our boats go to  
**[www.boatsforsaleinmexico.com](http://www.boatsforsaleinmexico.com)**

**IN BUSINESS FOR OVER 20 YEARS**



# Classy Classifieds

## PERSONAL ADS

1-40 words ..... **\$40**  
 41-80 words ..... **\$65**  
 81-120 words (max)... **\$90**  
 Photo ..... **\$30**

• **Personal Advertising Only** •  
 No business or promo ads except  
 Non-Profit, Job Op, Business Op

## BUSINESS ADS

**\$70 for 40 Words Max**

• **All Promotional Advertising** •

One boat per broker, per issue.

Logo OK, but no photos/reversals.  
 Artwork subject to editor approval.  
 Biz ads will not appear on website.

## Here's What To Do:

**Write your ad.** Indicate category. Remember to put price and contact info.

**Count the words.** Anything with a space before and after counts as one word.  
 We will spell-check, abbreviate, edit, as necessary. You can mail your ad with  
 check or money order, or...

**For the best - and most exposure - of your classified ad...**

**Submit your ad safely online with Visa, MasterCard or AmEx at:**  
**www.latitude38.com**

**DEADLINE is ALWAYS the 15th at 5pm**

*Latitude 38* • 15 Locust Ave, Mill Valley, CA 94941

**Questions? (415) 383-8200, ext 104 • class@latitude38.com**

## PLACE YOUR CLASSY AD TODAY.

It will be online within 2-3 business days and in print in next month's issue. Deadline for print is **ALWAYS** the 15th of the month prior to publication.

## DINGHIES, LIFERAFTS AND ROWBOATS

**10-FT AVON BOAT IN A BAG, 1992.** Belvedere Tiburon. \$2,000. Avon 10-ft fold-up inflatable "Boat in a Bag" with 8hp Yamaha 2-stroke. All in fine condition. (415) 305-0263 or glenn@cmainscf.com.



**11-FT NOVURANIA TENDER, 1997.** \$1,800/obo. With trailer. Model 335dl with center console stainless steel wheel steering. Hard bottom, 25hp Yamaha motor. Deep V-hull and large tube signature design. These are great long-lasting boats for hours of fun on the water. I say it's the best boat I've owned for the fun factor. Easy to launch, easy to maintain. Email mitchperk@gmail.com.

## 24 FEET & UNDER



**SOVEREIGN 24, 1997.** Gashouse Cove, San Francisco. \$10,500. *Miya* is a blue-water pocket cruiser. Beautiful cabin, full head, sink, icebox, sleeps 3 comfortably. Comes with two anchors (Bruce and Danforth), great stereo, uninstalled VHF radio, and extra gasoline tank. New workhorse Yamaha OB 9.9hp long shaft, less than 20 hours. New high-end North-Star AGM batteries less than 4 months old. Great daysailer around the Bay or lake. Shoal keel 2.5ft draft. Trailerable. Comfortable in weather. Not a fast boat. Bottom paint June 2014. Sails by North Sails and rigging 2015. Well loved and maintained. I'm sad to see her go, just don't have the time to sail her. Email miyasailboat@gmail.com.



**23-FT J/70, 2016.** Alameda. \$34,000. Best J/70 in the Bay Area! Very lightly used and extremely well equipped. Perfect condition. New chute (unused), Micronet speed & depth, Quantum sails (race and practice), Honda 2.3 4-stroke OB, jib cover, full deck cover, bottom/road cover. Anchor, safety gear, covers for rudder, tiller, boom, hatch - everything (you need these for trailering). Velocitek, soft hatch cover, carbon deck pads. Trailer excellent - lights work. Come check out this boat. Contact (408) 718-7251 or appsingear@gmail.com.



**15-FT MONTGOMERY 15, 2010.** Monterey, CA. \$7,900. Fantastic pocket yacht with trailer, sails, and outboard motor. In very good condition, low miles on trailer and motor. Contact (808) 381-4684 or shandy.buckley@gmail.com.



**SANTANA 22, 1978.** Santa Cruz YC, Dry Storage. \$6,250. Santana 22 #743, *Hot Tip*. Original owner, very well maintained. UK sails, spare sails. Trail-Rite trailer. New standing rigging in 2014. Always dry sailed. Beautiful boat! (831) 345-9606 or kurt.hoffmann@att.net.



**22-FT MERIT, 1984.** Lake Yosemite, CA. \$8,000. Very good condition. Bottom paint good, interior new, sails: 2 jibs 2 main RC/CR, storm blade, working jib, and spinnaker. Loaded with gear, 6hp Evinrude OB. Trailer restored with spare tire and mount. This boat is fast, it is a two-time winner of the Delta Ditch Run cruise class. Call Richard, leave message. (209) 628-0652.



**EXPERT MARINE SURVEYOR** Capt. ALAN HUGENOT  
**Captain.Hugenot@gmail.com • (415) 531-6172**

NAVAL ARCHITECT & MARINE ENGINEER - MASTER IN SAIL  
 ACCREDITED MARINE SURVEYOR (SAMS accredited Oct. 2004)  
 SNAME-ABYC-NFPA • ACCEPTS ALL CREDIT CARDS

## NEW ENGLAND MARINE TITLE

Coast Guard documentation • Title/lien searches • Transfers • Mortgage filing • Escrow services  
 Local closing facility for brokers or private transactions

**Visit us on the web! www.nemarinetitle.com**

1150 Ballena Blvd, Alameda, CA • (510) 521-4925



## NOR-CAL COMPASS

Adjustment • Sales

Authorized Compass Repair

Hal McCormack • norcal.compass@verizon.net • Phone/Fax (415) 892-7177

## RIGGING ONLY • SMALL AD, SMALL PRICES

Standing and running rigging, life lines, furling gear, winches, line, windlasses, travelers, wire and terminals, blocks, vangs, and much more.

~ Problem solving and discount mail order since 1984 ~

**www.riggingonly.com • (508) 992-0434 • sail@riggingonly.com**



**23-FT BEAR CLASS SLOOP, #54, 1952.** Point Richmond. \$2,000/due to health, best offer takes. Replaced rigging, fiberglass decks, keel bolts, anchor and safety equipment. Good condition. (916) 783-3150 or stefroche916@gmail.com.

## 25 TO 28 FEET



**26-FT HUNTER, 2001.** Lakeport, CA. \$12,500. Clean, lightly used. 3 sails. Bimini, winter cover. 18hp OB, pulpit seats, water system, stereo. Remote throttle, bottom paint, UHF and trailer. (707) 245-8264 or daniel.christensen@mchsi.com.

**OLSON 25, 1984.** Point Richmond, CA. \$4,000. *Leap Year* needs a good home and will more than please. Awesome, easy, capable and ready. She is ready to bring a smile and an escape from the madness of pandemic! Priced to move NOW! For pictures and information go to: <http://lyear84.wixsite.com/leap>. Email [leapyear84@gmail.com](mailto:leapyear84@gmail.com).



**25-FT PACIFIC SEACRAFT, 1978.** Morro Bay. \$12,000. Super-seaworthy, stout, well maintained, sought-after pocket cruiser. Full keel double-ender with outboard-hung rudder. One-cylinder inboard Yanmar diesel, genoa tanbark main and jib. Contact [1stpo1nt.ps@gmail.com](mailto:1stpo1nt.ps@gmail.com) or (805) 459-4659.

## 29 TO 31 FEET



**WYLIECAT 30, 2007.** Kawaihae, HI. \$75,000. REDUCED PRICE! Over \$30k invested in the last year, + \$8.5K for new engine (installed Feb. 2018). Vacuum-bagged hull and deck construction. Bulbed fin keel. Unstayed carbon fiber mast and aluminum wishbone with carbon fiber joints. New mast track hardware installed with machine screws and flanged nuts. Ullman square top sail. New Yanmar 2-cylinder diesel engine. Folding prop. New Raymarine electronics package. New running rigging lines and hardware by Steve Seal. AC & DC electrical systems. Fast and fun boat. This is certainly one of the nicest Wyliecat 30's out there! Maintenance logbook and additional photos upon request. (808) 895-0480, (808) 495-5511 or [tim@valleymaritime.net](mailto:tim@valleymaritime.net).



**TARTAN 30, 1978.** Burlingame, CA. \$13,500. *Frisky* is a 30-ft sloop built in 1978. Rigged for speed, with two spinners, two mains, two jibs, and a carbon fiber spinnaker pole. She has been in quite a few races in San Francisco Bay. This boat has had a single owner for the past 10 years, and in that time has been re-powered with a brand-new Beta 16 diesel, and had her standing rigging completely replaced. (310) 968-7804 or [frank@2garcia.com](mailto:frank@2garcia.com).

**31-FT SEA EAGLE, 1979.** Long Beach, CA. \$55,000/obo. Less than 10 built, very rare. Perfect couple's cruiser, Long Beach sistership circumnavigated singlehanded. Airex cored hull, bulkheads glassed in, not a liner boat. Teak decks removed and glassed over, Awlgrip over entire boat. Perfect cruising underbody, full keel with cutaway forefoot and skeg-hung rudder with prop protected inside skeg. Will trade for trawler. Call for info. (323) 656-5176 or [hholmes323@gmail.com](mailto:hholmes323@gmail.com).



**GARY MULL 30, 1972.** Richmond Yacht Club. \$6,499. 30-ft Mull-designed sloop, built by Easom. Spade rudder, fiberglass sheathing, Awlgrip, Yanmar diesel, full sail inventory, sleeps four, galley, head, VHF, instruments, folding prop. A solid racer/cruiser, fast and easy to sail, a perfect singlehander. Contact (559) 217-9644 or [stephenlewis1900@gmail.com](mailto:stephenlewis1900@gmail.com).



**30-FT CATALINA, 1978.** Stockton. \$10,000. Std rig self-tacking. Jib, asymmetrical, wheel, Stockton Sailing Club D-11. (209) 329-4443.

## 32 TO 35 FEET



**35-FT IRWIN 34, 1986.** Alameda. \$20,000. Motivated seller... living out of state now. Deeply discounted so someone can enjoy this coming season. Get in now for spring and summer fun, liveaboard? Opportunity to steal a great ride! Further specs: [www.sailgrisoris.com](http://www.sailgrisoris.com). Contact (510) 864-1373 or [cb@sailgrisoris.com](mailto:cb@sailgrisoris.com).



**32-FT CHEOY LEE, 1964.** South Beach. \$18,000. Well maintained ketch with rebuilt cockpit and full boat cover. Sails, rigging, and motor are in good condition. Clean interior. Shallow full keel makes it ideal for the Bay and Delta. Email [dvpscap@aol.com](mailto:dvpscap@aol.com).

**33-FT HANS CHRISTIAN CUTTER RIG.** 1981. Alameda, CA. New Beta engine, 37hp. To be seen at Grand Marina. Call for more information. (510) 217-8497.



**33-FT C&C MK I, 1976.** Alamos Bay, Long Beach, CA. \$16,900. Good condition racer/cruiser. Fitted out for single- or doublehanded crew for safe, social distance. New bottom paint. Folding helm and Gori prop, autopilot, chartplotter, water pressure, propane stove, microwave, refrigerator, windlass, etc. Documented. Good sails, nearly new 115% genoa. Also 135% and 90%, spinnaker, A'sail. Includes sailing dinghy with motor. Lots of spares. Check *Practical Sailor's* review. Offers encouraged. (562) 795-9123, (269) 986-4831 or [Rhwins1060@AOL.com](mailto:Rhwins1060@AOL.com).



**33-FT NONSUCH, 1989.** Portland, OR. \$95,000. Fast, comfortable, fun to sail cruising Catboat. Refitted in 2017-2019. All new equipment. Top-notch electronics, navigation, radar, autopilot. Includes new dinghy and OB, spares, tools. See <http://nonsuch33shamrock.com>. Contact [remcc11@gmail.com](mailto:remcc11@gmail.com) or (503) 260-0931.

**34-FT PETERSON, 1977.** Sausalito. \$26,000. Offers a wonderful mix of classic beauty, sailing ability and accommodations. This racer/cruiser was configured for distance cruising, she is well-known for her performance and high quality build. See [www.peterson34.com](http://www.peterson34.com). (415) 332-4810 or [lat38@magewind.com](mailto:lat38@magewind.com).

**32-FT WESTSAIL 32, 1976.** Bethal Island. \$9,000/obo. Project opportunity. Tabernacle, ABL windlass, Barlow winches, Shipmate stove, Danforth and CQR ground tackle. Original jib, staysail, and main in great shape. Boat is currently hauled out on its own stands. Needs interior refit, but is good opportunity to have an excellent cruising boat at a good price with lots of sweat equity. If you think you're interested, please call and we'll make a deal we will both be happy with. Will sell. Contact (510) 978-9058 or [cpyakubek@hotmail.com](mailto:cpyakubek@hotmail.com).



## DAVE'S DIVING SERVICE

*Serving Southern Marin Since 1984*

Hull Cleaning • Zincs • Inspections • Props Replaced  
Repairs • Recoveries • Fully Insured and Marina Recommended  
(415) 331-3612 • [davesdivingservice@gmail.com](mailto:davesdivingservice@gmail.com)

## Captain Midnight Sailing

Sailing Lessons, your boat or mine. Cruising or competition.  
48 trips across the pond, 30 years charter skipper/rigger. Boats large and small.  
Rig inspections, boat deliveries, dinner cruises, fun sailing trips!  
(360) 770-7035 • [andyschwenk5@gmail.com](mailto:andyschwenk5@gmail.com)

## MARINE SURVEYOR

Sharpe Surveying & Consulting. SAMS Accredited Marine Surveyor.  
Serving the San Francisco Bay and Delta.

[RSharpe@SharpeSurveying.com](mailto:RSharpe@SharpeSurveying.com) • (510) 337-0706



## Ocean Edge Yacht Detailing

~ Now Sanitizing Boats ~

Restoration • Maintenance • Detailing

[www.oceanedgeyachtdetailing.com](http://www.oceanedgeyachtdetailing.com) • (831) 236-5905





**ERICSON 34, 1989.** SFYC Belvedere. \$49,500. The Ericson 34 is a boat that can be raced, cruised, sailed for fun and sleeps six. Five years ago, she had an extensive \$65,000 (yes, \$65K) refit at KKM including replacing standing/running rigging, servicing winches, new hatches, vang, windlass, gelcoat, instrumentation - and much, much more making this one of the nicest Ericsons out there. Two owners since new, the boat has been lightly used and meticulously maintained, bottom anti-fouled July 2019. Full Hood sail inventory including spinnaker and all safety gear. Maintenance records and additional photos upon request. Contact John Owen: (415) 748-2328 or owen\_john@mac.com.



**32-FT ISLANDER, 1965.** Amado, AZ. \$12,000. Wayfarer Yachts, designer; J.H. McGlasson, 9,700 lbs. displacement, 4,600 lbs. lead keel, 10' beam, 32'5" / 24.83' waterline, fiberglass CCA design cutaway fore keel, beautiful overhanging stern. New Cypress mast/bow sprit, interior, 1/4" stainless rigging, spreaders, Hyde Sails, Electric Yacht motor, AGM Lifeline batteries. Trail-Rite Trailer, 3-axle disc brakes, excellent condition. Contact (520) 625-3982, (520) 373-8129 or burgardjd@aol.com.



**33-FT ENDEAVOUR 33, 1984.** Sausalito. \$16,000. Good condition, great boat for the heavy winds on the Bay, comfortable cabin, easy to singlehand. For complete details and more pics, see website: [www.endeavor-33-adagio.squarespace.com](http://www.endeavor-33-adagio.squarespace.com). Email [murdad@comcast.net](mailto:murdad@comcast.net).

**ALBERG 35, 1967.** Napa. \$10,000. Classic full keel sloop. USCG documented. Mast step, bed logs and rudder rebuilt 10 years ago. Yanmar 3GM30F diesel. Sailed out of Sausalito extensively before work relocation forced sale. Contact for pictures: [chris.blain@gmail.com](mailto:chris.blain@gmail.com).

## 36 TO 39 FEET

**CATALINA 38 SPARKMAN & STEPHENS.** 1979. Redwood City. \$45,000. Turnkey boat updated for shorthanded sailing/cruising. Recent Baja Ha-Ha and cruise in Mexico. Universal M35B. Custom rudder. 2018 survey. More than \$45K in recent upgrades: Andersen ST winches, chartplotter/radar, Pineapple main, below-deck hydraulic autopilot, 3-blade Flexofold, windlass, windows, mast step, standing rigging, StackPack main cover with lazy jacks, canvas, Victron solar, LED running lights-tricolor-spreader lights, fridge and more. Email [rctail3738@gmail.com](mailto:rctail3738@gmail.com).



**38-FT HINTERHOLLER NIAGARA-35.** 1980. Grand Marina, Alameda, CA. \$42,000. S/V *Gambit*. Equipped for off-shore. Volvo, SailDrive, nav computer, lazy jacks, solar panel, watermaker, composting head, refrigerator and more. For sale "as-is". Contact (925) 202-9092 or [schoonerbk@gmail.com](mailto:schoonerbk@gmail.com).



**INGRID 38 KETCH, 1976.** Berkeley. \$30,000/obo. Good condition. Professionally fitted throughout. Heavily-built, hand-laid FRP bluewater ketch. Aluminum spars. Volvo MD3B. Propane stove. Diesel cabin heater. (707) 354-4698 or [IngridRose38@yahoo.com](mailto:IngridRose38@yahoo.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](mailto:hogancanoes@aol.com).



**37-FT CREAKLOCK.** Monterey, CA. \$37,000. This is a custom-fitted cruising consultant's hull. Will consider trade or barter for similar value land, home, car, truck, RV, etc. Photos and equipment on website: <http://tinyurl.com/so7kdrn>. Contact [cher\\_d1@yahoo.com](mailto:cher_d1@yahoo.com) or (831) 234-4892.



**36-FT CAPE DORY, 1984.** Alameda. \$45,000. Classic cutter, beautiful inside and out, Carl Alber design. Sleeps 6. Garmin radar and chartplotter, NMEA 2000, autopilot, windlass, bottom paint 2019, Lewmar winches, hard dodger, roller furling, refrigeration, EPIRB, 91gal water (3 tanks), 53gal diesel, 24gal holding tank, 35# CQR, 300' chain, 22-S Danforth, inflatable dinghy, 4-person liferaft, deck wash pump, halon fire ext, boat cover/awning, solar battery charger. Ample locker space plus canvas stowage bags — great for cruising. (707) 766-9471 or [brillig3@gmail.com](mailto:brillig3@gmail.com).

**39-FT FREYA STEEL SLOOP, 1971.** Oxnard, CA. First \$10,000/obo! Act fast! 80hp Ford diesel, recent professional rebuild. Simrad autopilot. Professionally insulated interior, Hydraulic anchor windlass, Boom gallows, Garmin Gmaps, Furuno depth-sounder. A project boat. Needs possible sandblasting and welding on her bottom, shows electrolysis and a few small holes. Hauled out at Ventura Boatyard. Capable of motoring, anchoring and sailing open ocean recently. She is a fast, sea-kindly cruiser. Requires person capable of seeing the potential of this well equipped, sea-going vessel. Proud owner of 46 years. (805) 200-6089 or [traim69@hotmail.com](mailto:traim69@hotmail.com).



**36-FT PEARSON 365, 1979.** \$38,000. Sloop rig. New upgraded double-spreader mast with new standing and running rigging. New interior. Clean and squared-away. Contact Jim. (831) 383-1650.



**CF 37, 1981.** Channel Islands. \$16,000/obo. Fast, fun sailing, awesome interior layout, quality-built. You won't find a good boat this size for the price! Perfect liveaboard. Many island trips! Make an offer. Contact [ianykchang@hotmail.com](mailto:ianykchang@hotmail.com) or (907) 231-1721.

## 40 TO 50 FEET



**47-FT BENETEAU OCEANIS 473, 2002.** Berkeley. \$198,000. Selling our pampered comfy bit of luxury on the Bay. Never raced or cruised. Roller furling main and headsail, asymmetrical chute with sock. Upgraded Raymarine touchscreen GPS/digital radar 2016. High end marine stereo, 600hr Westerbeke 63hp. 3-blade Flexfold prop 2017. All new batteries 2020. Inflatable tender with 10hr 4-stroke on davit. Full cockpit canvas for comfortable dry sailing. Cockpit seats 10 for lunch with removable table. Well outfitted with lots of extra lines, safety gear, 300' chain and ground tackle, extra anchor. All lighting upgraded to marine LED with day/night switched chipsets. 12v freezer/fridge. Boat shows like new. (949) 338-6298, (415) 652-4004 or [mjeh49@yahoo.com](mailto:mjeh49@yahoo.com).



**42-FT CATALINA, 1992.** Marina Bay, Richmond, CA. \$72,500. SIP Price Reduction. Very clean and maintained 2-cabin Pullman berth model. Radar, chartplotter, autopilot, VHF, Icom HF, dodger, bimini, TV, VCR, stereo, lazy jacks, custom main reefing system, furling jib, self-tailing winches, power main winch, dinghy and OB. Possible liveaboard slip available. (530) 941-6794 or [davidrhammer45@gmail.com](mailto:davidrhammer45@gmail.com).



## STEVE JONES MARINE SURVEYOR



[www.stevesurveys.com](http://www.stevesurveys.com)



SAMS AMS • Serving the Bay Area Since 1980

(415) 497-9078 • [steve@stevesurveys.com](mailto:steve@stevesurveys.com)



## HEAVILY-MODIFIED NORMAN CROSS 40 TRIMARAN

Stable and functional. Sugar scoop and steps to the water.

Aft hatch allows entry into aft cabin. Systems are modern and functional.

Brand new Engle fridge, Yanmar SD30 diesel runs great. Call 808-389-6435



## Afterguard Sailing Academy

The Affordable Way to ASA

ASA Basics to Ocean • Crew Intro to Cruising Prep

(510) 535-1954 • [www.afterguard.net](http://www.afterguard.net)

## GEL COATING AND FIBERGLASS REPAIR

Boats • Yachts • Jet Skis • Water Slides • Seadecks

Cars: Upholstery Work, Canvas for Convertibles

30 Years Experience • Call Allen (408) 849-3337





**EXPLORER 45, 1978.** Ventura, CA. \$65,000. Stan Huntingford design, center cockpit, cutter, heavy fiberglass hull with encapsulated full keel w/cutaway. Excellent stable bluewater vessel with Perkins 4108/Velvet Drive transmission. Motivated seller. See <http://Explorer45.com>. Contact (805) 320-8523 or [Windblown13@outlook.com](mailto:Windblown13@outlook.com).

## CLASSIC BOATS



**36-FT CLASSIC CCA DESIGN SLOOP.** 1938. Bellingham, WA. \$19,000/obo. Built King Boatyard, Hong Kong 1938. Phil Rhodes design. Heavy standing rig, bronze hardware, ocean veteran. Ported San Francisco Bay 1950s. New deck, spruce mast rebuilt 2010. Yanmar 2GM20 rebuilt 2012. Burmese teak planking, laminated teak frames 6" centers, copper rivet fastened. Blue Sea breakers. Solid fuel stove, kerosene range. VHF, depth-sounder, radar, autopilot, Lifesling, SL555 windlass, 200' 5/16" chain, Avon inflatable. Sweet sailer. [pwilling64@gmail.com](mailto:pwilling64@gmail.com).

## MULTIHULLS



**50-FT CRUISING TRIMARAN KETCH.** 1969. Honolulu. \$260,000. Custom ketch, 24' beam, 4'8" draft. Spacious cruiser/liveaboard w/6'6" headroom throughout. Perkins 4-236 w/Max-Prop. Deck space for 38 friends plus cruising accommodation of 5 doubles, 3 singles, 2 vanity/head/shower, large open galley, oven/range, reefer/freezer. Upgraded electronics include autopilot, radar, MF GPS plotter, depth, wind, speed, windlass, 2-165W solar, 2-400W wind turbines. Davits w/hard tender and inflatable w/OBs. Well maintained and cruise-ready. (808) 630-6084 or [sailing@hawaiiantel.net](mailto:sailing@hawaiiantel.net).



**55-FT TRIMARAN.** Horstman-inspired, 1989. Panama City, Panama. \$90,000/obo. Must sell majestic comfortable liveaboard, 62' LOA X 27' W. New-ish sails: Norseman System main; furling genoa. Dinghy/OB. 800w solar, Outback VFX2812. 15kw Westerbeke generator. Needs motor(?). Refrigerator, large freezer. Watermaker. 2 kayaks, Brownie's hookah, fishing equipment. 3 heads, sleeps 6+. Custom SS lifeline, large brass portholes in V-berth, teak table in large covered cockpit. Includes 20-ft Novurania Equator 600 w/trailer in dry dock. Contact (775) 350-4935, (775) 782-7035 or [bsseivers@msn.com](mailto:bsseivers@msn.com).

**24-FT CORSAIR SPRINT 750, 2009.** Livermore/Alameda. \$35,000. UK Tape-Drive Silver main, new Calvert tri-radial Carbon Sport jib, North Kevlar screacher, Doyle 3/4oz asymmetrical spinnaker, all new halyards, low hr 6hp Tohatsu Sail Pro 4-stroke excellent condition, very nice Kokopelli all-aluminum tandem trailer with brakes, trailers beautifully. All in very nice condition. Super-fun and fast boat! Thanks for looking, Ken. (925) 918-3968 or [kljacwilliams@sbcglobal.net](mailto:kljacwilliams@sbcglobal.net).

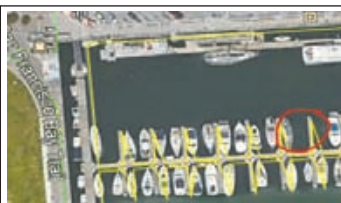
## POWER & HOUSEBOATS



**30-FT OWENS/CONCORD, 2007.** Marina La Paz. \$48,000. Fiberglass hull, deck, cabin, swim platform. Complete restoration in 2007/8. New Yanmar 6cyl 265hp 520hr. Equipped for extended cruising Sea of Cortez. Fuel 125gal one tank. Fresh water 55gal, two tanks. Two bunks in bow, bedding. Complete galley, elec. head. West Marine 9-ft dinghy, 3.5hp 4-stroke OB. Twin axel galvanized trailer. In La Paz BCS maintained by Marina staff/owner. US registry. Contact (619) 425-4630 or [mary@marinalapaz.com](mailto:mary@marinalapaz.com).



## BERTHS & SLIPS



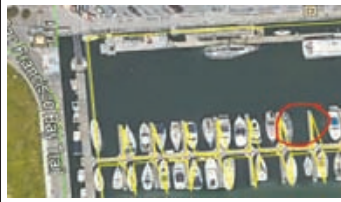
**PARTNER FOR 50-FT BOAT SLIP.** South Beach Harbor, SF. \$-Slip Fees. Partner (with own boat) wanted for premium 50-ft slip (A027) at South Beach Harbor. Pay slip fees only. Immediate occupancy. Minimum 2 years. (415) 314-4218 or [jackmcdermott1@gmail.com](mailto:jackmcdermott1@gmail.com).

**80-FT SLIP HEART OF THE CITY.** San Francisco. Have a big boat? Use it, don't spend hours motoring channels. 80-ft end tie. San Francisco, Pier 39 in the fun zone. Sale or lease. Contact Steve. (415) 694-1763 or [SJShidler@gmail.com](mailto:SJShidler@gmail.com).

## PARTNERSHIPS



**1984 BENETEAU FIRST 42.** Seeking 1 or 2 partners. San Francisco Yacht Club. \$22,000 - \$33,000. Beautifully maintained racer/cruiser. Seeking 1 or 2 partners for equal ownership. Set up for both racing and singlehanded sailing. The hull is wide at the center which displaces the water and the cockpit remains very dry. Everyone who has ever sailed her agrees that Sea Ghost is one of the best sailing boats they have ever sailed! (415) 246-2801 or [seaghost3@comcast.net](mailto:seaghost3@comcast.net).



**PARTNER FOR 50-FT BOAT SLIP.** South Beach Harbor, SF. \$-Slip Fees. Partner (with own boat) wanted for premium 50-ft slip (A027) at South Beach Harbor. Pay slip fees only. Immediate occupancy. Minimum 2 years. (415) 314-4218 or [jackmcdermott1@gmail.com](mailto:jackmcdermott1@gmail.com).

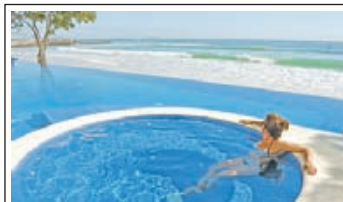


**38-FT DEHLER 38, 2016.** Marriott Marquis Marina, San Diego. \$80,000. Looking for something innovative in yacht design and style? Rare opportunity to purchase a 33% partnership interest in a like-new Dehler 38, winner of numerous BOY awards. Excellent condition, low hours, sleeps 8. Well equipped, beyond the standard configuration. (602) 692-5144 or [srudgear@gmail.com](mailto:srudgear@gmail.com).



**TARTAN 3100.** Sausalito. We are looking for partner(s). Equity or non-equity open to negotiations. Just surveyed and fair market value \$44K. New refrigeration, beautiful interior, new bottom paint. (Yanmar diesel service January 2020). (510) 517-0753 or [glharbison@gmail.com](mailto:glharbison@gmail.com).

## SOUTH OF THE BORDER



**PLAN YOUR MEXICAN GETAWAY NOW.** At the gorgeous Cielo Y Mar condos. Located in Punta Mita, 35 minutes from Puerto Vallarta, available to rent from private owner. Choose from a spacious, beautifully furnished one- or three-bedroom unit, or an amazing two-story penthouse with lovely shade trellis on the top floor. To reserve, call Doña de Mallorca at (415) 269-5165 or email: [puntamitabeachfrontcondos@gmail.com](mailto:puntamitabeachfrontcondos@gmail.com).

## CREW

**SAIL GRATEFUL.** Mediterranean. \$-Share. Beneteau Sense 50 sailing Spain, Italy, Greece, Turkey. You will (learn to) sail! Cook and live aboard. Many ports, daily stops. Week min. @grateful\_travel. Fb grateful sailor. YT The Grateful Sailor. See <http://Gratefulsailor.com>. (805) 458-8158 or [Thegratefulsailor@gmail.com](mailto:Thegratefulsailor@gmail.com).

## VESSEL MOVING

No ocean too big, no trip too small, no ship too large, no mast too tall. Sail or power, we move them all! When you are ready give us a call.

**Professional Service • [cappytom@aol.com](mailto:cappytom@aol.com) • (206) 390-1596**

## OFFSHORE PASSAGEMAKING INSTRUCTION IN THE PACIFIC & ATLANTIC

John & Amanda Neal are dedicated to providing hands-on, documented instruction aboard their Hallberg-Rassy 46 *Mahina Tiare III*, drawing on their combined 688,000 miles and 84 years of experience.

**[www.mahina.com](http://www.mahina.com) • (360) 378-6131**

## BLUE WATER MARINE SURVEYORS

**20+ Years Serving the Bay Area & Delta**

Accredited Marine Surveyors • ACMS | ABYC | NFPA | USCG  
(415) 271-5720 • [captainterrylee@gmail.com](mailto:captainterrylee@gmail.com)

## COMPLETE MARINE WOODWORK

Design / Restoration • Expert European Craftsmanship • Interior / Exterior  
Repairs / Maintenance • Marine Windows & Frame Replacement  
Wood & Dry Rot Repairs • Varnish Work • Marine Painting  
**Reasonable Rates • (415) 377-3770 • References Available**



**OFFSHORE INSTRUCTION.** John and Amanda Neal provide documented ocean passagemaking instruction aboard *Mahina Tiare III*, their Hallberg-Rassy 46, drawing on their combined 688,000 miles and 84 years experience. See more at [www.mahina.com](http://www.mahina.com). (360) 378-6131.

**CAPTAINS!** San Francisco Water Taxi is expanding and looking for entry level to semi-retired captains to run our iconic yellow boats along the city waterfront. Minimum requirement Masters 25-ton. (408) 621-6405 or [Sfwatertaxi@yahoo.com](mailto:Sfwatertaxi@yahoo.com).



**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](http://www.clubnautique.net). Contact Joe Brandt. (510) 865-4700 or [joebbrandt990@gmail.com](mailto:joebbrandt990@gmail.com).

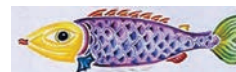
**JOIN OUR TEAM OF INSTRUCTORS!**  
Redwood City Marina. Spinnaker Sailing in Redwood City is looking for ASA-certified sailing instructors to teach out of our Redwood City Marina location. Part-time, flexible schedules, midweek and/or weekends. See [www.spinnakersailing.com](http://www.spinnakersailing.com). Please contact Rich or Bob by phone or email; [office@spinnakersailing.com](mailto:office@spinnakersailing.com) or (650) 363-1390.

**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](mailto:Sailing@SailSF.com). (415) 378-4887.

**LICENSED RIB BOAT CAPTAIN.** Pier 39, San Francisco. Licensed Captain wanted for 28ft RIB, *Bay Voyager*. The success of our company, rated #1 Boat Tour in San Francisco (Tripadvisor), relies upon a gold standard of customer service, safety, enthusiasm and knowledge of local maritime history. Job includes narration/interaction with guests. 2-5 years diverse maritime work experience. Previous RIB experience, other languages a plus. Part time/flexible. See <http://bayvoyager.com>. Email résumé, short cover letter to [charles@bayvoyager.com](mailto:charles@bayvoyager.com). (510) 612-1251.

**SF BOATWORKS IS HIRING.** San Francisco. SF Boatworks is needing yard employees for bottom painting, buffing and polishing, cleaning up and also looking for engine technicians, gel coat and fiberglass techs. Please email your résumés to: [info@sboatworks.com](mailto:info@sboatworks.com).

**OWN A LEGEND.** SF Bay Area. Wyliecat boatbuilding is currently for sale. Exceptional reputation: innovative, high quality and well-loved sailing characteristics. Includes molds/tools and everything necessary to start production of the full line of Wyliecat sailboats. See [www.wyliecat.com](http://www.wyliecat.com). Call Tom. (925) 376-7338.



AB Marine .....28	Club Nautique.....27	Gianola	Johnson Marine,
ATN .....41	Coppercoat USA.....39	Canvas Products .....89	C. Sherman.....36
Baja Ha-Ha .....99	Cruising Yachts .....31	Grand Marina .....2	Keefe Pacific .....35
Bay View Boat Club ..85	Defender Industries....10	H&M Marine / Beta	KISS-SSB/Radioteck ..99
Berkeley Marina .....24	Denison Yachting .....13	Marine Engines /	Kissinger Canvas .....41
Blue Water	DeWitt Studio .....74	Hirschfeld Yachts.....44	KKMI - Full
Yacht Harbor .....46	Downwind Marine ....32	Heritage Marine	Service Boatyard ....108
Blue Water	Emery Cove	Insurance .....63	Lind Marine.....25
Yacht Insurance.....98	Yacht Harbor .....35	Hood Sails .....23	List Marine
Boat Yard at Grand	Farallone	Hotel Coral	Enterprises .....42
Marina, The .....12	Yacht Sales.....21	& Marina .....67	Loch Lomond
Brickyard Cove	Fisheries Supply Co...37	Hydrovane .....45	Marina .....41
Marina .....47	FlopStopper.....98	Ishkeesh	Makela Boatworks ....99
Brisbane Marina .....71	Fortman Marina .....6	Marine Services.....107	Marchal
Carpenteria Dory .....79	Geico Insurance.....29	Island In The Sun.....45	Sailmakers .....28
City Yachts .....11		Iverson's Design.....44	Marina Bay
		Jeff Brown Yachts .....17	Yacht Harbor .....43



# RICHARD BOLAND

## YACHTS

RIVIERA • BELIZE • NEW & BROKERAGE • POWER & SAIL



**53' HALLBERG-RASSY, 2000**  
\$360,000



**51' JEANNEAU 1994**  
\$109,000



**45' DOWNEAST**  
\$149,000



**43' 2012 BENETEAU SENSE**  
\$229,000



**40' SWAN 391, 1984**  
\$114,000



**38' ERICSON, 1987**  
\$69,000



**37' BENETEAU OCEANIS**  
1985



**37' PACIFIC SEACRAFT 1980**  
\$53,500



**37' PACIFIC SEACRAFT, 1984**  
\$89,000



**36' PEARSON 1979**  
\$35,000



**36' ISLANDER, 1976**  
\$19,900



**35' NAUTICAT, 1999**  
\$135,000

### Richard Boland Yacht Sales

1070 Marina Village Pkwy., Suite 107

**Alameda, CA 94501**

Office: (510) 521-6213 Direct (510) 610-6213

Email: rbys@aol.com

[www.richardbolandyachts.com](http://www.richardbolandyachts.com)

### Richard Boland Yacht Sales

Westpoint Harbor - 101 Westpoint Harbor Dr.,

**Redwood City, CA 94063**

Office: (510) 610-6213 Direct (510) 410-5401

Email: Bh.hackel@gmail.com

[www.richardbolandyachts.com](http://www.richardbolandyachts.com)



We are available by appointment for showing or listings

**OVER 30 YACHTS AT OUR DOCKS TO VIEW**

Richard: 510-610-6213 • Barney: 510-541-1963 • Mik: 510-552-7272 • Bill: 510-410-5401



## ADVERTISERS' INDEX – cont'd

Marina Cortez.....36	Passage	SAMS.....40	Trident
Marina de La Paz .....98	Nautical.....5	South Beach Harbor ..18	Funding .....4
Marina El Cid.....98	Pineapple Sails .....3	Spaulding	Twin Rivers
Marina Village .....16	Puerto Los Cabos .....30	Marine Center ....63, 79	Marine Insurance .....34
Mariners Insurance....20	Quantum Pacific .....75	Spectra	Ullman Sails .....26
Marotta Yachts.....106	Raiatea	Watermakers.....97	VacuWash.....30
Master Mariners	Carenage Services....96	Starbuck Canvas.....38	Vallejo
Benevolent Assn.....62	Richard Boland	Sterling	Marina .....79
Mazatlan Marine .....99	Yacht Sales.....105	Associates.....40	Ventura Harbor
Napa Valley	Richardson	Summer Sailstice.....33	Boatyard.....79
Marina .....22	Bay Marina.....42	Sure Marine .....38	Westwind
Ocean Planet	Rubicon Yachts ....7,8,9	Svendsen's	Precision Details.....34
Energy.....70	Sail Warehouse,	Bay Maritime Group..15	Whale Point
Outboard	The.....32	The Canvas Works ....46	Marine Supply .....14
Motor Shop.....39	San Francisco	TMM Yacht	Whiting & Wedlock
Owl Harbor	Boat Works .....67	Charters.....89	Marine Surveyors.....79
Marina .....39	Seattle Yachts .....19	Towboat US.....47	Yachtfinders/
			Windseakers .....37





# Marotta Yachts of Sausalito

Brokers of Fine Sail and Motor Yachts

415-331-6200 • info@marottayachts.com • www.marottayachts.com

See at: [www.marottayachts.com](http://www.marottayachts.com)



## 42' HINCKLEY SOU'WESTER CENTERBOARD SLOOP, 1983

Perfect example of a beautiful Hinckley design and exquisite workmanship. \$700,000 spent on her since 2011. Potentially transferable Sausalito YH slip. **\$249,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



## 43' C&C, 1973/2010

Vessel was completely redone and shows like a new boat, must see to believe. Potentially transferable downtown Sausalito slip right on the boardwalk. **\$128,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**37' JEANNEAU SUN ODYSSEY 379** The Jeanneau 379 won Boat of the Year awards in two key categories (Best Mid-Sized Cruiser and Best Domestic Built Boat) and this particular example is the only one currently for sale on the west coast; she shows bristol. **\$169,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**TWO 27' NOR'SEAS, 1990 AND 2000** Both are late model, never cruised examples in excellent shape with gleaming brightwork and low time on engines. Well equipped with chartplotter/radar, windvane, full batten mainsail **\$44,000 AND \$54,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



## GRAND BANKS, 1977

Clean twin engine (almost ALL were single) example shows very nicely inside and out today. She's also VERY competitively priced and lying in a potentially transferable Sausalito YH slip. **\$54,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



## 41' PERRY, 1983

The Perry 41 is a serious blue water cruising boat with beautiful lines classic lines, none of which is surprising given that she was designed by the best! **\$49,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



## BENETEAU OCEANIS 351, 1994

Very popular Beneteau that was repowered in 2011 and shows very nicely inside and out **\$49,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



## 30' NONSUCH ULTRA, 1985

Rugged, amazingly roomy cat-rigged cruiser designed by Mark Ellis. Only three long term owners since new. Repowered with a new 29 hp Yanmar diesel in 2015. **\$44,900**

See at: [www.marottayachts.com](http://www.marottayachts.com)



## C&C 41, 1988

Vessel Awl gripped and updated throughout, competitively priced. And with a potentially transferable Sausalito YH slip. **\$44,500**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**30' FISHER KETCH, 1975** Original owner has recently spent an ENORMOUS amount of money refitting this vessel including repower, re rig, new sails, new electronics, new windows and Awlgripped hull and topsides. Call for details. **\$39,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



## 34' CATALINA, 1987

The Catalina 34 is one of the best selling 34 footers ever launched, feels more like a 36 footer. Potentially transferable Sausalito YH slip **\$34,500**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**36' ISLANDER, 1976** Only two owners since new and is in nice shape with a Perkins 4-108 diesel (not the pesky Pathfinder!), sails are in good shape, plus dodger, roller furler refrigeration and is competitively priced **\$29,000**

at 100 BAY STREET • SAUSALITO • CALIFORNIA 94965 since 1946





### 90' Bellamy Expedition Trawler

Possible Marina del Rey Liveboard Slip, Rated for 108,  
Sleeps up to 48 guests, 1 of 2 built! **\$324,950**



### 1998 Sea Ray Sundancer 370

500 hours, Generator, Dual Air Conditioners,  
Amazing Boat! **\$79,500**



### 44' Lagier Steel Cutter

George Buehler Design, New Sails,  
Complete Refit **\$59,995**



### 39' C&C Landfall Sloop

Excellent San Diego Cruiser, Custom hard  
dodger, solar panels, radar, SSB **\$39,500**



### Chris Craft 47' Flushdeck Commander

Twin Detroit's, Generator, Desirable San  
Rafael Canal Slip **\$64,500**



### 1946 Bristol Classic 44'

Famous "Island Clippers" owned by Master Shipwright  
**\$37,995**



### 38' Ericson

Performance Cruiser by Bruce King  
**\$56,900**



### Nova 42 Sundeck

Low Hour Twin Volvo Diesels, Onan Genset,  
Beautiful Boat! **\$49,500**



### Hunter 37' Cherubini

Fresh Bottom Job, New Awlgrip, Beauty!  
**\$27,950**



### 47' Concorde DCMY

Twin Detroit 8v71, Fiberglass hull, Surveyed 2017  
**\$44,900**



### 1996 Catalina 36 MKII

Double stateroom under cockpit, wheel steering  
**\$36,950**



### 33' Albin Nova

Here is your chance to own one of the few Albin  
Nova's on the West Coast **\$44,995**



### 55' Herreshoff Marco Polo Ketch

Recent Bottom Job, Transferable Liveboard Slip,  
Amazing Classic! **\$54,950**



### 36' Ericson Sloop

Newer Electronics, Teak and Holly Sole,  
Beautifully Appointed **\$26,000**



### 32' Islander Sloop

Bristol Condition - Tons of Charm. Lots of  
upgrades, must see to appreciate! **\$39,500**



### Silverton 312

Low hours, lots of interior upgrades, fresh haul out!  
**\$35,995**



### 32' Westsail Cutter

Excellent Condition, Ready for Offshore, Tons of Charm  
**\$42,000**

# Ishkeesh Marine Services

California's Premier Full Service Brokerage

We can help you buy or sell any boat fast!

Isleton - Point Richmond - San Diego - Marina del Rey

[www.ishkeesh.com](http://www.ishkeesh.com) • [info@ishkeesh.com](mailto:info@ishkeesh.com)

510-232-7200 • 855-547-4533



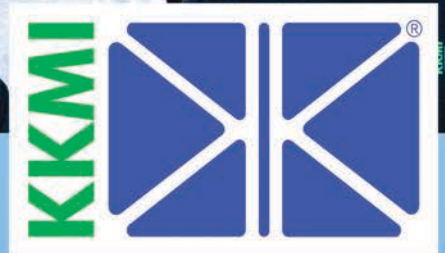


**Still smiling! And still here ready to serve you...  
at a safe distance of course.\***

**Please visit: [www.kkmi.com/safety](http://www.kkmi.com/safety) to review our policies**



**BAY AREA'S HEADQUARTERS FOR BOTTOM  
PAINTING, FIBERGLASS REPAIR & MUCH MORE!**



**PT. RICHMOND (510) 235-5564 ■ [WWW.KKMI.COM](http://WWW.KKMI.COM) ■ SAUSALITO (415) 332-5564**

\*Just in case you were concerned, this image is photoshopped - rest assured, we are keeping a safe distance from one another.