



# Latitude 38

VOLUME 516 June 2020

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Boat Yard at Grand Marina, The...	16
Marchal Sailmakers .....	44
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## CONTENTS

subscriptions	6
calendar	10
letters	18
loose lips	49
sightings	50
martin machado's creative escape	60
enduring cruiser limbo	64
victory and defeat in clipper race	68
puerto vallarta over the transom	72
max ebb: lockdown racing	76
racing sheet	80
world of chartering	84
changes in latitudes	88
classy classifieds	98
advertisers' index	104
brokerage	105

Cover:

There's no better summer getaway than a brisk,  
fresh-air sail on San Francisco Bay.

Photo: Latitude/John

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*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).

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## CALENDAR

Readers — We've included here all of the events that we believe were still on each host's schedule as of May 21. As the shelter-in-place orders shift and our society gradually reopens, event plans change weekly.

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

**May 28-June 4** — Online Auction, Gig Harbor Boatshop. Info, [www.gigharborboatshop.org](http://www.gigharborboatshop.org).

**June 1** — Atlantic/Caribbean hurricane season begins.

**June 2-30** — BAADS Sailors' Happy Hour on Zoom, every Tuesday, 5:30 p.m. Free. Info, [www.baads.org](http://www.baads.org).

**June 3-24** — Wednesday Yachting Luncheon Series, StFYC, 11:45 a.m.-1:30 p.m. Via YouTube during SIP. Info, [www.stfyc.com](http://www.stfyc.com).

**June 4** — 2020 Atlantic Tropical Outlook Webinar, 9 a.m. Presented by Weather Routing Inc. meteorologist Jeremy Davis. Free. Go to [www.crowdcast.io/e/atlanticoutlook2020](http://www.crowdcast.io/e/atlanticoutlook2020).

**June 4** — Corinthian Speaker Series, CYC, Tiburon, 7 p.m. With author William Glassley: Standing on New Ground (Formerly Ice) of Greenland. Free. The club was still closed as of press time. Info/RSVP, [speakers@cyc.org](mailto:speakers@cyc.org).

**June 5** — Full moon on a Friday.

**June 6, July 4** — Chantey Sing, aboard *Eureka*, Hyde St. Pier, S.F., 8-11 p.m. Free, but RSVP to Peter, (415) 561-7171.

**June 6-27** — Small Boat Sailing, 9:30 a.m.-4 p.m. every Saturday with BAADS at South Beach Harbor in San Francisco. Free. No sailing during SIP. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**June 7, 1692** — An earthquake and tsunami struck Jamaica. A substantial portion of the Port Royal waterfront slid into the sea.

**June 7-28** — Keelboat Sail, noon-4 p.m., every Sunday with BAADS at South Beach Harbor in San Francisco. Free. No sailing during SIP. Info, [www.baads.org](http://www.baads.org) or (415) 281-0212.

**June 11, July 9** — Single Sailors Association meeting and dinner, Ballena Bay YC, Alameda, 6:30 p.m. Tentative. Info, [www.singlesailors.org](http://www.singlesailors.org).

**June 19** — Sailing Racing Clinic, Pillar Point, Half Moon Bay. Info, [www.hmbyc.org](http://www.hmbyc.org).

**June 20** — Summer Solstice.

**June 20-21** — 20th annual Summer Sailstice International Celebration of Sailing. Sign up to win prizes at [www.summersailstice.com](http://www.summersailstice.com).

**June 21** — Father's Day.

**June 23** — Racing Rules Seminar, SDYC, San Diego. Info, [www.sdy.org](http://www.sdy.org).

**June 25-28** — Anacortes Boat & Yacht Show, Cap Sante Marina, WA. Info, [www.anacortesboatandyachtshow.com](http://www.anacortesboatandyachtshow.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).

**July 4** — Independence Day.

### Racing

**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** — Spring Tune-up. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

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

**June 7** — Capitol Cup for windsurfers on Lake Washington, West Sacramento. LWSC, [www.lwsailing.org](http://www.lwsailing.org).



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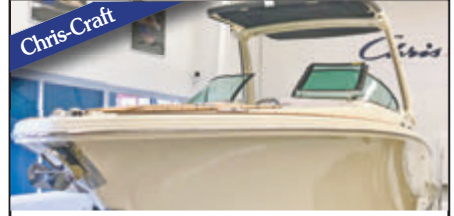
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## CALENDAR

**June 11, 1960** — The first singlehanded transatlantic race, from Plymouth, UK, to Newport, RI, got underway. Blondie Hasler, Val Howells, Francis Chichester and David Lewis were the skippers. After sailing for 40 days, Chichester won.

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

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

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

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

**June 13, July 11** — Interclub Series races. Info, [www.jibeset.net](http://www.jibeset.net).

**June 13-14** — Knarrs & J/105s. Pending USCG permit. SFYC, [www.sfyf.org](http://www.sfyf.org).

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

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

**June 14, July 5** — Club Series. CYC, [www.cyc.org](http://www.cyc.org).

**June 20** — YRA Summer Series, in the South Bay. YRA, [www.yra.org](http://www.yra.org).

**June 20** — Rear Commodore's Regatta. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**June 20** — Spring One Design Series in Santa Cruz. SCYC, [www.scyc.org](http://www.scyc.org).

**June 20** — H.O. Lind 1 & 2. TYC, [www.tyc.org](http://www.tyc.org).

**June 26-28** — Woodies Invitational for Folkboat, Knarr, Bear and IOD classes. StFYC, [www.stfyf.com](http://www.stfyf.com).

**June 27** — Independence Cup. Pending USCG permit. SFYC, [www.sfyf.org](http://www.sfyf.org).

**June 27** — OYRA Half Moon Bay Race. YRA, [www.yra.org](http://www.yra.org).

**June 27** — Midnight Moonlight Maritime Marathon. Pending USCG permit. SFYC, [www.sfyf.org](http://www.sfyf.org).

**June 27** — Silver Eagle. IYC, [www.iyc.org](http://www.iyc.org).

**June 27** — Long Distance Race. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**June 27** — Southern Crossing (of Lake Tahoe). SLTWYC, [www.sltwyc.com](http://www.sltwyc.com).

**June 27** — Rear Commodore's Race to Vallejo. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**June 27-28** — Bay Bridge J/105 Regatta. SBYC, [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org).

**June 27-28** — BAYS Summer Series for youth. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**June 28, 1932** — Four schooners designed by John Alden — *Malabar X*, *Grenadier*, *Water Gypsy* and *Teragram* — took first through fourth places in the Bermuda Race.

**June 28** — Singlehanded Race. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**June 28** — LMSC Mayor's Cup, Lake Merritt, Oakland. Gary, (510) 653-1743.

**June 28** — Summer Series #1 on Spring Lake. SRSC, [www.santarosasailingclub.org](http://www.santarosasailingclub.org).

**June 29, 1906** — President Theodore Roosevelt signed a bill authorizing the building of a lock canal across the Isthmus of Panama.

**July 4** — Brothers & Sisters Race. TYC, [www.tyc.org](http://www.tyc.org).

**July 4** — Fireworks Folly Fun Race. SFYC, [www.sfyf.org](http://www.sfyf.org).

**July 4** — Fourth of July Regatta for juniors. EYC, [www.encinal.org](http://www.encinal.org).

**July 4** — Purissima Cup. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**July 5** — Funnette Race. SLTWYC, [www.sltwyc.com](http://www.sltwyc.com).

**July 10-12** — Laser Midwinters West. ("Hey, it's winter in Australia!") But this regatta's in Long Beach. ABYC, [www.abyc.org](http://www.abyc.org).

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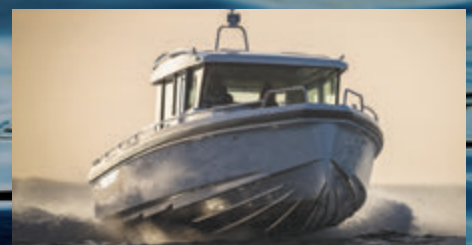
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## CALENDAR

**July 11** — Westpoint Regatta from Treasure Island to Redwood City. TIYC/SeqYC/YRA, [www.yra.org](http://www.yra.org).

**July 11** — Hart-Nunes Regatta for Mercurys. SFYC, [www.sfyf.org](http://www.sfyf.org).

**July 11** — Belvedere Classic and Great SF Schooner Race. SFYC, [www.sfyf.org](http://www.sfyf.org).

**July 11** — Twin Island Series Race. SYC, [www.sausali-toyachtclub.org](http://www.sausali-toyachtclub.org).

**July 11** — Founding Fathers Regatta. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**July 11** — North Bay Series/Angel Island Race. VYC, [www.vyc.org](http://www.vyc.org).

**July 11** — Stars and Stripes. CPYC, [www.cpyc.com](http://www.cpyc.com).

**July 11-12** — Trans-Tahoe Regatta. Tahoe YC, [www.tahoeyc.com](http://www.tahoeyc.com).

**July 11-12** — BAYS Svendsen's Summer Splash. EYC, [www.encinal.org](http://www.encinal.org).

**July 12** — Howard Stevens Race on South Lake Tahoe. SLTWYC, [www.sltwyc.com](http://www.sltwyc.com).

### Beer Can Series

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

**BAY VIEW BOAT CLUB** — Monday Night Madness, Spring: 6/8, 6/15. Summer: 7/20, 8/3, 8/17, 8/31, 9/7, 9/14. Info, [www.bvbc.org](http://www.bvbc.org).

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

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

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

**THE CLUB AT WESTPOINT** — Friday Night Fun Series: 6/26, 7/24, 8/28, 9/25. Info, [www.jibeset.net](http://www.jibeset.net).

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

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

**ENCINAL YC** — Friday nights. Spring Twilight Series: 6/12. Summer Twilight Series: 7/3, 7/17, 7/31, 8/14, 9/4. Info, [www.encinal.org](http://www.encinal.org).

**GOLDEN GATE YC** — Friday nights: 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 June-August. Postponed until further notice. Mark, [owing78@yahoo.com](mailto:owing78@yahoo.com) or [www.lwsailing.org](http://www.lwsailing.org).

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

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

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

**RICHMOND YC** — Every Wednesday night through 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.sfmjyc.org](http://www.sfmjyc.org).

**SANTA CRUZ HARBOR** — Every Wednesday night through 10/28. Info, [www.santacruzharbor.org/events](http://www.santacruzharbor.org/events).

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# CALENDAR

**SAUSALITO YC** — Tuesday nights. Spring Sunset Series: 6/2, 6/16. Summer Series: 7/21, 8/4, 8/18, 9/1. Mark, (914) 522-2483 or [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

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

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

**SOUTH BEACH YC** — Friday Night Series: 6/5, 6/19, 6/26, 7/17, 7/24, 7/31, 8/7, 8/21, 8/28. Info, (415) 495-2295 or [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org).

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

**ST. FRANCIS YC** — J/22 Summer Series, every Wednesday night: 7/8-7/29. 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 through 9/4. Postponed until further notice. Mariellen, [www.tyc.org](http://www.tyc.org) or (415) 606-2675.

**VALLEJO YC** — Every Wednesday night: 6/3-9/30. On hold until further notice. Mark, [www.vyc.org](http://www.vyc.org) or (916) 835-2613.

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.

## June Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht.		time/ht.		time/ht.
	LOW	HIGH	LOW	HIGH	
6/06Sat	0636/-1.5	1352/4.9	1818/2.7		
					LOW
6/07Sun	0027/6.6	0722/-1.5	1446/4.9	1912/2.9	
					HIGH
6/13Sat	0048/2.5	0553/4.0	1217/0.8	1935/5.1	
6/14Sun	0149/2.0	0713/3.7	1307/1.2	2009/5.3	
6/20Sat	0548/-0.6	1308/4.5	1718/3.0	2325/6.2	
6/21Sun	0624/-0.9	1351/4.6	1800/3.1		
					HIGH
6/27Sat	0420/4.9	1051/0.0	1812/5.5		
					HIGH
6/28Sun	0002/2.1	0539/4.4	1145/0.5	1857/5.8	

## June Weekend Currents

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

date/day	slack		max	
	slack	max	slack	max
6/06Sat	0106	0400/3.0E	0836	1142/3.7F
	1512	1724/1.3E	1954	2312/3.3F
6/07Sun	0154	0448/2.9E	0924	1230/3.6F
	1606	1818/1.2E	2042	
6/13Sat	0206	0448/1.4F	0748	1036/1.2E
	1342	1730/2.8F	2112	2342/1.3E
6/14Sun	0318	0554/1.4F	0906	1142/1.1E
	1430	1818/2.7F	2148	
6/20Sat	0018	0312/2.5E	0736	1048/2.7F
	1436	1630/0.7E	1824	2212/2.8F
6/21Sun	0048	0348/2.6E	0812	1130/2.9F
	1518	1718/0.7E	1912	2254/2.8F
6/27Sat		0312/2.0F	0548	0848/2.0E
	1218	1600/3.3F	1930	2200/1.4E
6/28Sun	0112	0424/2.0F	0712	1006/1.7E
	1312	1654/3.3F	2018	2300/1.7E



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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!

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# 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.*

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# LETTERS

## THE MOST PRESSING QUESTION OF THESE WEIRD TIMES: TO SAIL OR NOT TO SAIL

Shelter-in-place sailing? [SIP?] I think everyone should stay away from other people, unless you're already together in a family, or you're a couple. I think it would be OK to sail if you can do it in a way where you are not a risk to yourself or others. This goes for solo sailors, too. I like California's guidelines, even though I think they should be stricter. The same goes for the situation up here in Washington.

If you ask about sailing or boating, the official reply is: Stay at home. The government has suspended everything but commercial fishing licenses, and has told people they don't want citizens on the water, which could pose a health hazard to potential rescuers and might burden the already-overworked healthcare system, should we get injured.

Still, some are going boating. We are staying home and looking forward to summer cruising once our mandatory restrictions are lifted.

Greg Clausen  
Washington



LATITUDE / TIM

A boat ramp in New Zealand was closed in early April because it "was not being maintained." You might be asking yourself, "How much maintenance does a concrete ramp require?" It's easy — and, as thinking human beings, only natural — to question rapidly evolving rules. New Zealand took an extremely aggressive approach to combating COVID-19, including a recreational-boating ban, and it appears they've been successful. How much should we sacrifice our recreation for a greater, unforeseeable good? Or should we count our blessings and park ourselves on the couch? (By the way, this ramp actually did get covered with sand after a few days, rendering it theoretically unusable.)

## A MASKED THREAT

It's good to remember that the entire safety protocol is about measuring and managing different risks. So, wearing a mask addresses a different situation and risk than does the "family residing together" limitation. [Richard is referring to the May 1 'Lectronic Latitude, If You Sleep Together You Can Sail Together]. Both make sense, separately and in different situations.

Also, politicians don't understand sailing well, so they might be forgiven for a blanket statement about masks. If it were me, I would apply the same standard underway on a boat with family as I do when hiking without anyone within 50 paces — I leave my mask off, and I seriously doubt that a law enforcement officer would look sideways at that. But, the process of traveling to the boat and from the boat still has possibilities for coming into close quarters with other boaters or other citizens.

Richard Jepsen  
Vice President, US Sailing  
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# LETTERS

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## ⇅ SAILING? NO. BOAT PROJECTS? YES.

Sailing right now? Probably not a good idea. When we dial back quarantine orders slightly? Absolutely. I'm taking this time to install an autopilot on the boat.

Chad Hedstrom  
Spartan, J/105  
San Francisco

## ⇅ WHO, EXACTLY, HAS JURISDICTION?

Main channels are US waters, and not state or county. Only the US government can close channels into the Bay, and fuel docks, etc. But, the harbor police may be able to give out tickets for not sheltering at home. I don't think the tickets would hold up in the courts, though. Of course, if you have a disease, they can quarantine you.

Ed Clough  
Earth

San Francisco Bay is not a California state jurisdiction. If it were, Sector San Francisco would not exist. It's an international waterway. Sailing is an essential business.

First, one must keep Sam's Anchor Cafe open, at least for dockside service. Angel Island is probably open. [Actually, Angel has been closed to visitors since March.] And, one must keep their bottoms cleaned off from excess growth.

Charles Cunningham  
St. Francis Yacht Club

*Charles and Ed — The question of jurisdiction on San Francisco Bay is never clear-cut. While reporting on the Oakland Estuary last year, the Coast Guard's legal team told us that while they have "jurisdiction over navigable waterways and anchorages within San Francisco Bay, there are local ordinances that must be taken into account when a vessel is operating within state waters." Even in Richardson Bay, which, according to the Coast Guard, is the only federally governed 'Special Anchorage Area' within San Francisco Bay, authority is delegated to the Richardson Bay Regional Agency, or RBRA, as well as the Bay Conservation and Development Commission, or BCDC.*

*As we write this, the Coast Guard says they're not the agency responsible for enforcing any county health guidelines. Rather, they are on the water to provide their 'traditional' roles in safety, navigation, and search and rescue — plus Homeland Security.*

## ⇅ OF ALL THE THINGS

First responders are more likely to be called upon when we're driving to work or getting food. Those activities are far more likely to spread the virus. If you walk your dog — which the California COVID site says is OK to do — you can be hit by a car, fall down, get bitten, etc. Of all the things I'm seeing folks do, I think sailing is the *safest* thing I can think of. But many people have made this point: It's what you do before and after. You need to go straight to your boat, and straight home.

Jim Brown  
Little Fawn, 35-ft wooden Chris-Craft

## ⇅ SHOULD WE STOP DOING EVERYTHING?

As a former first responder, let me assure you that there have been exposure risks long, long before COVID was ever invented, and those risks will be there long after. It's literally a first responder's job to understand and mitigate those risks. Do you ever sail during flu season? How about when Ebola was in town? Maybe we should stop our mail, because the

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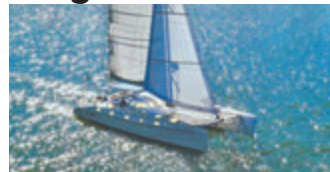
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## LETTERS

postal worker is exposed to mail from all over and touches our mailbox handles. And what if a postal worker gets in an accident in her truck? I'm being ridiculous in that example, but honestly, how much freedom are you willing to give up so the government can keep you 'safe'?

Jeff  
Planet Earth

### ↑↓ THE CLOSURE OF THE PORT OF SAN DIEGO

As of last Friday [April 4], Port President Coniglio closed the bay to "recreational boating," including kayaks, paddleboards and fishing. The same press release encourages and permits "walking, running or cycling" on bay promenades (as long as 6-ft separation is maintained). Someone needs their head examined as to how walking on the bayfront promenade is safer than my taking my boat out on the bay.

Jose Kanusee



LATITUDE / TIM

*But what about single -or doublehanding? We'd love to say, "Go for it!" though there is the belief that if something goes wrong, you're potentially forcing first responders to come get you. But many of you have pointed out that first responders might be forced to come get you if you fall in your living room. Other readers have told us that if the rescue of a sailboat were to get on the news — or worse, social media — then sailors might appear to the public as a bunch of entitled elitists. Could such an appearance weaken our sport and lifestyle's political clout when there's a vote on a new marina?*

### ↑↓ A QUESTION OF OPTICS . . . AND MUNICIPAL POWER

I'm in Santa Cruz, where both the harbor and the beaches are closed. There are good practical arguments for why you don't need to be closed, but there's also an equally practical argument that a blatant display of privilege and class might not go over well next time we're trying to get, say, a bond measure passed.

Keith Redfield  
Latitude Nation

### ↑↓ A QUESTION OF ABUSE

Little wake-up call in abuse of power: Sausalito didn't just close the ramp for COVID-19 with the gates that are there. They brought in a construction crew, drilled into the ramp, used concrete to seat four-inch steel poles and chained it off, permanently. It's a classic case of elites using a pandemic to prevent working-class families from accessing the Bay and ocean, thus, staying out of Sausalito.

Kevin Tinto

### ↑↓ A QUESTION OF SHEER LEGALITY

Per an attorney, laws like this are unconstitutional in all states because they restrict our ability to assemble and practice religion (sailing), etc. Is this just a power trip for politicians? The US Attorney General is looking for such cases to prosecute. Stay tuned.

Judy McCandless  
Author of *Workaholics Adrift*

Judy, I am an attorney, and have advised elected officials

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## LETTERS

of different political parties that the First Amendment right to free speech and assembly is not absolute. It is well settled that these rights must be balanced with the rights of others. For example, there is no absolute right to go to a public beach when to do so would endanger other persons.

What makes the balancing test so difficult today is that COVID-19 can be transmitted by persons who have no symptoms. I love sailing; Sailing on S.F. Bay has been a religious experience for me and my family for generations since the 1890s. But I would caution everyone to tone down the rhetoric and be very careful about doing anything that might expose others to this insidious virus.

To *Latitude*, I say nice work navigating through the complicated regulatory course around different sailing venues. But your headline, "If You Sleep Together, You Can Sail Together" [that May 1 *Lectronic*] may be misleading. What does the Coast Guard say? And what exposure is there to first responders if something goes wrong on the water?

Steven Woodside  
A lover of San Francisco Bay sailing

Steven — We'll refer you to our response a few pages ago as to what the Coast Guard has told us.

Readers — To sail or not to sail? That is the question. Is it nobler to suffer through all the terrible things fate has thrown at us, or to take arms against a sea of troubles? Should we take every conceivable precaution, such as not sailing, in order to contribute to a not-entirely-tangible common good, or should we shrug and admit that there is risk in everything we do, and say, "We must, at some point, just live our lives?"

There are times when some of the shelter-in-place protocols seem, or feel, excessive. But then we'll talk to friends who know several people, some of them young and healthy — who have died from coronavirus. Every time we feel ourselves wanting to buck the 'rules', we hear about the worst-case scenarios, and realize that hunkering down and not sailing for a few months is a small price to pay, even if these precautions ultimately prove to be extreme.

Is anyone out there saying, "Give me sailing or give me death?" or generally feeling that your liberties are being infringed upon? The ocean-lifestyle community has been split on this question. A pro surfer in San Diego posted pictures on Instagram of cops arresting surfers, which admittedly looks absurd (and yes, a little tyrannical). Conversely, a pro surfer in Santa Cruz derided people who were still surfing, but then conceded, "I am sorry for suggesting people not surf. I choose to stay home." The larger question became: "Who gets to play their favorite sport and who doesn't?" As with so many choices for the community good, one's motto can easily become:

It's OK for me to break the rules, so long as you don't.

Sure, if there's no one around, it's blowing an easy 10 knots,



LATITUDE / TIM

**Another sign from New Zealand, which says, "Please do not stop on the bridge," felt like another nitpicky rule suddenly governing our lives. Isn't this going a little too far? But, what if this was a popular destination for fishing. Or selfies? What if there was a risk great enough to merit a basic, easy-to-follow, but admittedly fussy rule? What if simple steps like this made a significant difference?**





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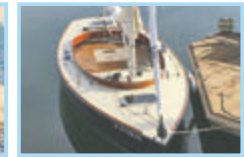
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# LETTERS

and your boat is solid, sailing is statistically no more dangerous than driving a car — and probably much safer than going to the grocery store and using the touchscreen at the self-checkout.

Each individual has to make countless judgment calls about living the lifestyle. For sailors, this is typical: We are constantly making decisions about how to sail safely in whatever conditions are thrown at us. Right now, that includes choices about all things COVID.

Keith — We also worry about the appearance of sailors being caught in the public spotlight, or God forbid, the brash, judgmental magnifying glass that is social media. Sure, there are times when people are clearly ignoring simple, common-sense rules, and one might feel self-righteous in letting them know it. But at what point is someone just making the myriad decisions about breaking or bending or pushing the rules as much as we are likely to do?

Anyway, who knows where we'll be by the time you read this. At best, the 'rules' are fluid and, when it comes to a niche like sailing, fairly ambiguous.

Let's be honest: Some of us are bored. We are mind-numbingly, existentially bored, and desperate for some semblance of normality, for fun and laughs, and for recreation. Yes, we think staying at home for several weeks is a small price to pay for public health, and we count ourselves lucky to be safe, and still able to work.

And yes, some of us have taken a look at the conditions, and made a decision, and said, "What the hell; let's go sailing."

## ↑↓ GETTING THE MAGAZINE IN THE TIMES OF THE PANDEMIC

Did you guys take it upon yourselves to mail out magazines? Thank you so much! Very happy to find my copy in the mailbox today.

Stephen Buckingham  
Starbuck, Black Soo  
San Francisco

Stephen — While everyone's been sheltered in place, we've tried some new ideas to get the magazine into readers' hands. We created a three-month shelter-in-place subscription special, added YRA members to our mailing list, and distributed to several marina gatehouses. And don't forget that you can read the magazine online on our digital Issuu at [www.latitude38.com](http://www.latitude38.com).

## ↑↓ SEARCHING FOR AN OLD LATITUDE STORY

I used to live on a 60-ft Alden ketch named the *Anna*. My parents (Thomas and Teresa Hinckley) raced her in two Master Mariners regattas. The first year (maybe 1990), they came in fourth from last. The next year, maybe 1991, they were in fourth overall

as they turned downwind on a leg. But, as they neared the Golden Gate Bridge, their mast broke. They gathered the rigging and sails and motored to Alameda. I was

told that *Latitude 38* did a story on them, and was wondering if you had a record of it.

Apparently, as they were motoring toward Alameda, an-



This is not 'Anna', but this is the 49-ft 1939 Alden ketch 'Delfino.'

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## LETTERS

other boat's crew was looking at *Anna*. Distracted, this other crew ran into something. They kept on course toward Marin, and sank in the channel just before Sausalito.

This is a frame of reference for timeline if it helps: between 1989 and 1992. Any help would be appreciated.

Eric Hinckley

Parents formerly of *Anna*, Alden ketch

*Eric — Thanks for the query. To be honest, our readers are our de facto historians. We put this to you, Latitude Nation. We're always online at editorial@latitude38.com. (Also, we haven't been in the office because, you know . . . to use a sailing metaphor, we've been weathering the storm.)*

### ↑↓ FUNNY BOAT NAMES

Here are a couple of great names of boats to add to the list that you've got started in the March issue of *Latitude*:

*Squanderbucks*, a large Grand Banks that lives in the San Francisco Marina west basin, clearly owned by a guy who knows better than to try to fool his wife about anything. Here's my favorite: *Starford 19*, the name of a Cal 20 in the Richmond Marina. It's a very clever reference by an obvious Cal fan to the 1982 Big Game.

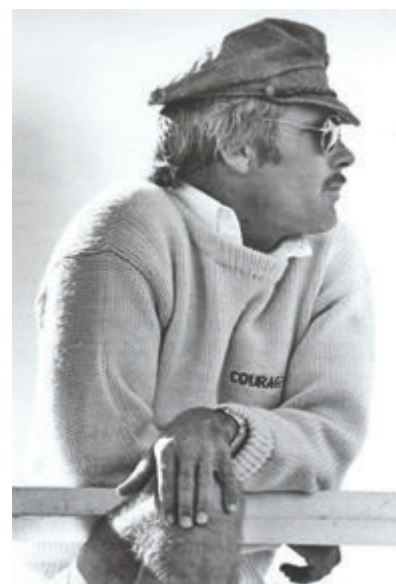
Emily Slichter

### ↑↓ THE GIFT OF THE AMERICA'S CUP MEMORY

I bought my first boat, a leaky plywood Penguin, back in 1976. I was very new to the sport, and had heard about this race called the America's Cup. It was sailing, so it piqued my interest. But at the time, the boats, venue and deed of gift were all abstractions (the gift still is), and I didn't follow closely.

What I did notice was Ted Turner leading the post-victory celebration. The enthusiasm he and his crew demonstrated after that win in '77 inspired me, and Ted was my first sports hero. Although not a racer, I've celebrated many a great day of sailing with equal enthusiasm.

PS: I remember a film of Ted and crew, probably intoxicated, being thrown off the dock, but couldn't find it to reference here.



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Ted Turner circa 1977.

Doug Jarmer  
Cielo, Catalina 380  
Alameda

*Doug — The Deed of Gift is, to us, the most confusing thing in sailing. It should really just be called the deed of lawyers.*

*And yeah, Ted Turner sure was fun to watch. An America's Cup sailor who competed in the 1987 Cup in Freemantle (our favorite event of all time) said that today's AC sailors, while exceptionally talented, are a little too polished and polite. "We need more swashbuckling cowboys," the sailor told us, like Turner, Blackaller, and Conner. (PS: You might be thinking about*

Coming together is not always literal.



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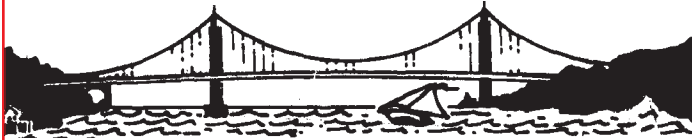


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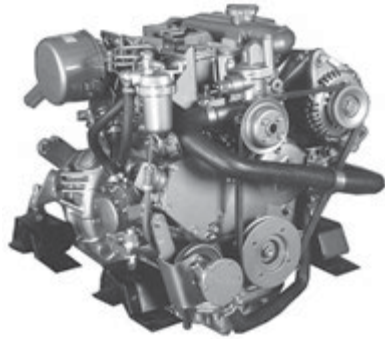
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## LETTERS

*the documentary Courageous, named after the boat sailed in Turner's successful 1977 defense campaign.)*

### ↑↓ IS NEW ZEALAND JUST CALIFORNIA SOUTH? AND IS THAT A GOOD THING?

Not to disparage the New Zealanders, but after spending two weeks there last November, it *is* just like California — only upside down. We checked out the South Island first, in a camper van in Queenstown and off to Doubtful Sound, where it snowed on us. It got warmer the farther north we drove, and warmer still on the North Island. We surfed in Raglan, which was like Santa Cruz used to be in the '70s and '80s.

So, they got beaches, we got beaches. They got sheep, we got sheep. They got snowy mountains . . . check. Volcanoes, check (though theirs are more active). The similarities go on. Except, they do not have deserts.

They do have penguins, so they have us there, I guess. Definitely a chill vibe north to south, and that might not be the same here in California.

It was a fun trip. I recommend it.

Dennis



LATITUDE / TIM

*Beautiful New Zealand. Or wait, is it Northern California? No, it's definitely New Zealand's Coromandel Peninsula, which is the other side of the Hauraki Gulf, home to Auckland and the next America's Cup.*

### ↑↓ YEAH, NO. NOTHING BUT GOOD VIBES. AND BAD ONES.

When I lost my boat on Rakitu Island, New Zealand, in 1978, there were nothing but helpful people to make sure I made my way out of my predicament. From officials in government to the general boating community, it seems everyone has a boat or loves them. There was nothing but good vibes.

When I went to the US Consulate in Auckland, however, I was greeted by bulletproof glass and a really bad attitude, like I was a criminal because I had lost my passport in a shipwreck (there was even mocking laughter). It was a sad way to re-enter the world after surviving near-death. It might not be like that now, but needless to say, it was disappointing then.

But New Zealand . . . I could live there, and did for nine months, making so many wonderful friends and enjoying such a magical place. But smartly, and rightly so, they don't let Yanks in so easily. Actually, they were pushing me off the dock when it was time to go. "On yer way, mate." I loved it, even though the tough reality of sailing there took my boat and changed my life.

Barry Spanier

Formerly of *Seminole*, ferrocement sloop  
Soon to be *Rosie G*



# Thank you

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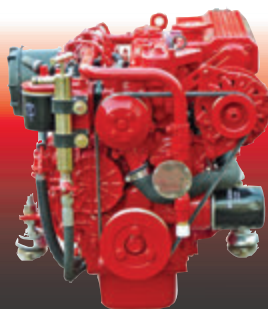
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## LETTERS

### ↑↓ A SAILOR'S HOME IS WHERE THE NEXT ADVENTURE IS READY TO BEGIN

New Zealand is a beautiful spot. For 10 years, I lived in San Rafael, and it could be the same place — as well as Tiburon, Paradise Cay Yacht Harbor. But the water flows backward in New Zealand!

I held a 50-ton ticket, and chartered my 38-ft Phoenix for many years on the Bay. I cut my teeth at OCSC when it just started. After more than 30 years, I've hung up my foulies. I sold the San Rafael home, and the boat, and moved to Santa Fe, New Mexico. What a spiritual, cultural Mecca. You have to be finished with your sailing life, so that an *amazing* adventure unfolds.

Fair winds and following seas, mates!

Stanton Stanton  
 Santa Fe, NM

### ↑↓ WHY I DON'T SAIL YACHTS

Awesome article, Andrew [Naslund, who wrote the April 6 'Lectronic Latitude, Why I Don't Sail Yachts.]

Having sailed with you, I agree, and feel like you do about USA 11, *Stars & Stripes*. It is a working boat, as far as I'm concerned. Having been a commercial fisherman in my life, I can say that raising that mainsail 115 feet above the water a few times is *work*. But it is a work of love; love of being one with the sea.

Walter Nath

### ↑↓ A SPOTLIGHT ON AMERICA'S FINEST CITY

Thank you for this, Andrew — I like your perspective. USA-11 is and always will be a special boat for me. I had the privilege of being her chase-boat driver for both the '92 Cup Trials, which included the IACC Worlds, and her visit to New England for the summer of '92. I'm proud to have been a member of an incredible organization, Team Dennis Conner, for the '92 trials and part of the '95 and '03 trials. I'm glad it's out on the bay reminding everyone of San Diego's time in the spotlight of the America's Cup.

Capt. Ken Guyer  
 Former Chase-Boat Driver, Team Dennis Conner

### ↑↓ THE THEME

"Sailing is a metaphor for life. Your success is not measured by what the sea gives you, but by what you choose to make of it." That was my takeaway from the article.

But on the article headline — to me, the only time the word 'yacht' sounds snooty is if someone uses Thurston Howell the



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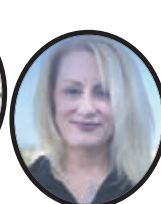
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# LETTERS

Third's accent when they say it.

Suzanne Statler  
Baja Ha-Ha 2010 Veteran

↑↓ **THE DISTINCTION BETWEEN BOAT AND YACHT**

I got educated quickly on this distinction back in the Northeast, years ago. Calling a boat a *boat* means it's working and providing a living and service. Yachts are for pleasure. The problem occurs when sailors, who have no experience working on boats, get indoctrinated into stereotypes created by the many who have no experience (as with mentioning Gatsby). I do crab off my boat and, at those times, will call it a boat, and I call it a boat often. But I would never call my boat a 'working' boat, as that will get me thrown out of a fisherman's bar.

The author brings up a serious point: how sailors with pleasure boats are just considered rich while in their 'yachts'; hence the desire to avoid that term. It's now accepted that public officials in San Francisco should denigrate yacht owners even though we know the vast majority are struggling working people, as any walk down a marina dock shows. The America's Cup was that on steroids.

This attitude has led to a drop in yachting and the removing of boatyards and storage for the building of condo developments in the S.F. Bay Area, which is ironic, as the majority of these boat owners aren't rich enough to buy the condos. The key is to get more people into yachting and promote it out West, so that owning a boat isn't a strike against you, but rather, is as normal as it is back East, where the public likes yachts and boats and the government promotes them.

Marc Lambros

↑↓ **MAKING A DISTINCTION ABOUT THE DISTINCTION**

Captain Naslund has one thing wrong: the meaning of the word 'yacht'. It designates a boat that is *not* used for commercial purposes (e.g. fishing). So, anything that is for private use is a yacht: your Laser, your *Pyewacket*, etc.

Anneke Dury  
Paramour, Offshore 66  
San Francisco  
2013 Baja Ha-Ha Veteran

↑↓ **A MORE EQUAL ACTIVITY**

Add to the word yacht the title 'commodore', as if the average yacht club is Lord Nelson's Royal Navy, and not a glorified shed with a bar.

I remember seeing the images of yacht club visits from *Maiden's* recent visit to California ([www.themaidenfactor.org](http://www.themaidenfactor.org)), and thinking that, despite their good intentions and hard work, a lot of people are not going sailing or joining yacht clubs — and it goes beyond income levels. If calling your yacht a boat makes it easier for you to get others out on the water, I'm all for it. I think there's a lot more that can be done to make sailing a more equal activity.

Ibrahim Sargin

↑↓ **ATTRACTING PEOPLE TO SAILING**

Right you are, Ibrahim. Our humble Berkeley Yacht Club has members from diverse income levels and sailing abilities — and is a very friendly place in general — but it remains difficult to attract new members.

Fran Statler  
Port Captain  
Berkeley Yacht Club



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# LETTERS

## ⇅ DON'T COMPLETELY DISREGARD 'YACHT'

I wish I could dredge up a lovely column written by the late Gary Mull on the term 'yacht'. It was actually part of a defense of the old US Yacht Racing Union title that was eventually changed to the US Sailing Association some 30-odd(?) years ago. In any case, the name change occurred while Gary was alive, and, as I recall, Gary felt that 'yacht' was a fitting term for the type of vessel that USYRU members might own. He defended the term 'union' as being appropriate as well, both in its association with labor, and the bond between individuals.

What a wonderful guy who, like some other local naval architects, died way before his time.

Chuck Hawley  
US Sailing Offshore Safety Chair  
Santa Cruz

## ⇅ CAPTAIN COOK, AND MORE READING MATERIAL

I totally agree about *Blue Latitudes*. I found myself marveling at the audaciousness of the voyages, along with



WIKIPEDIA

*Captain James Cook was a sailing, navigating and cartography savant. "Cook sailed into [a] void in a small wooden ship and returned with charts so accurate that some of them stayed in use until 1990," wrote Tony Horwitz in 'Blue Latitudes'. Cook's status in history, however, has been fraught with debate, as the indigenous peoples of the places Cook 'discovered' are now telling their own stories.*

Captain Cook's very odd relationship with his wife and children. Fascinating guy, and a great read.

May I also recommend *Shadow Divers*, which isn't about sailing, but is about high-stakes recreational diving and exploring, and *Ship of Gold in the Deep Blue Sea*, which is about the search for a sunken ship during the Gold Rush. Both are similarly excellent. Oh, and *Longitude*, about the development of accurate clocks for the determination of longitude.

Chuck Hawley

Readers — Chuck is referring to the three-part series on 'Electronic Latitude, The Book that Got Me Hooked on Captain Cook. That book is the best-selling Blue Latitudes: Boldly Going Where Captain Cook Has Gone Before, by journalist Tony Horwitz.

## ⇅ AND MORE BOOKS . . .

That's a great book, and I'm a huge fan of Cook. I suggest having a look at *The Trial of the Cannibal Dog*, a very scholarly book about Cook's three voyages, written by a Kiwi. I found it remarkably insightful. Motuarohia, or Robertson's Island, was Cook's first anchorage in the Bay of Islands. I often reflect on that when I'm anchored there.

John Tebbets  
*Ichi Ban*, Yamaha 33  
Currently obliged to stay in New Zealand

## ⇅ THE WORLD'S GREATEST

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## LETTERS

brilliance. I would say he was Europe's (and arguably the world's) greatest seaman, navigator, cartographer and explorer. He wasn't well known in America, but was revered in Australia and New Zealand. His tragic death in Hawaii ended what may have been even greater discoveries. Imagine sailing and charting all the lands he discovered (for Europeans, for better or worse) — with *no engine* nor any modern electronic convenience — on a square-rigged, 100-ft ship. An incredible achievement.

Jay Lambert  
Sugar Magnolia, Seawind 1000EL  
Honokohau, HI

### ↑↓ STATUES AND MUSEUMS

This year will be the 250th anniversary of the discovery of the East Coast of Australia. In a later voyage, Cook went on to search for the Northwest Passage from the Pacific — the first explorer to do so from that direction — discovering quite a bit of the Pacific Northwest. Cook was the first to sail with a chronometer, and finally answered in the negative the great European question about a "Great Southern Land." Cook also sailed into the ice of the Antarctic.

He was also very lucky in sailing through the Torres Strait [between Papua New Guinea and Australia], but yes, he did much. We Aussies and New Zealanders value him, much like an ancestor. There is a statue of him in Anchorage, where he was the first to anchor there.

Years before I went to Cooktown to see the museum in his honor — which is in Queensland, Australia — I visited another museum in Whitby, UK, also in his honor; 18 years ago, I visited the marker of his place of death, where he was murdered in Hawaii, pushing a lot of cow s\*\*t to the side to do so. Yes, a great man. Never forgotten.

David Pawley  
Latitude Nation, Down Under Division

Readers — We agree with you about Captain James Cook's brilliance as a sailor, but offer this: The term 'discovery' isn't really accurate. Cook was visiting lands that had been inhabited, and named, for millennia by ancient explorers sailing with far more rudimentary boats and instruments. This admission shouldn't take away from Cook's prowess as a mariner, but rather, tells a broader, more inclusive story.

### ↑↓ A FAMILIAR FACE

It was great to see Whale Point Lou still at the register. [From the April 13 'Lectronic, *Social Distancing Is Creating More Sailing Connections*.] I first shopped at Whale Point when Lou had the small chandlery in Point Richmond. Then the new store with Ace Hardware supplied my shop out on the Richmond Parkway.

He is about the nicest man I ever dealt with!

Alan Wulzen  
Silhouette,  
Cabo Rico 38  
Marin County



Whale Point Lou and the April 'Latitude'.

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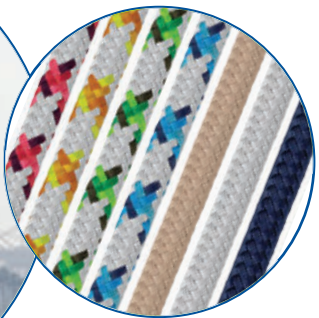
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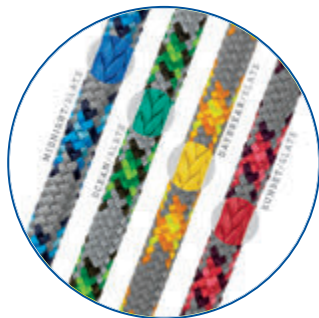
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## LETTERS

### ARE YOU SEEKING NOTORIETY AS A SAILOR?

Personally, I'm not worried about the 'obscurity' of sailing. It's a unique pastime, whether cruising or racing. I did enjoy the beginning of the article [the April 8 *'Lectronic, Are You Seeking Notoriety as a Sailor?*], and remember when Dennis Conner brought the Cup back up in 1987. For me personally, those were the greatest moments and era of the America's Cup. The recent quest for ungodly speed in order to hopefully pull in television viewers has, in my humble opinion, left the AC with an emptier soul.

Sailing isn't NASCAR or the NFL. And that's fine.

Eric Rouzee  
Pacific Northwest

### DROPPING IT IN THE DRINK

After a week or so at Catalina, we were docking our fam-



LATITUDE/TIM

ily's 32-ft double-ender at the guest dock in the marina in Alamitos Bay, in the dark. Mom had let us take the boat alone for the first time. My sister was amidship, my cousin on the bow, I was at the helm. I eased it into reverse, tiller over, gave it some throttle, back to neutral and idle, for a textbook landing. Mark and Mary

### Ever drop your data in the drink?

stepped off onto the dock, I grabbed the stern line and ducked under the boom.

Almost.

I hit my head; my glasses dropped off my face into the water between the dock and the boat. There was plenty of water there to see my glasses in the phosphorescence, gently rocking their way toward the center of the Earth. Without a thought, I followed, feet first, plunging straight down to them, and past. As they descended, I grabbed them, and put them back on my face and swam back to the surface.

Mary said, "Are you all right? What happened?"

I told her, "I hit my head and my glasses fell off!"

She said, "They're on your face!" "I know," I said. "I put them on underwater! Now, will you guys help me out?" I was wearing jeans, a T-shirt, and a sweatshirt. We were all of 15 and 16 years old on a Southern California summer night.

Bill Huber  
Loyal Latitudian

### DROPPING THE TIME

This is an intriguing question [from the May 4 *'Lectronic Latitude, Dropping it in the Drink*]. I raced sailboats out of Marina del Rey and Long Beach for several decades. We actually won the Big Boat Series in 2003 on a J/120. I've done two long-distance cruises: one in 1982 from Kauai to Sitka, Alaska, and then south to Washington; and a four-month trek south from L.A. to the Panama Canal in 1979.

In all that time, incredibly, the only thing I lost (that I can remember) was a watch.

We were on the Olympic course (buoy race) out of MDR and I set it for the start of the race. The alarm went off, and the Schock 35 I was sailing on had to do a crash tack. I went



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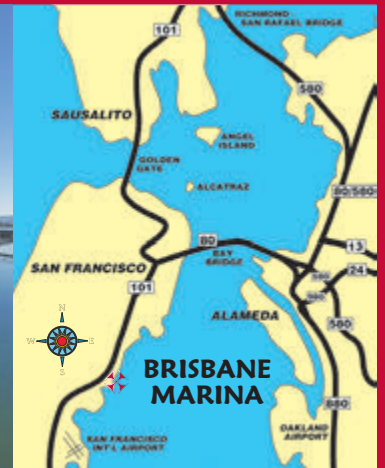
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# LETTERS

forward to solve some problem, and my wrist hit a lifeline or something. The watch unclipped and went overboard, just out of my reach, the alarm still going. I wonder how many curious fish were swimming around it, on the bottom, wondering what was making that annoying noise.

James Mosier  
Watchless in *Latitude Nation*

↑↓ **ANOTHER STORY TO 'WATCH'**

Back in the '80s, a local dive company organized a cleanup of the waters around the small pier in Kailua-Kona. We all turned out and collected the expected tires, batteries and junk. The prize for the most unusual object was awarded for a coral-crusted Seiko Mickey Mouse watch that was still running!

David Hume  
Hawaii

↑↓ **DROP IT. AND DROP IT AGAIN.**

My brother dropped a skateboard, which a diver retrieved, only for him to drop it again 15 minutes later and have to go find the diver again!

John Warnock  
Mission Bay, San Diego

↑↓ **DROPPING YOUR . . . KID?**

Living aboard my Catana 431 in Barcelona Harbor, I had to grab my tiny toddler son as he stumbled off the dock. He's a floater that one, and a good swimmer today.

Christine Currie  
Inadvertent subscriber to the sink-or-swim theory

↑↓ **DROPPING DIAMONDS**

In 1994, our friends came to visit us. We rented a cottage close to our 36-ft J/Boat *Bluejay*.

In between cleaning up our boat and the cottage, I realized my diamond was out of my wedding ring. I searched boat and cottage extensively knowing it had to be there. My husband, Scott, asked if I remembered anything unusual, and I said, "Yes, I remember my hand getting caught on a fence going between our boat and the cottage."

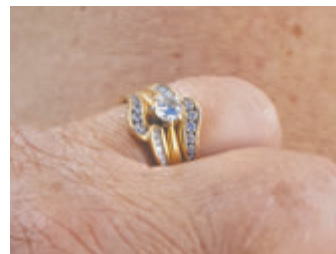
The fence was set in sand, and my husband sifted through it until he found the diamond. Finding a diamond sparkle in the sunshine had to be as tough as finding a needle in the haystack. Guess it was meant to be on my finger.

In 1990 in Tonga, we buddy-boated with a 50-ft boat, *Freedom One*, and both captains went to town to check in while all other crew stayed on board. But the two captains got dengue fever, which left me to re-anchor the boat twice. During one operation, a winch handle fell over the side. I had to scuba dive 50 feet to retrieve it.

I am a certified diver, but I asked Scott, who was sick from the fever, to sit out on deck. He said that he would, but he warned me that he was too weak to do anything but give me moral support. I retrieved the handle, but it wasn't my finest hour. It's tough to realize how codependent we are.

Donna and Scott Hansen  
*Celestial*, Tripp 47  
Mazatlán

We circumnavigated from Seattle between 1988 and 1996 and bought our current boat in Maine in 2009



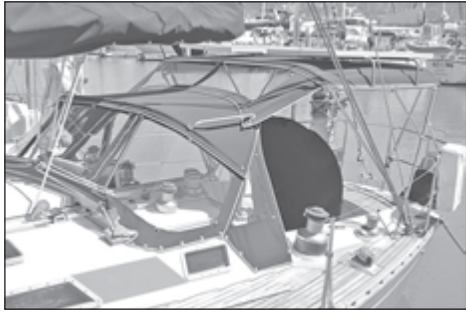
*A diamond is, apparently, forever.*

DONNA AND SCOTT HANSEN

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## LETTERS

### ↑↓ DROPPING YOUR SOX

A friend whose father owned the Boston *Globe* newspaper years ago had been given a Red Sox baseball cap that was a gift from Roger Clemens. It was too big for my friend; it fit me perfectly, and so he gave it to me.

I wore my 'Roger' everywhere for years, quietly knowing it had come from one of the great players of all time. It is now somewhere on the bottom near Maui, a sad moment in what was probably otherwise a fine day of sailing.

Barry Spanier

### ↑↓ DROPPING ALL MOTIVATION

What have I dropped in the drink? My desire to work a 9-to-5 job.

Ronnie Simpson  
*Quiver*, Peterson 34  
Fiji

### ↑↓ FISHING POLE, GONE

On a trip from Cabo to La Paz, we got into a typical rough Norther and put into Los Frailes for rest. When we left, gusts were rolling off the hills and heeled us over, and "splash" went the fishing pole, gone.

Weeks later, in La Paz, we visited a powerboat and got to talking. Turned out the owner was a professor of my brother from home, so that was strange, but wait, there's more. The crew started talking about diving in Los Frailes and mentioned they even found a fishing pole. We asked if we could see it, and sure enough it was the very one we'd lost overboard. What luck! Fun times.

Pamela Simonson Gardner  
Mexico sailor

### ↑↓ THE LIGHT AT THE BOTTOM OF THE OCEAN

At the Balboa Yacht Club on the Pacific Ocean side of the canal, I dropped a dive light at night off the side of the boat. Since it was on, I'm pretty sure the light is still shining brightly.

Rollo Tomasi

### ↑↓ THIS IS MY RIFLE. THERE ARE MANY LIKE IT . . .

An M60 machine gun. While in the US Navy. Not fun.

Glenn Hoffman

### ↑↓ THE EFFECTS OF THE PANDEMIC IN HAWAII

Whoever wrote this must be feeling lost and not empathetic. [Desiree is referring to the April 22 *Lectronic* commentary *Transient Cruisers Lose Use of Radio Bay in Hilo*.] It's a scary time to be a traveler. Radio Bay is a very enclosed bay with no pumpout. The bathrooms we cruisers used to be able to use are tied to the secure commercial shipyard with container storage. The longshoremen finally found justification to demand usage of bathrooms in lieu of locking a gate to keep us boaters out of the loading dock. Also, some locals think we sailboats are the same as a cruise ship.

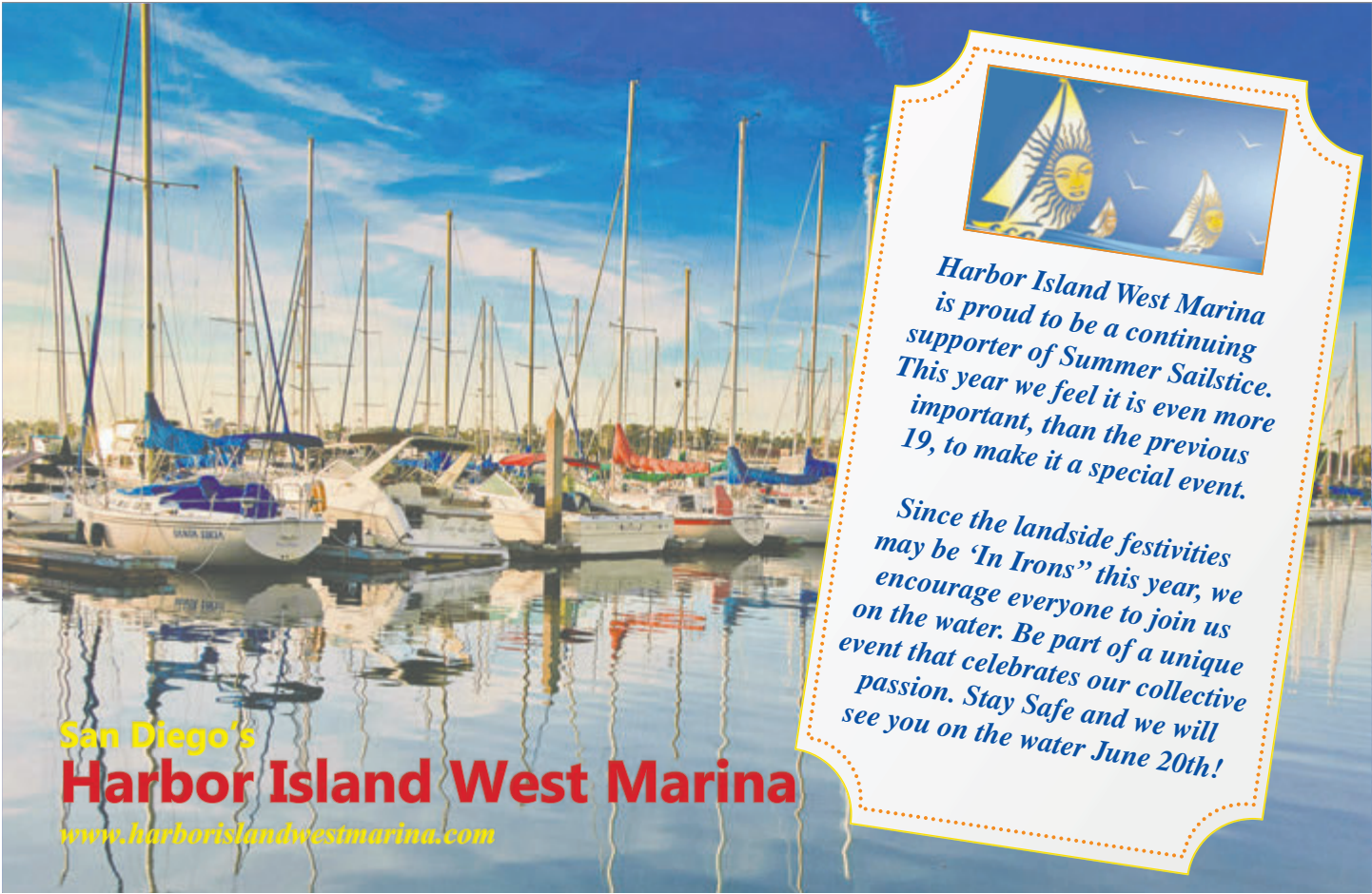
Janitors are afraid to clean right now; this place is not unique. We all have to be adaptable right now as fear grows and rules change daily. Thanks for the reception of our friends in the Customs office in Hilo and the kind Hilo harbormaster. They are dealing with a lot of calls from scared locals. The least we can do as travelers is to keep our distance. Locals in Hawaii are trying to legally get to the water as parks and beaches are closed; we live on the water so will continue to sail *Gia*, our dinghy, and swim in our yard called the Pacific.

Desiree Dunn

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*Since the landside festivities may be 'In Irons' this year, we encourage everyone to join us on the water. Be part of a unique event that celebrates our collective passion. Stay Safe and we will see you on the water June 20th!*



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*"I blew most of my money on broads, booze and boats...the rest I just wasted."*

– Elmore Leonard, R.I.P.



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## LETTERS

### ↑↓ THE CLOSURE OF RADIO BAY TO CRUISERS

Aloha. It appears the transient cruisers' 'complaint' that they're losing the use of Radio Bay to tie up safely — and the connotation that because of the federal funding this state receives to maintain the breakwater — is somehow discriminatory and unfair, and only state resources should be used. Because of the pandemic currently gripping the world's attention, I'd like to share my perspective as a local of 75 years on this island, with ancestors who worked on building the breakwall so US shippers would have a safe harbor to moor in when bringing goods into the territory during the time of sugar plantations and ancillary business to support that core industry.



GOOGLE EARTH

*Radio Bay, located in Hilo, on the Big Island of Hawaii, has long been a haven for cruisers. (Radio Bay is in the right-hand corner of the breakwater.) "It is an exceptionally well-protected anchorage fully surrounded by a large breakwater and concrete pier, with a good-holding mud bottom," wrote an anonymous commentator.*

*into a locals against tourists with boats that sail the world (and at times are in need of a safe mooring) issue.*

That being said, [there are] serious concerns raised by the Keaukaha community, which lies adjacent to the harbor and Radio Bay, in light of the COVID-19 outbreak. (And, the [*Lectronic*] acknowledged that there were serious violations by crewmembers from boats anchored in Radio Bay following the shelter-in-place quarantine of 14 days.) I just see this as some common-sense restrictions totally ignored by those who believe their rights are being violated by these restrictions.

Maybe after this pandemic is under control, the DOT [Department of Transportation] rules may change. Again, I detest the fact that this article alludes to the mere fact surplus federal funds are used, and therefore [non-Hawaii resident] boaters have stronger voices. I'm a retired federal employee, a Vietnam veteran with two tours in the United States Navy, and I believe that I, my family and all the locals mentioned in this article pay federal income tax.

Aloha and welcome to my beautiful island . . . when this virus thing is over. And, if you really want to visit here, Hilo Bay is still available. Wailoa has moorings, and Kona Honokohau Boat Harbor are alternatives.

Patrick L. Kahawaiolaa

# LETTERS

## ⇅ HAWAII ISN'T A BIG FAN OF BOATS IN GENERAL

The State of Hawaii has always offered rundown, inadequate infrastructure for visiting — or local, for that matter — sailing boats. The marinas are not fit for purpose, there are too few of them, and even local boats find it difficult to slip, moor, or anchor. The xenophobic state government has maintained a blind eye toward marina development, has neglected the maintenance of existing facilities, and has never seen the need to welcome visiting yachts. The local boat ramp is always going to be about all there is. Never mind the millions [of dollars] that a vibrant marine industry brings to the table.

James Baker

A past resident of Hawaii and a sailor

## ⇅ DON'T CLAIM RIGHT TO ACCESS

I'm sorry the cruisers' coconut telegraph led you to Hawaii thinking you could escape the issues of a worldwide pandemic. Like many foolish tourists coming here to party, it seems a few sailors probably ruined it for you. You should be mad at them, not Hawaii. It also would have taken a lot less time for you to write, than to try to dredge up every side issue you could think of.

Radio Bay is state property, with a tiny section of break-wall that it probably doesn't really need due to the reef on the other side. It's silly to demand access over the state's decision to close the bay because there's a 0.01% section of federal breakwall. It's a bit arrogant, really. That land used to be part of Hawaiian land before the government removed [the Hawaiians]. So don't try to claim too much right to access over the people who live here.

I've anchored all over Hawaii, and the rest of the bay is fine — especially this time of year. Due to less marine traffic, you can anchor in the nice mud by the wall and enjoy the views. There's very little reef life due to the high concentrations of fresh water and silt runoff. So don't worry about your anchor.

I agree with Patrick. Look, people are scared. We don't have many hospital beds or much equipment. We have people still flying in to party from all over because the federal government will do nothing to limit travel here. If we have a serious breakout, we are isolated and dangerously on our own. Right now, Hawaii is dismayed and we are trying not to sink. Just anchor another half mile away and be glad you're not on a ventilator.

Aloha from 6+ feet away  
Hawaii sailor

*Hawaii Sailor — Thanks for that. We are extremely grateful that we're (knock on wood) healthy and in a safe harbor, be it literally or metaphorically. The debate over Radio Bay is yet another wedge issue created by the pandemic. Add to that Hawaii's history and what some would call poor boating infrastructure, and there is healthy disagreement in Latitude Nation. We can't settle this issue, but we will repeat a motto adopted by many people and countries during the crisis: Be kind. We'll get through this, and may be stronger for it.*

*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](mailto:editorial@latitude38.com), though the postal carrier visits daily, so you can still mail them — with your best penmanship — to 15 Locust Ave., Mill Valley, CA, 94941.*

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# LOOSE LIPS

In the original cropping of this month's Caption Contest(!) photo — which we thoroughly splattered across *Latitude's* social media juggernaut — the boat's deck was in the foreground, exposing what was less than meticulously varnished woodwork. This was a fact that many of our readers saw fit to express in no uncertain nor un-snarky terms.

All right people, let's just stay on topic. Anyone commenting on a boat's condition will hereby be assigned work on said vessel. (Lol.) Aaaaannnnnd here's this month's CC(!) winner and top 10 entries:



MARK BETTIS

*They wanted to treat my whiplash at the emergency room but I took care of it myself, what with the virus and all. — Jim Foley*

"Does this 21st century face mask clash with my 20th century PFD?" — Anne Schreiber Thomas

"Bill knew he didn't really need the life jacket. He was confident his recent breast implants would be more than adequate flotation, even for offshore passages." — Kelvin Meeks

"Don't judge. COVID makes everyone stand funny." — Scott Grogan

"It's not as effective as the cone of shame, but it's all I could find." — John Senger

"You're pretty big for a bow guy." — Mays Dickey

"Captain COVID, is here to save the day!" — Adrianna B Cincoski

"I promised my mama when she gave this to me on my fifth birthday I would always wear it!" — Becky Lacey Elmore

"We forgot the spinnaker. Can you hold your mask up by its ear straps?" — Joe Perez

"Nice 'Ascot'!" — Roger England

"Dr. Marvin! I've sailed! I'm a sailor! I sail!" — Mark Damien Hanson

"You're so mad, you know not up from down. How long have we been on this rock? Five weeks? Two days? Where are we? Help me to recollect."

*Willem Dafoe as Thomas Wake in The Lighthouse, the perfect movie for the COVID era.*



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# SIGHTINGS

## cruise, don't race, to the delta

Humans are amazingly adaptable creatures. As the world tilts crazily, seemingly out of our control, we strive to keep up with 2020's brutal changes. We sailors, by our very nature, are skilled at tacking on the shifts, minding the tide, anticipating changes in a fluid reality — we're natural improvisers. So it seems like there is a sailing version of the old truism that when life hands you a bunch of lemons, you should just make lemonade. For some Bay Area sailors, that means, when all the races are canceled, put the "cruise" back into your racer/cruiser and head for the Delta.

Flash forward to the present COVID-19 reality, and the racing calendar has been wiped clean. No Delta Ditch Run, Singlehanded Transpacific Race (SHTP) or offshore racing. We recently heard from Jim Quanci, owner — along with his wife Mary Lovely — of the well-traveled Cal 40 *Green Buffalo*. Quanci was in the market recently for an inflatable tender to use on an extended cruising trip to the Delta. We checked in with Jim about his plans, and some interesting modifications he's making, converting his racer/cruiser to a cruiser/racer.

Jim has a vast store of offshore sailing experience, having completed 18 crossings to Hawaii and six return trips. Mary has nine Hawaii races to her credit, so they're about the last folks we'd expect to head for Potato Slough or Owl Harbor. Yet, as we walked up to *Green Buffalo* in her Richmond slip, Quanci was measuring a big shade awning that was draped over *Greenie's* boom. His plan was to "bring a few old windsurfer masts I have laying around and jury-rig a cockpit awning."

Pre-coronavirus, Jim Quanci's plan for the summer had been to sail to Hanalei Bay in his second Singlehanded Transpacific Race, which *Green Buffalo* won in 2012. He had already purchased a new carbon mainsail and carbon jib top from Pineapple Sails, "which are now gathering dust, probably until next year." Quanci also installed a new heater. "The Webasto heater was about my wife being tired of the first few cold days racing to Hawaii," said Quanci. "She said she wouldn't doublehand to Hawaii unless I added a heater (we did the 2014 Pac Cup doublehanded)." Now that the new heater will be the one gear item definitely not needed in the Delta heat, he was shopping for an inflatable boat to store on the foredeck.

'Plastic Classics' such as the Cal 40 are set up to race offshore. The racer/cruiser of the Flower Power era was built for speed, but also came with at least a nod to comfort, such as a galley, ice box, sleeping accommodations for the whole family and a warm, wood interior.

We asked Jim about the history of *Green Buffalo*, and about its unusual name. Jim and Mary have owned their Cal for 16 years. "We are the third owner," he said. "The original owner was Clarence Nelson, a doctor who grew up in San Francisco and raced out of St. Francis Yacht Club. (Clarence grew up near the buffalo paddock in Golden Gate Park and named all his boats *Buffalo*.) He owned the *Buffalo* from new in 1967 for about 20 years, and raced it well into his 80s. More than a few teenagers in the late '60s and through the '70s learned to race on her — folks like Scott Easom and Kimball Livingston."

Quanci, who also amazingly still owns the original 1972 Laser dinghy he bought as a teenager (hull #729), is a boyish dynamo of irrepressible optimism. "Next year is SHTP," said Quanci. "Then in 2022 I hope to retire, do the 2022 Pac Cup, and come home via Alaska. (Time will tell.) Now that the SHTP and Pac Cup are on alternate years, I can do both!"

— tom burden

## timeless meets tech on the water

From surfer to sailor, from east to west and back to east, Harvey Jones has explored all avenues of wooden boat racing with measurable pace and boatloads of passion to arrive at his new boat, *Outlier*, which rampaged through regattas in its first season.

continued on outside column of next sightings page

## a big delta

In April, when we contemplated opening registration for Delta Doo Dah Dozen, we had no idea if anyone would be able to go sailing, let alone cruise the Delta. But we figured that at some point this season, sailors would be able to take their boats out, and the Delta Doo Dah could have been purpose-built for sheltering in place.

Unlike the Baja Ha-Ha and SoCal Ta-Ta, it's a do-it-yourself rally, fashioned after the Pacific Puddle Jump. Cruisers pick their own destinations and dates of travel.



## to-do (dah)

In early May, the Doo Dah dominoes began to fall. The first event scratched off the list was the Delta Ditch Run, a race (with a Cruising Division) from Richmond Yacht Club to Stockton Sailing Club. That had been an official event on our itinerary for June 6.

Then it became glaringly obvious that Richmond YC would not be able to host our Kickoff Party and Seminar on May 16. (As of press time, the RYC clubhouse was still closed, following the orders of the

continued in middle column of next sightings page

## tech — continued

For a forward-thinking, tech-industry guy, old stuff is a turn-on for Jones, be it boats or houses. But even for a confirmed lover of old things, the tech venture capitalist has found the edge where classic beauty meets contemporary proficiency.

This is how it happened.

After years of owning and racing classic boats, in June 2019, Jones launched *Outlier*, a BP320 55-ft classic sloop designed by Botin Partners in Spain. A month later, *Outlier* took charge straight out of the box. In her first regatta, she won first overall in the Spirit-of-Tradition class at the 175th New York Yacht Club Regatta, first overall in the CRF SP class at Nantucket Race Week in August 2019, and in the same month, first overall at the Eggemoggin Reach Regatta in Maine,

continued on outside column of next sightings page



TOM BURDEN

*Main spread: 'Green Buffalo' hugs the shores of San Rafael Bay in the 2017 Great Vallejo Race. (This sequence, with the Cal 40 'Azure' chasing 'Green Buffalo', became the June 2017 cover.) Inset, top left: 'Greenie' owner Jim Quanci under his new Delta-inspired awning.*

LATITUDE / TIM

# SIGHTINGS

## timeless meets tech — continued

with a record-setting win.

"I named the boat *Outlier* because it's different from anybody else's wooden boat," Jones, a proud owner, explained. "We just kind of crushed it last summer, which was a ton of fun."

*Outlier* did not happen by chance, but is the product of Jones' evolving experience owning other wooden boats, and becoming a more competent racer. An army brat, he grew up living all over the country, but his family always summered at a house they built in Barnegat Bay, New Jersey. Jones' dad built a Sunfish from a kit, and Harvey learned to sail, though surfing was his passion for many years. "Frankly, I was more into surfing, so spent more time on the ocean side [of Barnegat Bay]. I was a competent young sailor, but by no means a racer."

Jones moved to the Bay Area for work in 1980, raising his family in Palo Alto. He and his wife bought a house on Nantucket in 1985, and his life became eight months in the Bay Area and four months in Nantucket. While a member of St. Francis Yacht Club, Jones never owned a boat on the Bay, preferring to keep his sailing energy for his

continued on outside column of next sightings page

## big delta to-do (dah)

Contra Costa County Health Department.) So we would do what other events at RYC and elsewhere have been doing — take it online.

As May 16 approached, sailors were signing up in droves in order to be invited to the virtual event. Not only that, some were already cruising the Delta, with others planning trips in the second half of May. This seemed unusually early to us.

Thanks to presenter Bill Wells and guest experts Craig Perez and Pat McIntosh, we managed to host 42 Zoomers (many of those numbers were couples) without too much angst. (Mute all — no, un-mute all — no, mute the guy who's eating dinner!)

By May 24, we had 74 entries, more than we would have expected, especially

PATRICK SIKES

Harvey Jones' BP320 'Outlier', which has been called the "Gentleman's TP52," is one of the prettiest boats we've seen in some time — the perfect marriage of classic lines and modern technology. From top left: 'Outlier' sailing in last year's Opera Cup in Nantucket; 'Outlier' in a New England setting; Harvey Jones adjusting to the new normal and promoting Nantucket Race Week; a modern stern on a classic boat; we presume this is the launch of 'Outlier' about a year ago; 'Outlier' with the rail down in Maine.



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HARVEY JONES



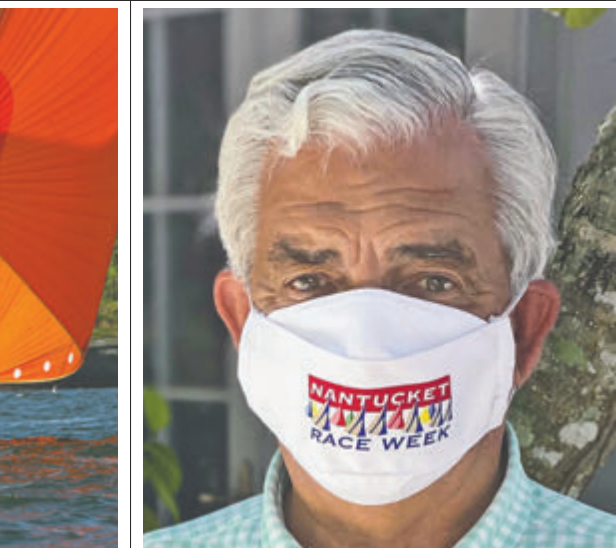
## — continued

considering that we opened registration late, on April 17 — and more than in any of the previous five years. Entries continue to stroll in; registration will remain open until the end of August.

The popularity of the shelter-in-place Doo Dah took us by surprise, and we've already run out of our (admittedly conservative) order of Delta Doo Dah Dozen flags ("free range, fresh air, sunshine"). We do still have generic Delta Doo Dah burgees, in the same colors as this year's edition. We've placed two orders of official hats and are almost out of those too.

No official events appear on the itinerary in June and July. (Even the Fourth of July fireworks at the Hilton house on Venice Island have been canceled.) Hope

continued in middle column of next sightings page



HARVEY JONES



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## tech — continued

intense summer program back East. "I like putting the boats away in the winter," Jones laughed. "I am an avid cyclist, so I liked to get out into the hills in those winter months in the Bay Area and save the excitement to sail in summer."

Jones got involved with a 12-Meter syndicate in the mid-'90s, when his friends chartered *Gleam* for a few East Coast regattas. It was Jones' first taste of big boat sailing and racing. "I had never been on a race boat and experienced boats around you, and other 12-Meters coming over the top of you. It was cool," Jones recalled.

Shortly thereafter, Jones bought *Piera*, a 45-ft Rhodes sloop built in 1955, which he restored at the Hinckley Yachts in Maine. (*Piera* was featured on the June 2006 cover of *Latitude 38*.) "*Piera* was my first 'big' boat, and I loved that boat." Knowing his limits, Jones hired his first captain, and has always since had a boat captain to run his programs. *Piera* sharpened Jones' passion for classic boats. He also found a 1925 vintage Herreshoff Fish class, which hadn't been in the water since the '60s, and poured his energy into restoring and sailing the boat.

Coming from a one-design class from the 1920s, *Piera* was a classic beauty, but there weren't a lot of similar boats out there. "You couldn't really race it as a one-design class," Jones laughed. He sold *Piera* after a scary incident when the entire brass winch on the mast ripped out while the crew cranked the jib halyard. "I realized then that boats like *Piera* — which had modern sheets and modern sails cut for power — don't necessarily handle racing well." Jones' friends in Nantucket were racing Herreshoff Alerions, so Jones sold the Fish and bought a Nantucket Alerion, which he still races there during the summer months.

With a desire to upgrade to a more suitable classic racing boat, Jones bought the 46-ft *Mustang*, a W-Class performance race boat built from cold-molded wood with a modern keel and carbon mast. With classic lines and modern tech on a wooden hull, the boat was perfect, thought Jones, introducing him to the "Spirit of Tradition" concept. Jones campaigned *Mustang* from 2005 to 2018, and thoroughly enjoyed it, until a rating formula modification for classic regattas resulted in disappointing results. "We were sailing as well as ever, but went from winning to the middle of the fleet," Jones commented. "I began to consider how I enjoy wooden boat fleets, and thought, 'What if you applied truly modern boat-design techniques, and 21st-century race-boat techniques, to the wooden boat fleet?' No one had done that yet."

Jones had read a story about a cruising boat Marcelino Botin was building for himself. Known for designing AC projects and much of the TP52 fleet, Botin had designed a non-wooden hull with an all-wood interior.

Jones decided to email Botin about a new boat. The result was *Outlier*, a performance racer with a full-paneled oak interior that some have called the "Gentleman's TP52."

"I gravitated to the Spirit of Tradition class because I don't love the way that some classics are sailed. They are pushed to limits and I think it's a little dangerous, at least to my utility function," Jones said. "I happen to really like old stuff — my house on Nantucket is from 1830. I love projects, like my 1925 Fish class with its classic lines. The Spirit of Tradition class gives you the best of both worlds — you can have the majesty of a classic boat with a structurally sound, modern platform."

Jones was fully prepared to do the 2020 Newport to Bermuda Race, which would have been his first offshore regatta, but with the pandemic, the event was canceled, and Jones — like so many sailors — is adjusting his plans. "I haven't missed a summer in Nantucket in 30 years, so it's going to be a bummer if I do.

"It's certainly my desire to get up there and do a ton of sailing."

— michelle slade

# SIGHTINGS

## hashtagging a social distance sailstice

"Mom, there's nothing to do!" We remember wailing this cry to our mother and hearing it from our kids when suddenly deprived of continuous entertainment. Now many adult racing sailors are feeling the same way. Without racing, there's nothing to do!

What about just going sailing?

Summer Sailstice and the Yacht Racing Association of San Francisco Bay are teaming up to offer prizes to Bay Area recreational sailors, racers and anyone who's got a boat, a mast and some fabric. To participate, all you have to do is just go sailing on Saturday, June 20, as part of the 20th annual global Summer Sailstice celebration of sailing. (We'll have more details below.)

Summer Sailstice was created to inspire the world to sail by organizing all sailors to sail 'together', however and wherever, on the first weekend of summer, and to put their sailing plans on the Summer Sailstice map. On June 20, all you need to do is #raiseyoursails to join everyone hoisting sails around the world.

Here on SFBay, you can join the Sailstice/YRA Instagram hashtag treasure hunt, which seeks that just-right, Goldilocks balance between the conflicting emotions of racers and cruisers. This is because when racers are forced to just relax, they get all stressed out, and when cruisers and recreational sailors are forced to race, they get all stressed out. A fun competition will allow racers to 'go for the gold' and recreational sailors to join an adventure, have some fun, but avoid the stress of tight-quarters competition. Perfect.

To succeed, just RSVP at <https://summersailstice.com/event/san-francisco-bay-yra-treasure-hunt> and download the instructions. The simple task is to sail the Bay, take photos of Bay Area landmarks, and tag them with the appropriate hashtag. Photos on the list include #sfbaygoldengatebridge, #sfbaykmi6 and #sfbayalcatraz. After you RSVP, sail the Bay on June 20, take the photos and post them to Instagram with the unique hashtags.

There are prizes that might stress out cruisers or inspire them to try something new. Everyone signed up has a chance to win free entry in the 2020 Great Vallejo Race — now rescheduled for October 10-11 (with a cruising rally possibly added) — and second prize, a 2021 PHRF certificate. The race takes sailors from San Francisco Bay through San Pablo Bay to Vallejo for the night on Saturday. Then eat, drink, be merry, boogie and howl. Or whatever is socially appropriate at the time. On Sunday you return. There are dozens of other prizes on the site too — just for signing up and sailing on June 20.

We recently read a letter on Scuttlebutt from US Sailing VP Rich Jepsen, who recalled Tom Blackaller's saying, "Why would anyone ever just go sailing?" Dennis Conner (along with a few other notable rock stars) famously proclaimed, "I hate sailing, but I love racing." Like it or not, without racing, now is a good time for competitive sorts to try enjoying 'just going sailing'. Locally, just sailing also includes a chance to win.

While this sounds fun for all, the stipulation is you must also participate within your local county health guidelines. These can change at a moment's notice. (The weather is far more predictable.) As of this writing, this means you can sail singlehanded or with members of your own household. You will need to check the guidelines in the county from which you sail before you head out.

The first Summer Sailstice was founded on San Francisco Bay in 2001 to showcase the wind-powered beauty of sail, which is appreciated by participants but a mystery to everyone else. Grand Prix events misrepresent the true nature of sailing and how most people sail most of the time. For one day, you represent sailing when everyone sails 'together' wherever they are, however they like. By signing up your 1966 Cal 20, 1978 Hans Christian 38, 2018 J/121, 1981 Moore 24, or an Opti, Laser, Flying Scot or kiteboard, you help connect all sailors to demonstrate how we move on the water with just the power of the

continued on outside column of next sightings page

## big delta to-do (dah)

remains for three events in August:

- Saturday, August 8: Bay View Boat Club's Bradford Island Party, Potluck & BBQ, with space for up to six Delta Doo Dah boats to anchor out. Free, but tentative.
- Sunday, August 9: Delta Doo Dah Party, Delta Bay Marina, Isleton. This event will adjust its scope as needed to meet COVID-19 restrictions in place at



ALL PHOTOS LATITUDE /TIM UNLESS OTHERWISE NOTED

## — continued

the time. At the very least, we'll enjoy a free BBQ lunch. Reserve dock space by calling (916) 777-4153.

- Saturday, August 15: Dinghy Poker Run and BBQ, Owl Harbor, Isleton. Reserve a slip and RSVP at (916) 777-6055.

See [www.deltadoodah.com](http://www.deltadoodah.com) for more info, and to sign up. It's quick and easy and — best of all — it's free!

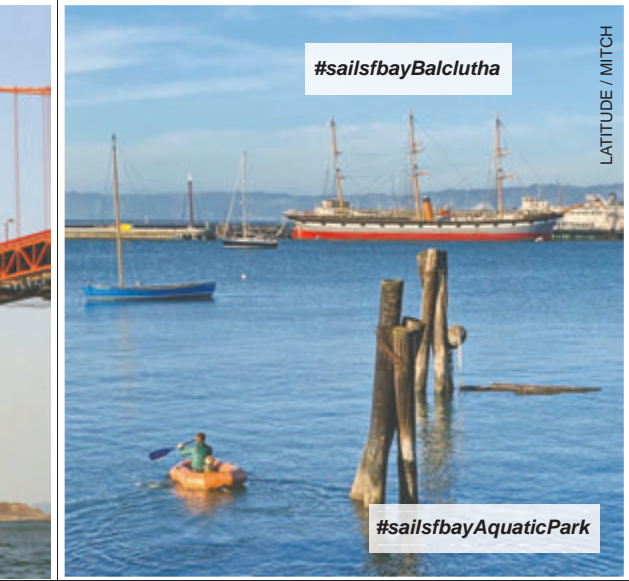
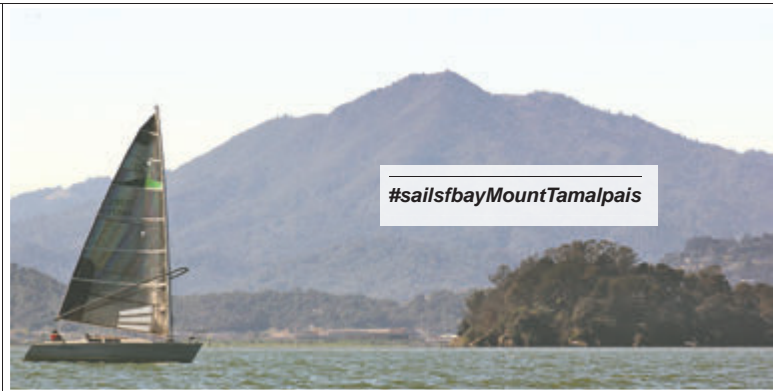
— chris

## social sailstice — continued

wind. Summer Sailstice puts the total chaos on display.

As the world turns, June 20 dawns at the mid-Pacific dateline and sets as California, Hawaii and Tahiti sailors are last, but not least, to hoist their sails on Summer Sailstice. Regardless of where, what, or how you sail, make sure you've reserved June 20 to start your summer of sailing on the solstice. On San Francisco Bay, join the treasure hunt, and everywhere else, make sure you #raiseyoursails and post #summersailstice. We look forward to sailing 'with you' wherever you sail.

— john



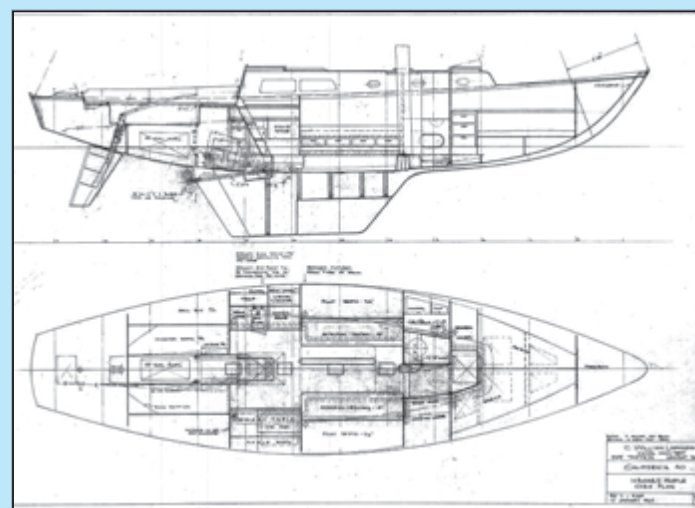
## stan and sally honey's

Stan and Sally Lindsay Honey are no strangers to the pages of *Latitude*, nor to sailboat racing at its highest levels. Between them, they have numerous accolades and championships, including three Yachtsman/Yachtswoman of the Year awards. Sally was a world-class 505 sailor in her youth, and later ran Precision Technical Sewing and the Spinnaker Shop in Palo Alto for 28 years. She has been chair of US Sailing's Safety at Sea committee programs, including involvement in the recent release of the final five online Safety at Sea units for US Sailing's safety certificates. She's also a member of World Sailing's Special Regulations subcommittee.

Stan has set numerous records as navigator for the likes of the 100-ft maxis *Wild Oats*, *Comanche*, *Speedboat*, *Pyewacket* and *Alpha Romeo*; the 125-ft maxi-cat *PlayStation*; a record-setting circumnavigation on the 105-ft trimaran *Groupama3*; and the winning entry in the 2005-2006 Volvo Ocean Race, *ABN AMRO One*. He is also a member of the America's Cup Rules Committee and chair of the World Sailing Offshore Committee, which was responsible for the new mixed doublehanded offshore event for the 2024 Olympics.

Despite these (and many more) accolades, Stan and Sally are two of the most genuine, approachable and just-nice-people sailors we've ever met. This 'one of us' aspect comes down to their choice of a cruising boat and occasional racer, their veteran Cal 40 *Illusion*. Talk about a fixer-upper! When they found the boat at Moore's Reef in Santa Cruz in 1988, it was in a sorry state — complete with oil-and-rainwater-filled bilges, bullet holes in the side and evidence the boat had been lived in by one or more homeless people ("and I think they had a dog," remembers Stan).

The reborn *Illusion* (hull #57) went on to rack up perhaps the most impressive racing record — too hefty to name here — of any of the 160 (or so) Cal 40s built at Jensen Marine between 1963 and 1970. Stan and Sally took off cruising on *Illusion* in 2014, and have since shared some highlights of those travels in *Changes in Latitudes*. But when they got to Rhode Island, they prepared for the Newport-Bermuda Race in late June. We were checking in with the Honeyes about what that entailed when the COVID-19 pandemic hit and the direction of the conversation did a complete 180.





## quarantine routine

*Where is Illusion now?*

Stan: Portsmouth, Rhode Island, in a shed, at New England Boat. Sally: She is safe and warm, covered with plastic and patiently waiting for us to return.

*When we last reported on you guys, you were converting the boat back to racing trim for the Bermuda Race. Could you give a few examples of what that entailed?*

Stan: We removed the cruising equipment like dodger, heater, anchor windlass, autopilot, cruising anchors and rode, dinghy, and tons of gear and spares from our five-year trip from S.F. via the Panama Canal. Specifically toward race preparation, we repainted the topsides, removed all bottom paint and started with a fair race bottom.

Sally: Including extraneous repair and safety gear and about 10 years' worth(!) of canned, dried, long-shelf-life food that has filled a 5x10 storage space about a five-minute drive from NEB. We've also been repairing/refurbishing much of the running rigging and hardware that has seen too many miles over the years.

Stan: This was in addition to the standard maintenance

items: Pulled the rig, new halyards, new wiring, new antennas, serviced all winches, dropped the rudder and serviced the bearings, extensive engine maintenance, new varnish above and below, and new paint in the chain locker and lazarette.

*How far along were you in the process of doing that when the race was canceled?*

Stan: We had completed most of the work; [we still had to] dress the mast prior to stepping and burnish the bottom.

Sally: And of course to reship the racing gear that was moved to the storage locker to make space for all the work.

*Once you got word of the pandemic, did work on Illusion continue with a plan in place to maybe do other racing?*

Stan: We're not sure. We might also put the cruising gear back on and head to Maine. Some have proposed a group cruise around Bermuda.

Sally: We were already back home in Palo Alto when the lockdown began and the race was canceled, so in that respect, work came to a screeching halt. We canceled prior plans to return to RI several weeks ago. We have continued working on the projects we brought home, and now have two bins set to take back with us when we are allowed to go: one with cruising gear, the other with racing gear, should an opportunity develop.

Likely, we will reload the cruising gear and head Down East after cruising the coasts of RI, Massachusetts, and New Hampshire. We have no idea when that might be possible, but we are collecting the cruising guides just in case.

*What other racing or sailing-related commitments (if any) have either of you had to put on hiatus?*

Stan: My next uncanceled event is probably the Sydney Hobart in December on *Wild Oats*. In addition to some work for the America's Cup and World Sailing Offshore Committee, I've been busy working down the long-standing list of projects on our 110-year-old house! I just got finished replacing the aging knob-and-tube wiring.

Sally is working as chair of the US Safety at Sea Committee, and sewing medical gowns for hospitals on her sail-making machine in the basement. I guess the government had extra camouflage fabric, but it seems like a slightly odd choice for doctors.

Sally: It's good to be involved with a group that is making a difference for frontline caregivers.

*In the bigger picture, how have your lives changed due to the pandemic. Do you feel like your lives 'post-pandemic' will be appreciably changed, either on or off the water?*

Stan: We're incredibly lucky to have a home to stay in, have each other's company, have *Illusion* safe in a shed, and having had our work evolve before the virus to be largely freelance. We've had a few friends struck by the virus, but fortunately they all recovered without hospitalization. We're grateful every day for our luck, and deeply concerned about the societal impact of the pandemic.

Sally: In some ways, the restrictions have allowed us to slow down our otherwise hectic lives and catch up with friends and some long-delayed projects. As Stan said, we feel very lucky to have each other's company and the time to refresh old contacts that have been sometimes ignored in the hectic pace of 'normal' life. We are even more grateful for the treasures life has brought us, and have resolved to maintain this awareness when/if life returns to what used to be normal.

— jr

**From left: Sally Honey has been busy making medical gowns out of camouflage material. (Note the half model and picture of 'Illusion' on the wall. We've run that photo a million times in these pages.) Top middle: Speak of the devil. 'Illusion' surfs into Hawaii in the 2003 Transpac. Bottom middle: The blueprints of the venerable Cal 40. Right: The Honeys in San Francisco.**



## on the precipice

Before dawn on May 23, Pier 45 in San Francisco erupted into a four-alarm fire, which burned down a football-field-sized warehouse. Some 120 firefighters fought the blaze. Approximately \$9 million in fishing gear was lost, according to KQED News, with about 30 crabbers and fishermen losing up to \$300,000 each in equipment. With the pandemic stifling the economy, business had not exactly been booming. "We all kind of just felt like it couldn't get worse," fisherman Nick Krieger was quoted as saying by KQED. "But it got way worse."

We've been wondering where the bottom of the well of bad news lies. There have been glimmers of something resembling normal on the horizon, but given the devastating fire in the heart of San Francisco's working waterfront, normality is doing a two-steps forward, three-steps back shuffle.

On a story about the fire, someone commented: "Are there any developers sniffing around?" This might seem cynical, but it would be naive to think that any of our pre-pandemic problems — such as the grinding gears of development, and the slow, steady shrinking of the waterfront — are taking a pause and sheltering in place. As we struggle to return to normal, we will find our problems waiting for us, and find that "reopening" is not a given, but a slow process also vulnerable to a back-and-forth shuffle.

In Alameda, Island Yacht Club — along with several other marine businesses — is being evicted. In mid-April, Alameda Marina sent a letter to its tenants informing them that, "Due to circumstances beyond our control, the hoist will be out of commission for the foreseeable future." These actions confirm many skeptics' worst fears about the redevelopment in Alameda. (Please see page 81 of *Racing Sheet* for the story on Island Yacht Club; we'll have more about Alameda Marina on *Lectronic Latitude* in the coming weeks.)

Sausalito, which is in the midst of the arduous public process of sculpting its general plan, or blueprint for future growth, has been moving forward — some would say a bit too fast. "A lot of people feel like the process should slow down; and also, we don't know yet what we don't know, but the city council is full speed ahead," said one city employee involved in the General Plan process. The employee added that the main issues facing Sausalito's Marinship — the heart of the city's working waterfront — are a push for more office space and housing. The same issues are likely being debated, via virtual meetings, in most West Coast waterfront municipalities.

On the question of reopening, consider the case of Point Isabel Regional Shoreline in Richmond, a popular windsurfing spot, but an even more popular off-leash dog-walking park that's been closed since early April. The park actually closed in March, then reopened briefly for a few days, before being closed and gated off again. The justification was in line with regional public-health orders, which called for the closure of dog parks, among other public facilities.

We should consider for a moment what the closure of a well-used park means. Many of our readers have pointed to the fact that their usual walking paths have become more crowded since COVID. It makes sense. As people are stuck at home, and as other parks are shuttered, whatever trails are actually open are likely to see more traffic. "The trails up in the hills behind our house are crowded, and the places I usually go several times weekly without seeing a soul are now so peopled that I have to find alternate hikes," circumnavigator Randall Reeves wrote us, referring to the East Bay. Ironically, closures to avoid humanity congregating have led to humanity's congregating somewhere else.

Point Isabel is under the jurisdiction of the East Bay Regional Park District, or EBRPD, which had been, according to one sailor pushing for Isabel's reopening, reiterating the "generic 'dog park closure' language in the Regional Health Order." The next step to get the park open, the sailor said, would have been to try to lobby state health officers to amend the dog-park closure language to say that "enclosed dog parks must be closed." The latter was not considered a particularly attractive option.

In a May 19 meeting of EBRPD Board of Directors, several windsurfers' statements advocating for Isabel's opening were read. General manager Robert Doyle eventually stated (as paraphrased by our sailor friend) that public-health officers were not "that concerned with casual, quick passers-by



## of something normal

exposures." Rather, the main concern was more concentrated exposure among park goers.

The net effect of this debate is that Point Isabel will reopen on June 1, though all dogs will be required to be on leash. "It's clear to me that Doyle read the emails that many of you sent directly to him . . . they had an impact on Doyle's approach and final decision — good work to all!" our sailor friend wrote in a group email. He emphasized thanking Doyle for his decision and abiding by the rules moving forward, namely physical distancing while at the park, to ensure it stays open. "We've got to be so careful," our sailor friend told us, mentioning that on the morning of Wednesday, May 27, there were photos in the newspaper of alarmingly crowded Bay Area beaches during the hot Memorial Day weekend.

"Perception counts. If [city officials] think we're part of the problem, they'll slam the door," our friend said.

This push/pull of good news and bad, and of the slow easing of restrictions, is what we're likely to expect through the summer. With any luck, people will continue to practice social distancing, even when outdoors, and even when life feels like it's returned to normal.

We'll all have to weigh our options, check our desires, and continue to adjust to an unprecedented public health crisis. We fully expect the problems we faced before the pandemic to be there once our normal lives resume. Will we be smarter, more patient and tolerant, and more willing to roll up our sleeves and do the hard work to fight for what we love?

— tim



SF MARITIME NATIONAL PARK ASSOCIATION



MONIQUE SELVESTER

*From top left: Smoke filled San Francisco's Embarcadero on Saturday, May 23. The Liberty ship 'Jeremiah O'Brien' (pictured) was saved, but the fishing and crabbing industry suffered a terrible loss; firefighters did an amazing job containing the blaze; the scene in the Embarcadero. Bottom right: Life in Sausalito is slowly returning to normal, one face mask at a time. Bottom left: "Keep Sausalito Salty" is still the mantra, even through the COVID era.*



LATITUDE / TIM

# A CREATIVE ESCAPE TO THE DELTA —



STEPHEN AMATO SALVATIERRA



**N**obody does a sailing trip quite like Martin Machado.

The San Francisco-based wearer of many hats — including artist — has been cruising the Bay for the past few years, combining sailing with chances to paint landscapes. In March, Machado set out to the Delta on his partner-owned 26-ft Pearson Commander *Larus*. His destination: a Sacramento gallery, where he was making and delivering artwork for a show.

While going to school in Santa Barbara, Machado experimented with solo

sailing along the Central Coast. But nothing is quite as inviting, or challenging, to California cruisers as the Delta — especially singlehanders. Machado was obliged to deal with inclement winter weather, a pesky motor, and a global pandemic. Like cruisers all over the world, he had to adjust his plans and make the best of a rapidly changing situation. It was both an escape from the madness, as well as an escape to an empty destination.

"The timing sure wasn't ideal, but in a weird way, it heightened the whole thing — definitely adding stress, though,"

Machado told us.

"My original plan was to try to make it to Sacramento completely under sail if possible, and to create as many small paintings as I could en route. I had secured a show at a gallery called Public Land in Sacramento, and had pitched them this idea, which they were excited about." Machado's brother lives in California's capital, "and driving back from his place last year, I took the Route 160 and kept seeing these beautiful sections of water that I was curious about."

Machado said that while doing research for the trip, he came across an article about sailing to Sacramento by his friend Clark Beek, an experienced circumnavigator and Delta sailor. "I had never sailed in the Delta, so I met with Clark, and we figured out a route for me to take up and back that would ensure I saw some beautiful spots where I could make paintings. I also met with my friend Jon Belinsky at the Dolphin Club, who does a yearly row to Sacramento and had some good ideas to pass along."

On the evening he left San Francisco, that county's school districts announced they'd be closing. Not long after, the shelter-in-place order was given. Machado weighed his options as the situation unfolded. "Sacramento had not been officially shut down, so I decided to keep going. The gallery and I realized that we could not have a public opening, but I was technically self-quarantining, so I decided to keep painting; I wanted to follow through on my agreement to deliver the work."

On his Instagram account, Machado shot video of a short, steep following sea

*Martin Machado navigates through the Delta's busy ports.*



STEPHEN AMATO SALVATIERRA

# WITH MARTIN MACHADO



PHOTOS / MARTIN MACHADO  
UNLESS OTHERWISE NOTED

*Want to feel like you've sailed to another country in just a few days? Head to the Delta. From left: Martin Machado prepares to go through one of the Delta's many bridges; 'Larus' at anchor; This might look like a nice, sunny summer day dip in the water, but we bet it was pretty darn chilly in March; Machado sails under the Benicia-Martinez Bridges on his way to the Delta proper.*

on San Pablo Bay, the kind of conditions you're grateful to be going with and not into. "The sailing on the way up was great for the first 24 hours, but really beat me up," Machado told us.

"I did a short leg the first night to China Camp, then had a full day of running downwind across San Pablo and Suisun bays, and onto the San Joaquin. I was so exhausted that I ended up anchoring in a dumb spot on the shoulder of the San Joaquin; overnight, my anchor lines got heavily weighed down with hyacinth, and it took me hours to clear it all."

Lest we forget that after a very dry and mild February, March saw several straight days of rain and wind. "I hunkered down for two nights at a tiny harbor off the river before a big storm hit with a ton of rain and 40-kt winds. After it passed, it was dead calm with light rain."

As the pandemic intensified, Machado's trip quickly evolved.

"I would have preferred to wait for wind in the right direction, but at that point, the lockdown back home had happened, which kind of prioritized getting the job done and getting home to the fam [Machado has a wife and two kids ages 4 and 1], so I started up the motor for the first time, and moved through a slough to connect to the Sacramento River."

Over the next several days, as he made his way upriver, Machado had major motor issues. It would take him an hour to get the outboard running every day, "and with the wind only blowing

downriver, when it did blow at all. The draw and swing bridges have more limited hours in the winter, so those often determined how far I could move in a day. I anchored or tied up at a public dock when available and continued painting when I could.

"I finally made it to Sacramento late one evening, only to find that the dock under the Tower Bridge was closed for construction. But at that point, my motor had died and I couldn't leave if I wanted to."

Machado stayed at the less-than-ideal dock for four nights while he painted, framed his pieces, and delivered them to the shuttered gallery. He also had someone check out the outboard. "It was determined that the motor was not worth fixing, and luckily, my boat partners were up for buying a new one." One of those partners delivered a new motor, and ultimately helped him bring the boat home.

Californians are

used to year-round cruising, but it can still get damn chilly, even in the spring. "I would like to do the trip again in some warmer months," Machado told us. "It was near freezing almost every night and I don't have a heater onboard."

Over the past few months, many sailors have faced the unusual problem

*Sailing and painting have been a perfect match for Machado.*



# A CREATIVE ESCAPE TO THE DELTA



AUSTIN MCMANUS

"On the way back with another person, it was so nice to divide helm time and cooking, and to navigate from the cabin when necessary. Aside from a rough crossing of San Pablo Bay, we had pretty good conditions for the return trip, with some good sailing in a squally Suisun Bay."

Machado told us that the overall voyage was much more challenging than he'd anticipated. "Part of this was my not being able to rig up a roller furler before leaving and, of course, not taking the situation of my motor seriously enough. Also, my tablet that I used for navigation was super tricky to use in the rain. Ultimately, it was the challenges of small-boat solo-sailing, I suppose."

And what of the art Machado made? "I finished a handful of works on the voyage, and have done a few more pieces since being home," he said. "And for now, I'm just making up dad duty for the time I was gone and painting when I can. I'll be putting together a zine with the Public Land Gallery that will have more writing about the trip, as well as some photos."

Machado said that the show in Sacramento has been extended for two months, "so that folks can see it as restrictions loosen up."

On his Instagram, Machado talked about some of his work, referring to a painting called *Campfire along the Sacramento River* (on the bottom right of this page). "Moments like these always feel like echoes of the past to me. A boat passing an unfamiliar shore, both figures mere shadows to each other, wondering about the other's reality. I suppose we size each other up in the same way

on land, passing another person on the street, for example. But there is something about how it can happen on boats, veiled by distance or atmospheric conditions, where we often find ourselves staring openly and wondering . . ."

Most sailors we know are making art in their own way — perhaps not as literally as Martin Machado, but still, appreciating the beauty, tranquility and adventure that life under sail affords. And few places in the Bay offer the kind of escape, and challenges, that sailors can find in the Delta.

**latitude / tim**

For information on Public Lands Gallery, go to [www.publiclandstore.com](http://www.publiclandstore.com), or follow @martinmachado on Instagram.

of arriving at empty destinations. "There are some true gems of small towns in the Delta and a lot of beauty along the way. Unfortunately, with the pandemic going on, I couldn't explore much of the culture — bars and restaurants in the towns — which I'd love to check out. I see this trip as working out a lot of the kinks though, and hopefully my next voyage goes smoother."

We're going to guess that most single-handers are still quick to welcome crew.



**Top left:** Machado at the Tower Bridge in Sacramento. **Top right:** Framing paintings in the cockpit of the Pearson Commander 'Larus'. **Bottom, from left:** 'Steamboat Slough Bascule Bridge'. Machado wrote of the painting, "When hailing on the radio, the bridge tenders appreciate it if you pronounce Bascule correctly, with an exaggerated Italian accent; A sliver of boat, bow and Delta; 'Campfire along the Sacramento River'.



## Eos - An Opportunity to Steward a Classic

I found *Eos* in Los Angeles in 2006 and purchased her from the yacht harbor in a lien sale. My good friend Steve Mavromihalis jumped in and partnered up from the beginning. We brought her up to Sausalito and commenced restoration in time for her first Master Mariners Regatta in May of 2007. We took a 2nd in class cementing our love for her kind ways on the bay and a very fast reaching speeds of 8.1 MPH even with the old blown out sails.

*Eos* has since won and placed in every outing of the Master Mariners Regatta. We kept getting handicapped for the wins and had to employ new sails, then rigging, then a new rudder design. All had to be employed to keep her going well in the field as we started later and later.

We found out Peter Mathews was the second owner from 1984 to 2004. Peter acquired her from the original owner Norman Schwartz who designed and built the boat in 1945 launching her in 1946 after the war. Norman was an aeronautical engineer working for Douglas Aircraft and wanted a light and fast boat that he could spend family holidays on, race locally and build himself. He accomplished all of these things quite well. He stepped the mast base to a longitudinal frame that carried

its weight to beef up stringer braces and keeping the mast from going through the cabin. It also opened up space for his family for their yearly vacations. Sleeping 2 adults and 2 kids is no problem at all.

Master cabinet builder Peter Mathews built the mahogany hatches and interior along with the enclosed cockpit.



Feather Class, hull #1 of 40 to 50 built from 1945 to 1958. The first 3 hulls were plank on frame with a flat transom and all subsequent Feathers were plywood over frame with a canoe stern and of those I don't believe any have survived. 26' length, 5'11" beam, 4' draft. The hull is Port Orford cedar on cedar frames, cedar doghouse with marine ply decking that has a fiberglass layer with 10 coats of Petit deck finish. New Hood sails in 2012, new SS rigging in 2013, New rudder in 2015. Regular haul outs and service since we restored her. The mast is full length lay ups with a new spruce boom around 1985. The motor is a late 90's Evinrude that has been serviced and tuned up every 2 years by Bill in Sausalito. Recent haulout in late 2019 with major refasten and caulking as required. Currently berthed in Sausalito.

Be the proud next owner of this classic. \$6,500 or trade for 48' Nautor's Swan. Keith: 415-559-3477.



**Clockwise from top right: 'Eos' view from Catalina; 'Eos' sailing off Outer Harbor; Master Mariners wins; 'Eros' sailing x 2; Norman and Harry Pidgeon before the war; recent haulout 2019.**



PHOTOS COURTESY KEITH DUNLOP EXCEPT WHERE NOTED

# ENDURING CRUISER LIMBO —

A few days before our April edition went to press, widespread ramifications of the COVID-19 pandemic forced scores of South Pacific-bound sailors to slam on their brakes and abruptly postpone their long-anticipated travels to French Polynesia and beyond. In this report we'll give you a snapshot of what's happened since.

Following the pivotal March 11 announcement of Tahiti's first confirmed case of COVID-19, leaders of the French Overseas Territory quickly took unprecedented steps to combat the spread of the virus. In addition to implementing

mid-March: no boats in, no boats out. But policymakers in Tahiti — much to their credit — left the 'door' open just a crack, acknowledging that vessels that had just crossed a minimum of 3,000 miles of open ocean *nonstop* would need to fuel up, reprovision and make repairs, even if they weren't allowed to freely cruise the territory's five archipelagos as in years past.

As you can imagine, the implementation of

travel restrictions, both in the South Pacific islands and all along the west coast of the Americas, forced hundreds of cruisers into varying states of limbo, unable to make concrete

plans for the coming months, and in many cases unable to move about freely.

We are happy to report, however, that on May 20 French Polynesia's president

*The implementation of travel restrictions forced hundreds of cruisers into varying states of limbo.*

and its high commissioner jointly announced an end to almost all the restrictions that had been implemented nine weeks earlier, including inter-island travel — which is, of course, the bottom-line issue for cruisers.

This was great news for sailors with long-term visas whose boats were already officially cleared into the territory back when restrictions were put in place. But at this writing it remains to be seen if

official entry clearance will now be given to the dozens of foreign-flag yachts that made landfall during confinement and were granted temporary stopovers — despite the whole of French Polynesia's being officially 'closed' to new arrivals.

A slow trickle of additional boats still arrives almost daily, while government policymakers debate

what to do with them. An infusion of cruiser currency would be a big help to the wounded local economy — especially since resort and cruise ship bookings are expected to recover slowly. To date no cruisers have arrived with symptoms of COVID-19.

Meanwhile Tahiti's South Pacific neighbors are grappling with the same thorny issues as they, too, try to balance the need to jump-start their economies with their duty to protect the health of their citizenry.

While the lifting of restrictions sent a hopeful message to hundreds of sailors, the disappointment, fear and frustration that resulted from more than two months of 'COVID limbo' will certainly not soon be forgotten. The comments that follow — excerpted from a recent survey of Pacific Puddle Jumpers — will give you an idea of the broad range of experiences that sailors had during the crisis, and how they've adjusted their South Pacific cruising dreams to a variety of 'Plan Bs'.

**Idling in Las Perlas** — At one point in late March, crews aboard dozens of cruising yachts that were staging for South Pacific passages in Panama's Las Perlas Islands found themselves in a nerve-racking and vulnerable situation. They had cleared out of Panama, which had just closed its borders, as had the Galapagos and Tahiti, leaving them in a surreal state of limbo with few good options.

But with no illness evident among the



*Californian Eve Wilhite was granted a temporary stopover in the Marquesas, where she crossed the outbound tracks of her solo circumnavigation aboard her 53-ft ketch 'Auntie'.*

'lockdown' ordinances ashore, cruise ships were denied entry to ports and anchorages, inter-island boat travel was forbidden, all international and inter-island flights were canceled, and then virtually every land-based tourist was flown home via a series of 'repatriation flights.'

Foreign-flagged yachts that were already en route to French Polynesia, or were about to set sail — including Pacific Puddle Jump rally participants — were asked to cancel their crossings or delay their arrivals in the islands. Virtually all island nations lying downstream of Tahiti — that is, west and south — closed their frontiers completely to cruisers in

*Tahiti's Marina Taina and its mooring field are always busy places, but this year they are maxed out with cruising boats in limbo.*



TAHITI TOURISM



ALL PHOTOS LATITUDE/ANDY EXCEPT AS NOTED



# THE FREEZE ON TROPICAL CRUISING

sailors or the islands' small population, it soon became clear that idling in Las Perlas was as good a place as any to ride out the shutdown.

Dave and Helen Savage of the UK-based Hans Christian 43 *Grace of Longstone* were part of the disparate community there. "I did wonder at one point whether we were the only boats in the world able to cruise," wrote Dave. Las Perlas is COVID-free and uninhabited islands have been available for us.

"It's been acceptable to cruise around these islands and even go ashore on uninhabited islands. There were probably about 40 yachts at the peak, 20 now, with small groups departing for French Polynesia sporadically.

"Before committing to making the crossing this year, we were hoping to get to the point where French Polynesia would officially open, and also New Zealand. We are not there yet, but we really don't want to do a rainy season in Panama."

— Dave & Helen Savage  
*Grace of Longstone, Hans Christian 43*

## Panama limbo —

"We have been at anchor just outside La Playita Marina in Panama [Pacific side] for more than 50 days now, after having crossed the

**Right: PPJ fleet members at sea on March 11. Below: With restrictions lifted, cruisers can now explore ancient isles like Ua Pou.**

Canal," reports Mathias Wagoner of the German-flagged Neel 51 trimaran *San*.

"I've done some boat repairs, improving my VHF by putting in an antenna cable with much less loss, and I've been writing a paper on safe anchoring that I'm eager to share with other Puddle Jumpers.

"We are not really considering a late-season crossing — we'd hate to be exposed to a hurricane. Instead, we're waiting for Panama and Costa Rica to open again, and perhaps also Ecuador. But things are not looking too good there at the moment."

— Mathias & Birte Wagoner  
*San, Neel 51 tri*

**Sheltering at Shelter Bay** — "My vessel, *Flight Plan*, is stuck in Shelter Bay Marina, on the Caribbean side of Panama," says Alaska-based Vince Shrigley. "As the North Atlantic and North Pacific



**In Nuku Hiva, father and child take a break from the close quarters of life aboard 'Beluga' to deliver fresh-baked baguettes to the fleet.**

hurricane seasons are about to begin, and there is no hint of Panama lifting travel restrictions, we have thrown in the towel for the season.

"Luckily, *Flight Plan* is in a well-run, safe marina and there is a very dependable cruising couple watching over her. My crew and I have discussed our future and we all intend to join and sail with the PPJ next year."

— Vince Shrigley  
*Flight Plan, Seawind 1000*

## Stalled in Galapagos —

"*Del Mar* is currently in the Galapagos at San Cristobal," says Australian Steve Hart. "We left Panama before the pandemic and arrived here just prior to Ecuador/Galapagos closing its borders. We have been sheltering here since. We are effectively in transit to French Polynesia, and have extended our stay here for as long as possible.

But our permit has now expired, and we are existing on good will from the port captain and the emergency government committee.

"We have been spending what we call 'isolyfe' playing with sea lions and working. We are lucky enough to have our mobile office on the boat, so both Claire and I have been passing the time working as environmental consultants for clients in Australia and the UK. Claire is currently heavily involved in the international whaling commission scientific committee conference via video conference.

"Recently, they have relaxed some of our movement restrictions and we have been hiking in the highlands and making friends with the local farmers.

"We will still cross to French Polynesia



# ENDURING CRUISER LIMBO

this season, following in the wake of other boats that have crossed from here recently. We hope to find a place in French Polynesia to shelter from the cyclone season [December to April] if they allow us to stay. If things do not open up, we may end up heading to either Australia or New Zealand for the cyclone season."

— Steve & Claire Hart  
Del Mar, *Leopard 38*

**En route now** — "We just left La Paz, Baja Sur, Mexico this morning [May 14] to begin our passage to Nuku Hiva," reports New Zealander Sue Berger of the Mayotte 465 cat *Searose*.

"We've been watching carefully and getting information from *www.noonsite.com*, Tahiti Crew [yacht agents], and from friends in Nuku Hiva, and we feel our timing is fairly good. Hope so anyway.

"The last several weeks we've been cruising Baja, mainly around the Loreto area as the convenience store in Puerto Escondido has remained open and if they don't have what you need, the staff will take a list and shop for you in Loreto."

— Sue & Brian Berger  
Searose, *Mayotte 465 cat*

**Possible late-season crossing** — "I live up here near Seattle and my Hans Christian 38 MkII *Reislyst* is still safely up in the yard at La Paz, Mexico," explains Dennis Synnes.

"Since I'm a registered nurse and a physician's assistant I've been staying pretty busy — including a stint of work in New York City.

"Would I consider a late-season crossing? Yes, I'd certainly consider it. The boat is definitely built and equipped for nasty weather, like in the hurricane belt near the west coast of Central America. And with the advent of PredictWind I'd feel very secure about picking a window.

"My plans are to store the boat in French Polynesia and return repeatedly roughly every three months, each time resetting the visa clock. I've already been there seven times, and I'm always anxious for more. Kind of like that saying: 'The more I learn the more I realize how little I know.'

"By the way, I had the COVID bug myself back this last January, before it was the 'popular and newsy thing to do.' I built the antibodies to it, and went on with life. It wasn't bad at all. No drama. We thought that it was just a bad bronchitis."

— Dennis Synnes  
Reislyst, *Hans Christian 38*

Pacific is out for us this year," say Colin Ross and Cheyenne Richards of *Pristine*. "But we've left the door open for next year. In the meantime, we're headed back to California to be near family."

On May 17, when they received the news that restrictions had ended, the Pacific Seacraft 37 and her crew were about 10 miles north of Bahía Santa Maria, "partway through the joyride called the Bash. It's a far cry from the 30-day downwind run we'd once anticipated — and we had to dig deep into the lockers to resurrect our heavy-duty San Francisco Bay foulies — but we're healthy and safe and grateful for what we do have in these crazy times.

"Until early May we were on board at Marina de La Paz and cannot sing enough praises for Neil and the whole staff who went way above and beyond to keep us informed, safe and healthy during the whole process. We're enormously grateful for all they did for us personally, as well as the fleet.

"A lot of books have been read, a lot of Spanish practiced, a lot of meals cooked and more of the endless boat projects completed. Probably a lot like folks at home, minus the Wi-Fi.

"The nice part about being on a boat, though, is the live, never-ending 'nature show' access. In the marina it was the frigates-versus-fishes World Cup. Out here on the Pacific it's fat pelicans doing their signature maneuver that isn't so much a dive as a controlled plummet, plus pods of bottlenose dolphins, gray whales by the half dozen and turtles. Lots of turtles."

— Colin Ross & Cheyenne Richards  
*Pristine, Pacific Seacraft 37*

**Limbo in Papeete** — British cruiser Martin Beck reports, "We arrived straight into Tahiti from Panama on April 6; 27 days direct.

"We first did a few minor repairs, serviced the engines and spent money with local trade. Then after a week moved to the airport anchorage. Around 30-40 boats are there, mostly from Australia, New Zealand and the UK, plus one or two American boats and a few charter boats saving berth costs.

"We are hoping we will be allowed to cruise here, then enter Tonga, where we will haul out and spend lots of cash at a boatyard if they let us!"

— Martin Beck  
Zan, *Catana 50*

the islands after a brief trip to the West Coast, this writer was extremely lucky to catch one of the last flights back to Nuku Hiva, where my Cross 42 tri *Little Wing* and several dozen other boats were based during the cyclone season.

"Two days after my return, I and roughly 150 other sailors were confined to our boats and told to comply with a list of restrictions that paralleled rules imposed on the islanders ashore.

"We were prohibited from: gathering to socialize, practicing watersports of any kind (including swimming), going ashore except to do essential errands — i.e. one person per boat per week could shop for groceries. The sale of all alcohol was prohibited, and a curfew was put in place from 8 p.m. to 5 a.m.

"In Tahiti, restrictions were reportedly similar initially, then loosened up over time.

"Many FP-bound boats that were already at sea when the confinement regimen began requested permission to make landfall at Nuku Hiva in order to make repairs and reprovision, rather than following the original mandate that they sail directly to Tahiti — another 800 miles. In most cases permission was granted. Some of them still linger here, while others have moved on to Tahiti or Hawaii. Those who stayed all seemed to be trying hard to abide by the confinement rules, in solidarity with their Marquesan neighbors ashore.

"In Nuku Hiva's principal anchorage, Taiohae Bay, the VHF radio took on an all-important status as a facilitator of new friendships and a conduit for entertainment. Sailors from many nations channeled their creativity and alleviated the monotony of confinement by staging VHF trivia contests, as well as talk and talent shows, and a daily info net. Other notable bright spots during the lockdown at Taiohae included twice-a-week delivery of freshly-baked croissants and baguettes by the German family aboard *Beluga*, and occasional deliveries of Marquesan-made dark chocolate by the Swiss family aboard *Olena* — sweet!"

Accustomed as they are to dealing with unanticipated challenges, offshore cruisers might be better prepared to deal with the stresses of confinement than many land-dwellers. Nevertheless, we'd bet it's been an experience that none would care to repeat.

We wish them better luck in the months ahead.

— *latitude/andy*

**Opting to bash back** — "The South

**In the Marquesas** — "Returning to



# Master Mariners Wooden Boat Show



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# CLIPPER RACE —



SOPHIE OWLES

**Our correspondent, Mike Holmes, 35, normally sails out of Richmond. Here he uses a boat pole to hold the windseeker clew out while sailing in light winds in the Asian tropics.**

At the start of January, I headed off on an adventure, sailing as crew and assistant watch leader in the 2019-2020 Clipper Round the World Yacht Race, an ocean yacht race for amateur sailors. I participated in Leg 5, with the original scheduled route from Australia to China. With the COVID-19 outbreak our plans would change, but more on that later.

During Leg 5, 17 other crew and I spent 37 days at sea, sailed 6,000 miles in two separate races, crossed the equator, spent hours becalmed in the doldrums, and experienced the high of a race win and the low of a race loss. What an experience it has been!

The 11 70-ft one-design yachts left London in September 2019 for the 40,000-plus-mile journey around the world, broken into eight separate legs and taking 11 months to complete. The yachts had left Fremantle, Western Australia, in December and were due to arrive in Airlie Beach, Queensland, Australia, around the 11th of January.

I had arrived at the Coral Sea Marina in Airlie Beach on the 8th of January. I was able to spend time exploring the area, including a few snorkeling trips

to the Great Barrier Reef and a trip to Whitehaven Beach. Such a beautiful part of the world — outside of all the aquatic creatures that can kill you! Think sharks, saltwater crocodiles, irukandji jellyfish and box jellyfish.

The race was originally scheduled to depart on January 18, but we were delayed by 48 hours due to two of the boats' not having operational watermakers. Heading out into the tropics on a water ration of two liters per person per day was doable, but not recommended.

We departed the Coral Sea Marina on January 20, but it would be another two days before the actual start of the race. We were to motor through the Great Barrier Reef and start the race just offshore, but the lack of wind postponed the race start. Because of this, we continued motoring north of east, toward the Solomon Sea.

This delay of 24 hours allowed the fleet to stop for an afternoon swim in 1,400 feet of water in the middle of the Coral Sea. What an amazing experience to jump off the yacht and try to 'cool off' in 86° Fahrenheit sea water.

The next day, January 22, the wind had filled in and we were able to start the race. This would be a 'Le Mans' start, where all 11 boats lined up abreast of one another, with a full mainsail up, headsails rigged to hoist, and motoring at about 7 knots speed over ground.

Crew are required to stand behind the aft coffee grinder prior to the start. With one minute to go, the engine is shut off. A designated lead skipper conducts the countdown over VHF radio. At "Zero!" the crew rush to their predesignated positions. The crew who can hoist and trim their headsails the most quickly will lead the fleet off the line.

We were the second boat to windward with all boats on starboard tack. I was one of the sweaters, so my role was at the mast, hoisting the large yankee headsail by pulling down on the attached halyard. The yankee 1 is only 1,255 square feet of sail that has to be hoisted to the top of the mast, some 95 feet above the waterline! The race start went smoothly, and within the first hour we were in the top half of the fleet — which isn't saying much in a 4,000-plus-mile race. We had a long way to go.

It would be light-wind sailing for the next few weeks. After about a week at sea, we received notice from the race office of the coronavirus that was being reported as an outbreak in China. We didn't know the extent of it, but we were told it would most likely affect our race. About two more weeks went by before the official word came out that our race finish was being changed from Sanya, China, to Subic Bay, Philippines. This news disappointed us, but we understood the reasoning and it ultimately played in our favor.

As we left the Coral Sea and entered the Solomon Sea, the doldrums motoring corridor lay just ahead. This section of the race course is aptly named due to the fact that teams can opt to turn on their engines. "I thought this was a sailboat race." Let me explain: In order to maintain an arrival window to the next port and keep the overall program on schedule, teams can motor through the doldrums.

For this race, teams could motor between 12° South and 4° South. The caveat is, you have to motor for 36 consecutive hours or four degrees of latitude, whichever comes first. Those who timed their motoring start correctly within the corridor could have a tactical advantage over other teams.

Our skipper, Rich Gould of the UK, reviewed the weather forecast and made the call to delay our motoring corridor start to maximize the amount of northerly latitude we could gain within the

# VICTORY AND DEFEAT IN LEG 5

Sailing along in the South Pacific. Mike crewed aboard 'WTC Logistics'. See more about his adventures at [www.regularmike.com](http://www.regularmike.com).



MIKE HOLMES

hours allocated for motoring. We were toward the back of the fleet entering the motoring corridor, as all the other boats had started their motoring previously while we were stuck in a wind hole.

Luckily the weather forecast was correct, and soon enough the wind built and we started to catch up with the rest of the fleet. As the competitors ended their motoring-corridor time allocation, they were still short of 4° South and they ended up in a wind hole. We continued to motor past them and went from ninth place to second place. It was a brilliant tactical play and set the stage for the remainder of the race.

We continued north, and after 12 days at sea we crossed the equator on January 31 at 0° 0.00' North, 151° 5.249' East. It was the middle of the night when we crossed, but all the crew were awake and on deck to mark this special occasion. King Neptune would hold his court later that day.

In a seafarer tradition, all crew that cross the equator for the first time have

to attend King Neptune's court. This is the ceremony where the crew go from being a pollywog to a shellback. This includes confessing a boat sin and having to eat a special mixture from Davy Jones' galley. Let's just say I'm glad I had already crossed the equator before, in 2008 aboard the T/S *Golden Bear* with the California Maritime Academy.

As we continued heading north of west toward the Luzon Strait, some 2,000 miles away, we went from wind hole to wind hole. This required constant sail changes, with the most-used sail being the windseeker. This large, light-wind sail has an area of 1,750 square feet and is a cross between a yankee headsail and a small spinnaker. It is most like a genaker. Once the wind would approach 10 knots apparent speed, we would drop this sail and hoist a yankee. In addition, we were constantly hoisting and lowering the staysail, which only provided benefit above 7 knots of apparent wind.

Finally, a low-pressure system developed that we could utilize to slingshot

ourselves toward the northern tip of the race course. In a matter of 24 hours, we saw the wind build to 25 knots+ with a sea state between 3 and 4 meters. With the wind just abaft the beam, it was great spinnaker weather!

Our spinnaker of choice was the Code 2, which has a sail area of 3,465 square feet and is rated for up to 20 knots of apparent wind speed. It was so much fun on the helm of a 70-ft ocean racing yacht with a spinnaker up in a moderate to rough sea state! I was in a constant state of bliss, surfing a 49-tonne yacht down waves at speeds up to 20 knots SOG.

Our position on the race course, sitting about sixth at the time, was favorable to this low-pressure system, and we saw massive gains on the lead yachts. Every six hours, we received an update from the race office on our position relative to the fleet. It was encouraging, as we continued to decrease the distance to the boats in front of us. Our skipper reminded us, "Focus on the boat in front. Once we pass them, then focus on the

# CLIPPER RACE —

next boat. Don't worry about the front runners." At this point we thought we might be able to get on the podium in third place.

As we exited the Luzon Strait and entered the South China Sea, the next tactical decision was to head inshore or offshore as we raced south toward Subic Bay. The two lead boats headed offshore, but the weather forecast showed an inshore route that could potentially be favorable. Our skipper opted for this inshore route. It would be a few days of chutes and ladders before we knew if we had made the right tactical choice.

Forty-eight hours later, we were chasing down first place. At the same time, the two boats that had been leading a few days prior but offshore were now in third and fourth place. They altered course and dove deep inshore, which saw them sneak up on our inside. With only 100 miles to the finish, it was still anyone's race. At this point we saw the first-place boat head slightly more offshore in search of a little more wind. Our skipper took the helm and was able to keep the inshore boats at bay. All of a sudden, we found ourselves sitting in first place.

The next 12 hours were intense, not only from a sailing perspective, but from a mental perspective. We knew we were capable, but with the variable wind and the top boats breathing down our transom, we knew we couldn't ease off or celebrate until we crossed the finish line. I remember going to bed that night, hearing the whooshing sound of water along the hull adjacent to my bunk. That was a positive sound, a sound that we were moving through the water at a good speed toward the finish line. Then the sound stopped.

Another bloody wind hole! I came on

*If you take calculated risks, you may make massive gains or fail miserably.*

deck for my watch at 0200 with only 25 miles to go in the race. I started praying to the wind gods, and literally the wind started to pick up. It was a very surreal moment. The wind started to build and back, which gave us a lift toward the finish line. With no other Clipper boats in sight the thought of a first place was getting more and more real. A few tacks and a few hours later we crossed the finish line in first place! It was a feeling and a moment I will never forget.



SOPHIE OWLES

*Mike with Sir Robin Knox-Johnston, holding the Peralta Power Squadron burgee.*

Once across the finish line, it was time to drop the sails, put up the sponsor flags and prep to enter the marina. Fifty minutes later, we were dockside, celebrating 26 days at sea, 4,300 miles, and a win of Race 6 in Leg 5 of the 2019-2020 Clipper Round the World Yacht Race. It doesn't get much better than this!

We spent the morning celebrating, drinking champagne and beer, and then gorging ourselves at the all-you-can-eat buffet at the Subic Bay Yacht Club. That afternoon I checked into my hotel and had the first proper shower in 26 days. One word: luxury.

Our stopover consisted of doing a deep clean of the yacht, followed by a few maintenance days. We ended with the prize-giving ceremony, another moment I will never forget.

Due to the coronavirus, Clipper made the choice not to continue on to Zhuhai, China, where Leg 5 was supposed to finish. Instead we would do a 1,600-mile race up toward Japan and back, ending Leg 5 in Subic Bay, Philippines. I was bummed, but knew it was the right choice for the safety of the crew, Clipper employees and supporters.

We had a few days off before the start of the next race. Half of our crew opted to

go on vacation together, and we flew to Boracay Island in the Philippines. Some well-deserved R&R was in order.

Back at the boat on February 21, it was time to go racing again, departing on Sunday, February 23. We were in high spirits coming off our race win and knew we were capable of potentially getting on the podium again.

This race course would see light-wind sailing up along the east coast of Luzon before the wind would build near the Luzon Strait. We started, and it was close-quarters racing for the first 24 hours.

As we entered the Luzon Strait, we opted for a more easterly route that showed promise based on the weather models. This was a tactical move we thought would play in our favor. As in life, if you follow the masses, you may or may not make marginal gains on your competitors. If you take calculated risks, you may make massive gains or fail miserably. We made a choice and went with it. It would be four days before we knew if our decision would pay off.

Unfortunately for us, the weather did not play in our favor this time. We rounded the northern mark of the race course in last place. That was disheart-



# VICTORY AND DEFEAT IN LEG 5



MAEVA BARDY / CLIPPER VENTURES, PLC

**All hands on deck during a spinnaker drop.**

ening, but we knew we were fast and could start focusing on the boat ahead. We spent the next few days trying to reel in the boats in front. Sometimes we

would cross paths and pull ahead, only to be overtaken again. This went on all the way to race finish. With less than three miles separating us, currently in last place to 10th place, we hit another wind hole.

And that was it — the race was over. The course had been shortened to ensure we all arrived in port in time for the crew changeover on March 6. My Clipper journey had come to an end. Our team was not discouraged by the defeat of finishing in last place. We knew we'd raced hard, and in racing sometimes tactical choices don't pay off. It was a life lesson, and we were content with the outcome. We agreed with our skipper when he said he would rather have a first place and last place than two mid-fleet finishes.

**T**he Clipper Race experience exceeded my expectations. I grew as a sailor, focusing on my helm work, spinnaker work, weather routing, and directing a team as assistant watch leader. I also developed friendships with my crew and crew on other boats that I know will last a lifetime. I was fortunate enough to be able to experience this, and it wouldn't have been possible without the support of my loving wife. We both agree: Live life with no regrets.

— **mike holmes**



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# SLIPS FOR RENT

# PUERTO VALLARTA

PHOTOS COURTESY CAPTAIN MIDNIGHT

During the many behavior changes required by the COVID situation, I found myself spending a lot more time on the couch. The 2019 Baja Ha-Ha was over and in the books, but apparently there was still one boat that needed to bash her way home.

If you have a USCG license, it is apparently still OK to move boats that, for a variety of reasons, need to have water pass under their keels. Without getting into all the technicalities — which I don't understand — I can tell you this much: Captain Midnight and two sailing pals were hired to fly to Puerto Vallarta and deliver a yacht to San Francisco.

It was a Friday afternoon in April when I got the call asking if I had a valid passport and if I could be at SFO early Sunday with my sunscreen in one hand and my foul weather gear in the other. To simplify things, we did not check any bags and were assured the vessel had enough safety gear that would fit for the three of us. This results in a fairly odiferous crew, as once you put your foulies in your carry-on, especially if they are the size as mine, there is not a lot of room left for anything else.



and we were officially in the land on the fun side of the wall!

We arranged a cab for transport to the marina where the vessel was berthed. After three separate checkpoints with young men and women with highly polished weaponry, we arrived at the harbormaster's office. Didya ever notice how, simply by handing someone a gun, they look, like, 10 years younger? I swear not a single one of those security types had hair in their armpits yet. In my military career I had witnessed two incidents during live-fire training that resulted in

significant injury. As we stood by the side of the road and tried to communicate in very poor Spanglish, I was hoping they kept their safeties on and understood we just wanted to see PV over the transom by dawn.

We did a quick inventory of the 55-ft custom fiberglass sloop, turned on five separate refrigeration units — two were fish coolers — fired up the AC, drew straws for bunk space, took a quick peek in the galley, and crafted up a grocery list. Two of us got grocery duty while the skipper checked fluid levels and paid yard and marina fees and the like. The grocery store had everything we needed, except due to the China bat virus they were not selling *cerveza*. Uhh, Houston we have a problem... What if the wind dies and the motor quits and we're forced to shelter in place offshore for many days waiting for favorable winds? Fortunately our cab driver was sympathetic and had an *amigo* with a convenience store near the harbor. We unloaded our victuals and left a six-pack of international goodwill on the floorboard for our new friend.

We checked out the rig and dozens of systems, even underwater lights and

**Above: 'Glory', a San Francisco-based Chance 55, makes landfall at Cabo San Lucas. Left: 'Glory' as originally rigged and named 'Windstar V' somewhere back East.**

I think the skipper had agreed to a set fee, and, in order to save funds, there must be some part of the Uber app I'm not aware of that allows you to save money by selecting a driver who has a lower rating due to personal hygiene or driving ability. After a lively drive to the airport, we literally jogged through the TSA process — no lines or waiting at all. We sipped coffee for a few minutes and boarded a practically vacant 737 for the flight to lovely Puerto Vallarta. The flight attendants literally tossed each of us two bottles of water and some surprisingly tasty granola snacks, and the little group of us settled in for a pleasant couple of hours.

Upon arriving in PV, we wandered through a quiet, almost-spooky airport to immigration and customs. There was more staff on duty than passengers to process. They took our temperatures, hosed down our paws with goo, and took our pictures, and it was "*Buenos días,*"





# OVER THE TRANSOM



'Glory's delivery crew, left to right: Capt. Will Paxton, Lead Engineer Andrew Redfern in red, and Primary Staysail Trimmer Captain Midnight.

hydraulic transom doors, before creating a little fiesta meal and retiring for the evening.

The next morning we stowed gear, signed final paperwork with authorities, and were underway for Cabo San Lucas, roughly a little over 300 km away.

We set the engine to turn for 8 knots. She burned about 2 gallons per hour at 2,000 rpm. We put up the main, and the wind arrow pointed the way to our destination as it has for nearly every delivery I have done for the last 40 years. Navigation gear is mostly wasted on delivery crews. Simply tilt your head back until

you see the Windex — it will be pointed directly at your destination. Sure, there are hazards to avoid along the way, but generally keep the sails sheeted tight; it's gonna be a beat — or a bash, but that was later.

Under autopilot, we made more than 200 miles the first 24 hours. We set watches of two hours on and four off from sunset to sunrise and tried to keep it kinda even during the day. We arrived at Cabo before the fuel dock opened and were directed to anchor out till 11 a.m. That was easy; there was not one single other vessel in the roads. We set the anchor alarm and had a siesta.

We topped our tanks, and, with the help of a talented local mechanic, solved a fuel-supply issue, then were back underway. For a number of reasons, many performance-oriented cruising boats

have several small fuel tanks that flow to a day tank the engine and generator draw from. This boat was several years old and some tanks had been bypassed when they failed. With return lines and all it can get a little complicated. Nonetheless we were on schedule and underway for Turtle Bay, just a little farther than our last passage, and more fuel at higher prices.

By now we had determined which of the two aft bunks had the muffler underneath it, and it was game on when watches were swapped to make sure you didn't lose your bunk as well. This vessel had an all-electric galley, and we found the electric teapot to be our friend for coffee, soup and, of course, mac and cheese. When it got too lively now and then, we would go for a camping-style jet-boil unit, which could do the job in half the time. We stayed probably an average of 5-15 miles off the coast. That beast could do 8 knots steady through solid concrete walls if required, so our progress never really varied. Well, then again we weren't at Point Conception yet...

We dropped the hook again in the wee hours at Turtle Bay. That morning we went for a swim while we waited for the *panga* with the fuel the owner had arranged for us. The fuel crew sold us some local crafts for loved ones back home, and again we put her in gear and got back underway. This vessel had a special prop with an overdrive mode that gave extra fuel efficiency for less thrust.

San Diego was next up, again just about 350 km distant. Podcasts on phones, paperbacks, and technical manuals filled off-watch hours, as we learned more each day about quirky little systems and how best to manage them. We made one mistake: We left without fishing gear. If you have ever eaten fresh tuna or dolphin fish you know what a

*"We stood by the road and tried to communicate in very poor Spanglish."*

grave error this was. No not dolphin — who would do that? I'm talking dolphin fish, also called dorado or mahi mahi. It's gorgeous and delicious and not nearly as wily as those salmon back home.

We led a real live nuclear submarine back into San Diego. Though we stopped at the Customs dock, we cleared through

# PV OVER THE TRANSOM

using an app on the phone and never actually talked to another living human.

We did the fuel-dock thing again and used reciprocal privileges to moor at SDYC for a few hours, then it was onward to Santa Barbara. That wasn't actually our original plan, but when it's blowing a full gale off Point Conception, it's best you change your plans.

Santa Barbara is just a gem. All kinds of folks were paddling, biking, walking and just out being cognizant of keeping clear like a Sasquatch. We found takeout sushi and didn't fuel up, though maybe we should have.

**E**ven though the weather forecast wasn't exactly how we would have liked, we had built confidence in the 40,000-lb lead-bellied money-guzzler we were

---

*There's nothing like homecoming on a sunny morning in San Francisco.*

---



aboard. We found a few leaks and had a toast to the dodger designer. We found some handholds where we needed them and tried to cook mostly when the galley was on the downhill side. Eventually we

---

*"Adios, Cabo San Lucas."*

---

determined that due to increased vertical movement and having to drive around a few large waves, San Francisco might just be a bit of a stretch. Besides, there is this Mexican place with really good takeout next to the fuel dock in Santa Cruz.

We topped off for the last time, watched some very attractive people play beach volleyball, ate our tacos, and set

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*"We had confidence in the 40,000-lb lead-bellied money-guzzler."*

---

out for the Bay.

There is no other feeling like sailing under the Golden Gate Bridge. When you're headed out onto the whale pasture, your voyage hasn't really even started until you are looking back at that bridge. The same is true inbound. Once you clear through you know you're home and the voyage will soon be over. Maybe a drop of Nelson's blood for old King Neptune, and then where are the fenders? Get out the mooring lines and stash the girly magazines.

**C**an't wait till the phone rings again and it's time to figure out just how much will fit in that carry-on and if my passport is still valid. Until then the Bay awaits, and I still gotta figure out just exactly how that current flows around Alcatraz. Rumor has it there are whales about as well.

You stay on your side of the cockpit and I'll stay on mine. C'mon, let's go!

— **captain midnight**





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Whenever two sailboats are in sight of each other and sailing in the same direction, they are, by definition, racing. I've had a number of these encounters recently during my socially distant singlehanded sails out on the Bay. But it's not the same. I miss real racing.

I have friends who are in withdrawal because they can't hang out at their favorite coffee bar. I have other friends who would kill to go to a ball game. I even know people who miss the monthly dinner meetings at the yacht club, believe it or not. And we all need haircuts. But me, I'm jonesing for a crowded mark rounding and a hard-fought tacking duel on the final beat.

*I'm jonesing for a crowded mark rounding or a hard-fought tacking duel on the final beat.*

Meanwhile, a few sailors appear to be flouting the rules. While I was fine-tuning the self-tacking jib sheet system I had set up to make my singlehanded junkets a little easier, I noticed a crew of young women using the club hoist to launch a fast sport boat.

"Our start is at 11:25," I heard one of them shout over the sound of the hoist motor as she swung the boat out over the water. "We have to catch the tide just right if we're going to win this. If she's not here in 20 minutes we'll race without her, even if she is supposed to be bringing lunch."

There were already three in this crew. Were they going to go sailing with four? "Nobody's allowed to do that," I thought to myself as I put down the screwdriver, put on my N95 mask, and walked down the dock, up the gangway and over to the boat hoist.

"Essential activity?" I questioned accusingly, careful to stand a little more than the recommended six feet away from the woman who was pushing the hoist buttons.

"It's not what it looks like," she explained through her bandana with a college logo. "We're all students and we all live on the same floor of our housing co-op. And please don't stand upwind of me. Six feet only works indoors."

"OK, got it," I said as I moved into a crosswind position, so it would be unlikely for anything exhaled by either one of us to reach the other. "But what's this about a race? The Coast Guard is not approving any race permits these days."

"And who said anything about a race?" She turned and pushed the down

button to lower the boat into the harbor. "Didn't you mention a start time? And winning?" I had to speak at a high enough volume to be heard through my mask and over the hoist motor.

"Hey, this is just a time trial," she yelled back. "It's not a race. And it never really was. There's no yacht club, no race committee, no post-race schmooze, no trophies. Just a bunch of boats out for a sail around some islands."

"Then how does everyone know where and when to start, and what course to sail?" I asked.

"Word gets around," she shrugged. This was beginning to sound interesting. "Only singlehanders allowed?"

She nodded. "Unless you have crew you live with. No spinnakers, start by sailing past the Bob Klein buoy just north of Southampton light, leave Alcatraz and Angel Island to starboard, finish back at Bob Klein."

"It's an interesting course," added one of the other crew holding a bow line down on the dock below, as soon as the boat was floating and the noise of the hoist motor subsided. She apparently considered herself far enough removed from public space to not need a mask, so she was easier to hear. "Lots of wind and waves beating up to the Rock, then a fast reach to Knox, then an easy run up Raccoon Strait, then you have to finesse your way through the Angel Island wind shadow back to the finish. That's my favorite part. Often as not it gives the tail-enders a chance to catch up."

"Who keeps track of the finish times and works out the handicaps?" I asked.

"No one!" the three of them answered together.

"It's easy enough to figure out your start time for a pursuit race," the woman with the dock line explained. "The Cal 20 rates 264 and starts at noon, and the course is 9.5 miles long. Do the math. The finish is boat-for-boat, no time corrections needed."

"And the Coast Guard is OK with this?" I asked.

"Well, not since they found out about it," she confessed. "We thought we could keep this completely under the radar, but no luck. It was getting too popular. No more pursuit race start and no more close finishes. We had to change the format to time trials only: Sail the



course on any day at any time. The game is to optimize wind and tide. That way there's no fleet, no event, and each boat is usually out there all alone. But it's still competition, and we still get bragging rights when we win."

"But who can you brag to?" I asked. "We post our times on the web. Anyone can add their own times to the spreadsheet, and then we can argue and make excuses, just like if we were all breathing in each others' faces at the yacht club bar."

The young woman at the hoist looked nervously at her watch again, and instructed the crew down on the dock to raise the main right away so they could cast off ASAP, with or without the missing crew.

Then I heard a bicycle brake screech behind me. It was Lee Helm, skidding to a stop in a cloud of gravel.

"Like, sorry I'm late, guys," she said as she put on her own mask, this one with a clear plastic patch over her mouth so I could see her guilty smile. "Had to hand-hold one of my undergrad students. Remote TA work over the net sucks. They like, expect me to be available 24/7."

"If you weren't bringing lunch," joked one of the crew, "we'd be gone by now."

"You kids are all pretty serious about

# LOCKDOWN RACING



**A gaggle of Etchells 22s — competing in the 2017 Worlds on Olympic Circle — congregate for a mark rounding long before social distancing was in the lexicon.**

this time trial competition," I observed.

"The results can be really close," said Lee as she locked her bike to the railing at the top of the gangway. "There are some fast boats that we're in close competition with for best time for the course. And we might even start awarding a virtual trophy every Sunday night."

"Um, who is this 'we,' if there is no race committee?"

"That's top secret," she said. "Max, you should try sailing the course in your boat. I know you're like, not set up for singlehanded, but it's strictly no-spinaker so even you could be competitive."

"Somehow time trials don't seem that exciting to me," I remarked.

"That's why some of us were working other formats for more competitive non-event non-racing," one of the crew added as Lee and I walked down the gangway to the floating dock. I guessed that she was the skipper, because she was organizing the mainsheet and other controls at the back end of the cockpit. "Unofficial local Coast Guard policy used to be that you didn't need a permit unless the event involved 10 boats or more. We were planning an invitational race for nine boats,

with a real starting line and an RC and a yacht club sponsor."

"Only nine boats?" I said. "That doesn't sound like good competition."

**David Janinis' Etchells 22 'Chomp' goes for the corrected time record on the Alcatraz-Angel Island time trial course. David is rumored to be the rogue sailor who organized these below-the-radar competitions.**



LAURA PARENT

"It's an invitational event," she explained. "Each week we would invite boats that fit within a narrow rating band. One week it would be J/24s, Olson 25s, Moore 24s. Next week it's J/105s, Express 37s and similar. Then another week it's Cal 20s and Santana 22s. Just like a good competitive division in a real regatta, except with only one division at a time, so we keep the number to nine boats or less."

"But then the Coast Guard ended that unofficial policy," complained Lee. "Now it's, like, any number of boats, any marine event, permit required."

"If they're going to take it that literally," I suggested, "then I can't even raft up with a few friends in Treasure Island Cove without a permit."

"Raft-ups violate social distance rules," the skipper observed. "So it's not completely irrational."

"We can still race with the distance-on-distance handicap scheme that I cooked up," Lee reminded the rest of the crew. "That's a format that's like, still under the radar."

"I know of time-on-time and time-on-distance," I said, "but distance-on-distance?"

"For sure," said Lee. "Just the inverse of time-on-time. And this one might still be a go, because, like, the format is the least likely to get anyone in trouble with the Coast Guard."

"How does it work?"

"Everyone passes close aboard a designated buoy any time between, for



example, noon and 2 p.m. Record your actual start time, then record your GPS position exactly one hour after starting. A cellphone photo of the GPS screen is the best proof. Whoever sails the farthest, in any direction, after adjusting the distance sailed to a 'corrected distance' by applying the time correction factor from the time-on-time handicap tables, wins the race . . . er, I mean, like, wins the distance competition."

"Hmm," I thought. "One hour. It would be hard to stay in good tide and good wind for that long on a fast reach and still sail in a more or less straight line. Can't you make it a shorter time, so it's a fast reaching sprint?"

"That would be way too easy," Lee answered. "Remember, it's critical to avoid a situation where a lot of boats decide to go the same direction at the same time. It's important that it doesn't look even remotely like a sailboat race!"

"Well, the best solution is to get back to regular racing soon," I said. "Even if it has to be singlehanded, and even if there's no pre- or post-race gathering."

"The Coast Guard and YRA are working on it," said Lee. "But I gotta wonder. They're leaving a lot of it up to county health departments. Contra Costa is fine with it under those terms, and so is Solano County. But Marin is behaving strangely. Here's their answer to the request," she said, reading some text from her phone. "While boating as a recreational activity is permissible, gatherings of any size are currently prohibited under the Health Order; therefore, a regatta would not be permissible, even though individuals would be in their separate boats."

"Huh? Do they think that people can

**Instead of "room" or "leeward," racers might be calling for "social distance!"**

walk from boat to boat during a race?" I asked. "If there's no gathering before or after, as per the YRA proposal, then what are the Marinites thinking?"

"Maybe they're all from SoCal," the line-handler conjectured, "and they imagine a crowded beach scene with catamarans, or a fleet of singlehanded dinghies lining up at a launching ramp. This just proves that, like, county health departments have no clue about YRA racing. The boats all come from different counties, they meet on the Bay, the course could easily pass through several different county jurisdictions, and then the boats all sail back to their home marinas. The only thing county-specific is the location of the yacht club. But yacht clubs are hardly even in the mix the way YRA has proposed it."

"I don't think the Coast Guard understands YRA racing either," said a woman in the cockpit as she hauled away on the main halyard. "The county-by-county approach is just silly. These are activities that happen in the central Bay, where only the Coast Guard should be exercising its jurisdiction. And they certainly don't understand the difference between a YRA race and a singlehanded event. Get this: They want to limit race permit approvals to the 'blanket' permits that had already been submitted at the beginning of the year, but change them to singlehanded races limited to 40 boats

per regatta. You can't just change a YRA race to a singlehanded event. Imagine racing big boats round-the-buoys, mostly sailed by owners new to singlehanded, duking it out on the starting line right in The Slot on a windy day."

"Probably not a major hazard to life and limb," I surmised, "but great for anyone who does fiberglass repair work."

"Why do you think events that attract inexperienced singlehanders often use the pursuit start format?" she continued. "And why is Three Bridge Fiasco scheduled for the winter when the wind is light?"

"Trying to use the existing permits for singlehanded races is forcing a round sailbag through a small square hatch," said the skipper. "They should leave this to the groups that are good at running singlehanded and short-handed races. You know, Singlehanded Sailing Society, Bay Area Multihull Association, or the few yacht clubs that usually have singlehanded events on their calendars. They know how to do this. The YRA format really doesn't fit."

"Or even better," said Lee, "fast-track the permits to the rogue sailors who were putting on the below-the-radar pursuit races, before they were shut down. They were doing it right."

"Enough politics, let's go!" shouted the skipper with the tiller in her hand. "Dock lines off!"

Lee threw her foulies and the lunch bag on board, and they were off to the non-race.

As I walked back to my boat to finish the self-tacker installation, I could feel some of my withdrawal symptoms starting to fade. I could finally get a fix!

**max ebb**

## Beer Can Racing in the Age of COVID

- 1) Singlehanded only (with a possible two-handed division for cohabitants).
- 2) No spinnakers! (Most of the fleet will be new to singlehanded.)
- 3) Harness and tether required, with jacklines or other configuration that allows access to the foredeck without unclipping.
- 4) VHF required to be worn by the skipper. All racers monitor designated race channel at all times.
- 5) Quick helm lock system or autopilot required.



*With a little creativity and care, we might see some racing on the Bay this summer.*

- 6) Limit starts to a small number of boats in each division, and consider pursuit format to avoid crowded starting lines.
- 7) Start slow divisions first (so tail-enders are less likely to be left out on the course if the wind dies at sunset).
- 8) Make life easy for a singlehanded RC: Minimize drop marks, minimize flags. Use GPS time for starts, VHF to announce course, postponements and recalls.
- 9) No post-race gatherings! Results and socializing limited to a virtual online meeting space.

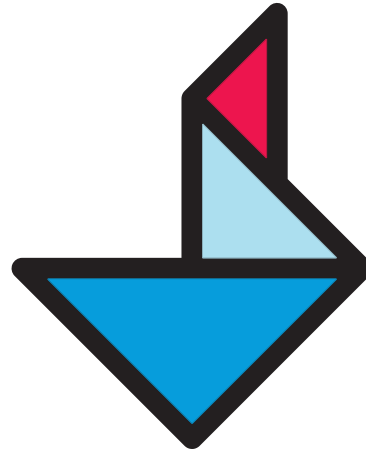
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# THE RACING

Welcome to the shortest Racing Sheet in recorded history. Included here are reports on an **UnRegatta** and a **Pickup Game**. PSSA's **Santa Barbara Island Race** is the only sanctioned event covered in these pages. We check in with Alameda's **Island Yacht Club**, and we've got more on the late **Paul Plotts** and his schooner *Dauntless*. **Race Notes** wraps us up.

## Baby Steps Toward Racing

Two groups of sailors on opposite coasts of the United States experimented with COVID-19 sailboat racing over Mother's Day Weekend. We got together with several of our Richmond Riviera friends to try out safe social distancing in El Toros, and held what may be one of the first sailboat races of the Coronavirus Era.

### The UnRegatta

No club, marina or organization sponsored the unorganized UnRegatta.

What is the world of sports going to look like as we reopen the US economy? Will there be Major League Baseball, perhaps played without audiences in Arizona? And what will sailboat racing look like? As each day brings new announcements of major regattas being canceled or postponed, sailors worldwide

sponse to the coronavirus is being rightly held up as a model. Our own county, Contra Costa, has 1.154 million people, but has tracked only about 1,000 cases and mercifully only 31 deaths. So we support our science-based approach because it works, and that means following guidelines in the area-wide Health Order, as they evolve. It also means a science-based method of reopening racing.

Saturday, May 9, would have been the date for the annual Flight of the Bulls in Foster City. Instead, a couple of fathers and sons launched their El Toros, strictly following the rules allowing contact only between members of the same household. Chris and Evan maintained separation from Mike and Matt. It was straight from car to water and back, individual launching only, with no organized activity taking place onshore.

to *Shaman*, our Brickyard Cove Marina Cal 40. A quick dash out into the Potrero Reach Channel revealed full-hiking conditions for this 190-pound sailor, and too much pressure for our lightweight juniors.

The five of us sailed over to Vickie's cove. We chatted her up as she listened to our flogging Dacron and decided to stay ashore. So we zoomed around the marina for a half hour, exploring its various fingers in the typically squirrely wind before I hailed out, "Wanna have a race?"

### Worst Rabbit Start Ever

Mike volunteered to be the 'rabbit', and we valiantly attempted a rabbit start in wind that shifted every five seconds. After our fourth try, we were off with perhaps the most ragged rabbit start in history. A windward/leeward course involved rounding the red mark at the Brickyard Cove entrance, then returning and rounding the Five Mile Per Hour buoy. We were in the lead until we got too close to Steve Chamberlain's house and sailed into a hole, letting Chris by. So the official result was Chris first, Tom second and Mike, Matt and Evan DNF. It was barely a race, but it was enough.

### Pickup Game on Long Island Sound

We were not the only ones taking tiny steps to restart sailboat racing. Even in the New York region, brutally in the COVID-19 crosshairs, our friend Adam Loory organized a doublehanded 'Pickup Game', a safe social-distancing keelboat race. "We raced today," reported Adam on Mother's Day, "because Saturday it blew 30-40 with the temps in the 30s. We even had some snow showers. After 19.5 miles of racing, the last boat to start won by less than 30 seconds. Second and third finished nearly tied. Today's race was sailed on a perfect windward/leeward with eight boats in 16-26 knots of wind."

"With all organized races canceled for several months, this race was not run by any yacht club or sailing association. There was no entry fee, no committee boat, no trophies and no party. The idea of the race was to have a chance to get out on the water and have some competitive fun in a virus-safe environment."

So what did we learn? Organizing



SUSAN BURDEN

Chris and his son Evan sailing their El Toros into Brickyard Cove.

are asking ourselves these questions. There's even an organization in England called Restart Sailing with its own Facebook group.

We've been following this online discussion from the San Francisco Bay Area, where our local governmental re-

Meanwhile, our friend Vickie was leaning on the railing of her Brickyard Cove home, pondering the El Toro sitting on her dock, and the 'somewhat sporty' conditions that were developing on the water. We in turn raised the sail on *Henry*, our Moore El Toro rafted up





SUSAN BURDEN

#### Tom and Chris battle for supremacy in the UnRegatta Coronavirus Match Race.

even a local club sailing event under threat of the coronavirus is going to be a huge challenge, but not impossible. Beer can racing should be able to happen almost immediately, with appropriate modifications. What are your thoughts about restarting racing? Shoot us an email at [racing@latitude38.com](mailto:racing@latitude38.com).

— tom burden

#### Island Yacht Club Goes Virtual

"We live in interesting times!" wrote Island YC's board of directors in late April. The board has been meeting weekly since the beginning of 2020 in anticipation of Alameda Marina's continuing redevelopment. "On the eve of celebrating our 50th year at the clubhouse, we were cautiously optimistic we could continue

to avoid relocation. Unfortunately the Marina has sent out eviction notices, and we are losing our clubhouse during a worldwide pandemic and local shelter-in-place orders. We have a May 15 date for evacuation. We have been preparing our leave."

The club has cut their 2020 dues by 50%. "Until we find our new home we are meeting virtually. We are working to create a restricted fund, an investment opportunity for members, to contribute funds toward a new clubhouse.

"We are bringing back our IYC *Main-sheet*, in the form of a weekly email blast. While we are in flux, we will endeavor to

keep our website, [www.iyc.org](http://www.iyc.org), current."

The club had their first virtual member dinner on April 30. "We are taking advantage of Zoom to reach out to our members past and present, Women's Sailing Seminar attendees, instructors, volunteers and boat owners. We want to create an environment that includes everyone. Just for now, we want to party together (virtually), we want to race together (virtually), we want to share our sailing knowledge (virtually), and we want to learn together (virtually).

"We can't wait to get back on the water and do what we do best. Sail! Race! Party!

***IYC runs the Women's Sailing Seminar at their clubhouse and on the water each September.***

For more racing news, subscribe to 'Lectronic Latitude online at [www.latitude38.com](http://www.latitude38.com)

May's racing stories included:

- America's Cup Sky Jump and News
- Nailing a Port Tack Start in Hawaii
- Connecticut Yankee on Kaneohe Bay
- YRA's First Steps to Resume Racing
- Cancellations and postponements
- Preview of the Vendée-Arctique



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# THE RACING

We will persevere, as we have done for the last 50 years."

Melissa Grudin, chair of the Northern California Women's Sailing Seminar, has reached out to past seminar instructors. "The women of Island Yacht Club are discussing what we are going to do this year for our 28th Annual Northern California Women's Sailing Seminar, September 19 and 20. Since it is not prudent to plan for an in-person gathering in 2020, we are contemplating our virtual options.

"We want to keep excitement for our sport high while delivering an educational product to entice beginners as well as more accomplished women sailors. We envision using the same scheduled dates to offer a combination of Zoom-style classes (from aboard a boat) and recording lectures for future use."

All the hoists are now closed at Alameda Marina, and the last of the marine business tenants, Doyle Sails, is on the way out. Read more about the situation

**A chart of the Santa Barbara Island racecourse from Peter Weisskopf of 'Virtu'.**



**Santa Barbara Island in the rearview mirror.**

at Alameda Marina in *'Lectronic Latitude* at [www.latitude38.com](http://www.latitude38.com).

— *latitude / chris*

## PSSA Santa Barbara Island Race

After careful consideration by our board of directors, the Pacific Single-handed Sailing Association decided to

run our Santa Barbara Island Race on May 9. We had already canceled two of our winter races due to COVID-19 concerns, so we were extra happy to get the green light for this one from Los Angeles County's Department of Beaches and Harbors. Their requirement for all recreational boating in L.A. County is that the vessel must leave and return to her slip, either singlehanded or with members of the skipper's immediate household. Since all of our races are either single- or doublehanded, we can easily adhere to their guidelines. We also changed the

finish to the west end of Catalina (usual finish is off the east end) to make it easier for the racers to return to Marina del Rey without having to stop over in Catalina, which at the time was closed to mooring or going ashore. The course started at the Malibu buoy, leaving Santa Barbara Island to port, and finishing off of Catalina's West End.

We had six boats at the start, which was a pleasant surprise given the strange times we are in. The day started with extremely light wind conditions, which gradually built to 10-14 knots. Most of the racers rounded Santa Barbara Island as it was getting dark and had a nice spinnaker run until about 10 p.m. After that they drifted for a while until a 5- to 6-knot breeze came up to gently whisk them to the finish in the wee hours of the morning.

All of the racers reported having a wonderful time out on the water, and they're looking forward to our summer Dave Wall series that starts on June 13. Our summer races are very fun, and we hope that more sailors will join us, either single- or doublehanded, as we all wait for the opportunity to get out on fully-crewed races again. Please check [www.pssala.com](http://www.pssala.com) for more details.

— *margie woods*

## PSSA SANTA BARBARA ISLAND RACE, 5/9

MONOHULL SINGLEHANDED — 1) **Velocity**, Hobie 33, Thomas Wilson; 2) **Virtu**, Jeanneau SunFast 3200, Peter Weisskopf. (4 boats)

MONOHULL DOUBLEHANDED — 1) **Milagro**, Offshore One Design 34, Nick Kofski/Marilyn Cassidy. (2 boats)

Full results at [www.jibeset.net](http://www.jibeset.net)

## **More on Paul Plotts and Dauntless**

"Paul Plotts' wife Peggy and son Tom are very grateful to you for committing your great cover photo of Paul and Jerry's write-up in last month's issue in eulogy to Paul," writes Marcia Hillman of San Diego. "I am certain that Paul himself would feel very honored and appreciative too." We rang eight bells for schoonerman Paul Plotts in the May edition of *Racing Sheet*.

"I was curious, so I made a quick check of my records," Terry Klaus of the San Francisco-based schooner *Brigadoon* wrote, referring to the accomplishments of Paul's 61-ft *Dauntless* in the Master Mariners Regatta. "It looks like *Dauntless* did set a record for his fleet,

PHOTOS THIS PAGE PETER WEISSKOPF





LATITUDE / CHRIS

**Paul Plotts at the helm and his son Tom on the mainsheet of the schooner 'Dauntless' in the 2006 Master Mariners Regatta.**

which is the largest, the Marconi-rigged boats over 40 feet LOD. I went back 20 years. *Dauntless* raced several times. She had the fastest time in her class several times, but in 2002 set the record for the fastest time of 2 hours and 3 seconds over the 5.6-mile course. This course has two long weather legs with reaching and running. During that day, she beat such notables as *Santana*, *Barbara* and *Landfall II*.

"In 2007, *Rose of Sharon* had the second-fastest record of 2 hours and 7 seconds. The third fastest time, of 2 hours and 13 seconds over the same course in 2012, was by *Pursuit*, the M-class sloop skippered by the excellent sailor Hank Easom. This does not take into consideration wind and tidal conditions, of course." *Dauntless's* record time, set in 2002, still stands.

— latitude / chris

#### Race Notes

American sailors who already qualified for an event at the **2020 Tokyo Summer Games** will keep their qualifica-

tion for the 2021 Olympics.

"Where athletes, or a team, have been nominated to the USOPC, in full or in part, the selection procedure shall not be amended in such a way that removes those already nominated athletes." So says the Guiding Principles for Tokyo Olympic and Paralympic Selection Procedures, released by the United States Olympic & Paralympic Committee (USOPC) on May 5.

So US Sailing has confirmed the nomination of these eight athletes: Riley Gibbs (Long Beach) and Anna Weis (Fort Lauderdale, FL), Mixed Nacra 17; Stephanie Roble (East Troy, WI) and Maggie Shea (Wilmette, IL), Women's 49erFX; Charlie Buckingham (Newport Beach), Men's Laser; Paige Railey (Clearwater, FL), Women's Laser Radial; Farrah Hall (Annapolis, MD), Women's RS:X; and Pedro Pascual (West Palm Beach, FL), Men's RS:X.

"As of February 29, 2020, each earned selection to the 2020 US Olympic Sailing Team, per US Sailing's Selection Procedures."

Nevin Snow (San Diego) and Dane Wilson (Santa Barbara) won the US Olympic Trials in the Men's 49er class.

Their nomination will become official pending country qualification.

The Trials are still pending for the Men's 470, Women's 470 and Finn classes. US Sailing will nominate the five remaining athletes upon the conclusion of each class's Trials.

When San Diego Bay reopened to recreational boating, Cortez Racing Association devised a free non-spinnaker **Race Your Household** regatta, to be held on May 23. The rules are strict. Among the directives in the Notice of Race: "Boating is currently permitted only with your household members. Only same household crews will be allowed to participate. Racing will be abandoned for non-compliance. Sailboats sailing a similar course should take a conservative tactic to avoid any close quarter maneuvers to minimize collisions or prolonged entanglement. All competitors shall have a face mask on hand for immediate use. Only sailboats that are capable of self-rescue are allowed. All persons on board must be registered in the Regatta Network system for documentation of participation as a household." See [www.cortezracing.com](http://www.cortezracing.com).

— latitude / chris

# WORLD

*These are the good old days . . . but, right now, these two recent trips to the BVI really look like the good old days. Wayne Koide tells us about his recent charter with two other retired FedEx pilots just before the BVI closed for the pandemic. Chuck Hawley reports on **MedSail**, a continuing education charter in the BVI.*

## Strangers Stuck in Paradise?

The trip had been in the making for well over a year. Planning to get three middle-aged, active couples together for a sailing vacation in the British Virgin Islands was a challenge. The first hurdle was selecting a time that everyone could agree to, given everyone's busy schedules. The second was getting a "suitable" airline/hotel schedule where we could all arrive in Tortola well rested and ready to embark on a 10-day bareboat charter — after all of this, deciding on a menu and beverages was a piece of cake. Suzie and I arrived in Road Town Harbor on the island of Tortola on March 7. Little did we know how our world was about to change.

Our friends from Boise, Idaho — Gary and Jackie — had spent the last week at the Swain Sailing School in Tortola, where they were enrolled in an accelerated course starting out with basic keelboat sailing and graduating onto a bigger charter boat. Some of the local

knowledge that they had just been exposed to came in very handy — I hadn't sailed in these waters for 15 years.

As the drudgery of our "city lives" slowly succumbed to the rhythm of wind,

**From left: Suzie Koide, Jackie Roeder, Jim Brendel (rear), Johnna Brendel, Wayne Koide.**



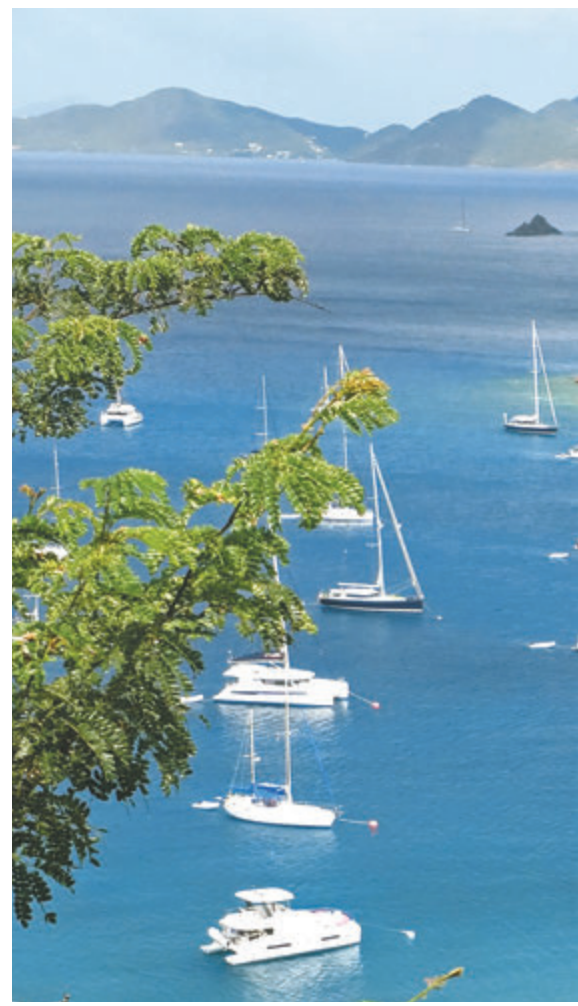
**Boeing 777 Cap'n Jimmy B at the helm of 'Senior Moment', a Beneteau 45.3.**

waves, sand and the occasional dark and stormy, things were looking more like how I remembered them: absolutely beautiful water and the most idyllic sailing conditions anyone could ask for. Hurricane Irma destroyed a few of our "old haunts" in 2017, but this inspired us to try out some new destinations, which was a welcome change. It didn't hurt that damn near everyone on the boat was a gourmet chef in their own right. What a great vacation this was turning out to be!

Then one day, someone decided to bring their iPhone to shore where there was internet access. OK, that was me, but I wasn't alone. I received a text message from one of my best friends asking me if I was planning on coming to his wedding in Portland, which was scheduled only days after we were to get back home. "Why," I asked myself, "did he ask me this?" I had RSVP'd him weeks ago. "Of course, we are coming," was my reply.

My first clue that something was not right came the next day. My friend replied in a text that no one from California, which basically constituted his entire family, was going to attend his wedding. It was about this time that our friend Johnna began reading emails from her daughter describing long lines at Costco with people hoarding paper towels, toilet paper and hand sanitizer. There were even reports of fistfights while standing in line at some of the big box stores.

That evening, safely tucked away in an anchorage off Marina Cay, we sat around the cockpit with a warm eight-knot breeze blowing and wondered what our world was becoming. I remember having this distinct feeling that the rest of the world was literally coming apart at the seams, and somehow, we were here in paradise and our only concern was where were we



going to pick up a mooring tomorrow. I couldn't have written a better screenplay.

Perhaps I was trying to live out my storyline, but I suggested to all that we consider extending our charter for another week or so. Heck, I figured who, in their right minds, would want to return home now? Maybe the Moorings, our charter company, would offer us a deal that we couldn't refuse. I often fantasize about things like this.

It wasn't to be — many in our party, including my wife Suzie, needed to get

**From left: Johnna Brendel, Suzie Koide and Jackie Roeder enjoy a drink on Willy T's floating bar.**





# OF CHARTERING



*The "Bight" is a favorite anchorage at Norman Island, and the southern tip of the BVI.*

back home. We completed our trip as scheduled — some of our fellow charterers weren't so fortunate. They had arrived at the Moorings Tortola base and, in the very process of their boats being prepared and catered, they turned right around and went back home, by order of their own government. Many others had to cut their trips short — a seven-day charter cut down to two nights on the boat. Another couple who had sailed across the Atlantic on their brand new Beneteau were forced to put her on the hard and beat feet back to Canada before their borders closed.

We were lucky. After we left Road Town, the BVI virtually closed their doors to all but residents. The United Airlines flight back from Washington Dulles Airport to SFO was one of the loneliest I've had — there were only eight of us on the entire airplane. We discovered later that our friends who lived in Reno took 46 hours to get back home due to an earthquake in Salt Lake City, which was one of their scheduled stops. Life began anew for us on March 19.

— *wayne kodie*

### **MedSail in the British Virgin Islands**

For most of the last 15 years, I've been fortunate to participate in MedSail, a blend of a marine medical classroom and a charter-boat flotilla, in the British Virgin Islands. Originally conceived by Dr. Michael Jacobs and yours truly, MedSail allows medical professionals to earn continuing education credits (CEs) by attending lectures in locations

around the islands, then sailing in the afternoons. Participants are generally doctors, nurses and paramedics, and they earn 15 units of credit. Some who attend are interested in expanding their knowledge of marine medicine, while sailing in a beautiful location.

Boats and crews are provided by the Moorings on Tortola, which is the charter company partner for MedSail. The Wilderness Medical Society is the accreditation organization that blesses the speakers and topics so that the course meets medical education standards.



*Chuck and Susan Hawley*

The faculty consists of two MDs, who are experienced in topics related to marine medicine, along with one or two marine safety lecturers. Topics include marine toxidromes, search and rescue, emergency communications, drowning and cold exposure, diving accidents/pressure medicine, etc. For anyone who's interested in cruising, the topics are 100% on point.

Marine safety lecturers have included Steve d'Antonio, Nigel Calder, and George Day, so there's been no shortage of talented, experienced speakers.

The schedule for the week consists of morning lectures at one of the bars or restaurants around the islands, followed by a mad dash to the next anchorage before all the mooring balls are

*The MedSail flotilla in Marina Cay.*



ALL PHOTOS COURTESY OF CHUCK HAWLEY

# WORLD

taken. Resort owners have been extremely accommodating to MedSail organizers to host the morning lectures, and they have welcomed back the following year's flotilla consistently. Lecture locations have included Pirate's on Norman Island, Cooper Island Resort on Cooper Island, Leverick Bay Resort on Virgin Gorda, and of course Foxy's on Jost Van Dyke. Unfortunately, our wonderful hosts at the Bitter End Yacht Club and Marina Cay have not been able to accommodate

us post-hurricane Irma and Maria, but we hope to be able to return to those wonderful hosts in the future.

The choice of bareboats and captained boats obviously depends on the skills (and desire for creature comforts) of the charterers, as it does with any charter. The MedSail faculty boat has always been a bareboat, although on a couple of occasions we've elected to have a cook on board. That frees up a lot of time for those



*Little Harbour, Jost Van Dyke.*

on board who would otherwise be saddled with cooking/cleaning duties, but it does consume a stateroom that might otherwise be used for another lecturer.

The choice of the BVI for MedSail has been based on the ease of travel from the US and the large fleet of boats that the Moorings offers. There have been two MedSails in Croatia, at the

Moorings base near Split, and one exploratory MedSail in the Grenadines. Since the base has to accommodate approximately 60 participants including family members and perhaps 12 charter boats, it's been difficult to replace Tortola as the go-to site.

On a somewhat unrelated topic, my wife Susan and I have participated in approximately 10 MedSails in the past 15 years. Each year, the Moorings has provided the faculty with a relatively new four-cabin Robertson and Caine catamaran (4500,

4600, 4800, etc). The suitability of these boats for reliably hauling charterers around the Caribbean is hard to argue: They are commodious, relatively safe, easy to sail, and rugged. They are also well maintained by dozens of Moorings mechanics, who are constantly fussing over them during the day or two that they are at the base in Road Town. The complexity of each boat is staggering: four engines (including the dinghy), 22

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# OF CHARTERING



**VISAR (Virgin Islands Search and Rescue) are always big supporters of MedSail.**

pumps, perhaps 18 thru-hulls, multiple battery banks, a propane system, an electric windlass, etc.

On virtually all of our charters, our boat has suffered a breakdown of some sort: some minor (thru-hull clogged with weeds), some major (propeller falling off, generator failure, holding tank that wouldn't discharge). The boats are designed to be easily maintained: Systems are labeled and mostly accessible, there's documentation on the boats if you are inclined to fix it yourself, and if all else

fails, the Moorings staff will zip out to your location and fix the problem. But it occurs to me that even if these systems have a 1% chance of failing on a given week (like one of the 22 pumps), the boats must be in a constant state of breaking down. My hat is off to the mechanics who are able to keep the boats operating over a 30-week schedule each year. It also makes me long for the simplicity of my Olson 30, which had far fewer things to break.

If you're a medical professional who needs some continuing education credits, or if you just want to know more about



**A Moorings 5800 in a blow off Tortola.**

marine medicine in a gorgeous environment, you might want to check out the Wilderness Medical Society website for more information on MedSail ([wms.org](http://wms.org)).

— *chuck hawley*

### Charter Notes

Denison Yachting reports the USVI will be reopening to chartering as of June 1. Current rules in the BVI, according to TMM Charters, say they won't be accepting non-residents until September 1.

As for other popular charter-destination countries . . . the would is still a in wait-and-see mode.



**The MedSail faculty from 2014.**

# LOCH LOMOND MARINA



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# CHANGES

With reports this month from **Mamaku** — and **Mama Sarah** — on the long, strange trip that was this year's non-Puddle Jump; **Escapade's** latest escapades in the Med; **Vitesse's** (and **Detore's**) circle of friends; **Wendy and Garth's** 'self isolating' by building a boat; and a bunch of **Cruise Notes**.

## Mamaku — CS 36 Sarah White and Harry Miller Victoria, BC Trouble In Paradise

Under the tropical sun 1,000 nautical miles into crossing the Pacific Ocean, we

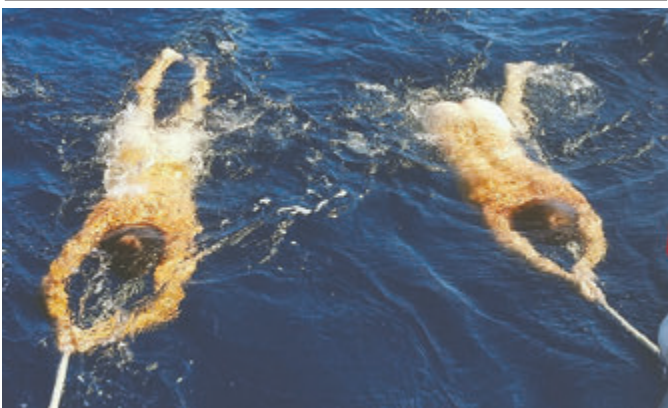


Harry (foreground), Sarah and Scott were all smiles upon arrival in Nuku Hiva.

pondered whether the end of the world was imminent or exaggerated, which country would take us in, and where our baby would be born. We also pondered whether to put up the spinnaker again, when the next squall would roll through, and whether to open the last tin of smoked oysters.

It struck us how strange it was, completely isolated from the world in the middle of the ocean but receiving these

**There! No, wait . . . There! Is that it? Naked men searching for the line at the equator.**



alarming updates. This is a stark difference from how it was in the past. Previous generations sailed off and nobody heard from them for months at a time. Now, we cringe at the thought of not knowing what's going on in the world at large, and at the loss of control we must accept when something like this happens.

Since we bought our CS 36 in 2016 and moved aboard in Victoria, B.C., we had been planning and preparing to sail from my hometown in Canada to Harry's hometown in New Zealand, spending time in all parts in between. After departing Canada in September 2019, and reaching Mexico late in October, the trip took an unexpected but happy twist when we found out I was pregnant with our first child.

After some debate, we concluded that we would still do the Pacific crossing this season, with a plan to leave the boat in Tahiti, and fly to New Zealand for the birth. Our friend Scott Nicol would join us for crew.

Banderas Bay became our base for the weeks leading up to the crossing. We carried out some final preparations and spotted a weather window to leave. At that point, there had been a suggestion to carry a doctor's note of good health due to the continued spread of COVID-19, but that didn't worry us much. We left on March 10.

It was fair winds and sunshine as we gradually adjusted to life at sea. About a week into the passage, the satellite phone messages started pouring in. Had we heard? Global pandemic! International borders closed! Surely that couldn't be true; they must be exaggerating. It will blow over in a week or so, we thought. But the news only got more alarming —

New Zealand going into Level 4 lockdown, no foreigners allowed to enter, all Pacific islands closed to outsiders. It sounded extreme and unlikely. All our carefully laid plans were quickly blowing away in the wind.

Still, the boat charged ahead undeterred. On either side of the equator we encountered frequent rain squalls, especially at night.



We still moved along nicely in consistent wind, but were several times a day getting utterly soaked by sideways-pelting warm rain. As we reached zero degrees latitude the sun shone, we slowed the boat down, and Harry and Scott jumped in the water holding ropes to drag behind the boat over the equator, trying to spot the line. We were still having fun after all. We weren't going to let all the scary news take the joy out of what was for us a major accomplishment we had been working toward for years.

Eventually we confirmed with the consulate that we could indeed make landfall in the Marquesas to reprovision and do any necessary repairs to the boat. We would then have to move on to Tahiti.



# IN LATITUDES



ALL PHOTOS MAMAKU EXCEPT AS NOTED



RICHARD GORDON-REINDARWIND

**Spread: 'Mamaku' bowls along off the Channel Islands. Top left: Scott gets a haircut. Center: The squalls were frequent near the equator. Right: With no swimming allowed in Nuku Hiva, the only relief from the heat was bucket showers.**

Further inter-island travel was forbidden and the country was in strict lockdown. This was both good news and bad news. We had assurance that we could enter French Polynesia, but our plans of exploring the Marquesas and Tuamotus this year had certainly gone out the window.

We arrived at Nuku Hiva on April 2, the 22nd day of sailing. The high, jagged cliffs were mesmerizing after the passage. Squalls loomed nearby and a rainbow hovered over the island. Upon arriving we were promptly told we were confined

to the boat except for one person ashore once a week for essential purposes. We were also forbidden from swimming, and from visiting other boats. Ashore, the *gendarmes* had set up a checkpoint to inspect documents and passports, and keep track of who was ashore at any time. There were about 80 boats anchored in the bay.

I was not pleased with being confined to the boat after three weeks at sea, though I did understand the apprehension of the small community. It was also extremely hot and humid, and being forbidden from swimming was very difficult, especially being pregnant. I dumped buckets of water on my head all day and lay in shady spots. Despite all the restrictions, the

mood among the cruisers was one of community and good humor. They organized group events over the VHF such as trivia nights, news and cooking shows. At this point we were also informed by the consulate that the chances of a flight going to New Zealand before my 35th week of pregnancy were slim, and that we should prepare for a birth in Tahiti.

When the sea turned to glass and the engine overheated during the sail to Tahiti, we took the opportunity to swim off the boat in the azure water. The Pacific was calmer than any anchorage. Six hours later, Harry fixed the heat exchanger and we motored the last few miles, Tahiti rising out of the blue. A week later the consulate let us know that there was to be a "mostly cargo" flight leaving for New Zealand shortly. We would make it for the birth after all!

Throughout this journey there were so many changes in plans, so much necessary fluidity, so much adapting to new challenges and circumstance, it was often hard to visualize what the next month, week or even day was going to look like. It was one big lesson in taking things as they come and adapting to change — essential skills for any sailor.

— Sarah 4/29/20

Readers — Sarah and Harry's new crewmember, a boy, is due at the end of June. They hope to return to Mamaku in Tahiti at the end of August.

## **Escapade — Catana 52 Greg Dorland and Debbie Macrorie Shall We Stay or Shall We Go? (Pt 1) Lake Tahoe**

Early May, Calivigny Island Cut, Grenada. It could be any time between early March and now. We have been restricted to our boats in Grenada for weeks, quarantined 24/7 for the past month. But now the government is starting to relax

**The new reality. Debbie masked up for shopping at the market in Grenada.**



ESCAPADE

# CHANGES

the rules just slightly. We're allowed three shopping days a week, giving us an excuse to stretch our legs ashore. I think



**Debbie and Greg are back on this side of the pond for a while.**

they meant for us to pick one of the three days to shop, but we are taking the pronouncement literally, going ashore every shopping day trying to get a little exercise while maintaining social distance and wearing masks. Life is actually very good on the *Escapade* compared with the difficult stories we read about daily. Like so many others, we spend large parts of every day ingesting the news from California and around the world, which gets very depressing, particularly the daily coronavirus press briefings from the White House.

Our thinking is right in line with the Grenadian authorities': Shut it down hard and fast. If the pandemic got a foothold in one of these small islands with limited health-care facilities, it would rage like a wildfire. As long as the pandemic is held at bay, our watermaker keeps working, and we can access fuel and obtain groceries. We have daily discussions about remaining in Grenada or making a break for New England. The prospect of arriving during the brunt of the pandemic, where we would face an unknown welcome, possible civil unrest, and an unknown ability to move around, keeps us here until we are forced to make a final decision. The onset of hurricane season will force that decision in the next couple of weeks . . .

I think it was noted in *Latitude's* 'Cruise Notes' that we returned to the Caribbean in the winter of 2019 after four years in the Med. After enjoying our first

**Wild street celebrations in Port d'Andratx on Mallorca. These people know how to party!**



warm winter in five years, we set sail for Newport, Rhode Island, via Bermuda. Three days out of Sint Maarten, our weather report for the landfall in Bermuda took a turn for the worse. Not wanting to thrash into the increasing northerly followed by the strong probability of a gale (and secretly wanting another season in the Med), we took the option to turn right and use the north wind to push us to the Azores. Debbie and I had our first long-distance doublehanded crossing and it turned out great. We had consistent winds of 15-25 kts and beat our fully crewed passage time by two full days. After a few days in Horta, we motored out from under the Azores High and sailed the remainder of the 600-odd miles to the Portuguese Algarve and were happily back in Europe.

Note: The Azores are a group of islands that get short shrift from many of us going to the Mediterranean, as we're in a hurry to enjoy the short Mediterranean summer. This is really too bad as the islands are beautiful, and the geography and the weather reminiscent of northern California. Much produce is grown in the islands and the meat is delicious and sold as a high-quality brand in Spain and Portugal. They make good wines and they are taking care of their lands. The people are friendly and unassuming and quick to point out that there are more Azoreans living in the US than in the Azores. Our lack of Portuguese was never a problem. But we are the worst of the impatient, always wanting to see what is around the next bend, and for the second time we passed through without spending enough time in this delightful place.

The bluffs of Cabo de São Vicente at the southwest corner of Portugal are a dramatic welcome to the transatlantic sailor. With the towering sandstone cliffs fronting dramatic, semi-hidden beaches, followed by many natural anchorages in the abundant river deltas, it is easy to see how the Algarve has become so popular. However, arriving in June having enjoyed the Caribbean winter, the Algarve had yet to warm up to summer temperatures and the water was the temperature of the North Atlantic, not the Caribbean.

A couple of days farther east we arrived in Cadiz, Spain, where we planned to see pro sailor Morgan Larson of Santa Cruz skipper the TP52 *Gazprom* in the Mediterranean Super Series. Morgan's parents, Bobo and Janie, sailed with me "back in the day" in two of the Swan World Cups in Sardinia, where the 8-year-old Morgan



**Spread: 'Escapade' in the Caribbean. Above: Debbie and Greg at Peter's Sport Cafe in Horta. Right: The Azores are beautiful. Though most cruisers on their way to the Med stop only briefly, the islands are well worth a longer stay.**



hiked the Swan 59 up the weather leg. He must have learned a lot (most likely about what not to do!). It was pretty cool watching him sailing among the best sailors in the world in this hyper-competitive TP52 fleet. Thanks to Morgan's great hospitality, we had a tremendous time in Cadiz, departing after the last race for the Straits of Gibraltar, hoping to catch up with the *Gazprom* team at a later event in Palma and/or Porto Cervo.

The kite-surfing hot spot Tarifa is the north portal into the Straits of Gibraltar, and we rounded in relatively moderate air considering we had to motor into 30 knots of headwind on our previous trip. Kite-surfing hot spots are not great for cruisers if you have to pass them going upwind. It's another 12nm through the Straits to get to the Rock, but the first sight of the Rock of Gibraltar is always exciting. At this point you are officially in the Mediterranean.



DMITRY MALOV / DREAMSTIME.COM

table in a restaurant where she is served a nice glass of Spanish wine, and her smile lights up like a newlywed's. This is her just deserts for running her own restaurant for 32 years (Christy Hill on the lake in Tahoe City).

The anchorage in Palma is marginally sketchy holding and susceptible to the changing wind and wave direction. It's a little bit better a couple of miles down the bay off Puerto Portals, but from there you have to take a bus into town. So when the anchorage got lumpy, we got going out of the vast Bay of Palma and west around to Port d'Andratx.

This is your drop-dead beautiful, natural Mediterranean bay lined with restaurants, music and tapas bars. Lots of fun augmented by a couple of Catana owners we had met in Antigua and who live in Andratx in the summer. It's worth mentioning that Barry had sailed his Catana 47 round trip to the Caribbean 13 times, doing the summer season in the Med and the winter in the Caribbean. This was the first year that he had finally left *Panic Attack* in Trinidad and flown back to his place in Andratx.

— Greg 5/3/20

*Readers — We'll have the rest of Escapade's second Med cruise in next month's Changes.*

**Vitesse — Beneteau 473  
Tom Price  
Living Life Despite the Demands of Life  
San Francisco**

Back in 2008, as the market tanked and uncertainty prevailed, I got it in my head that I was going to run a marathon, summit Mt. Rainier (the hard way), and sail my boat to La Paz via the Baja Ha-Ha — all in the same year. I completed

*'Vitesse' enjoying a Kodak moment somewhere in Mexico.*



ALL PHOTOS ESCAPADE EXCEPT AS NOTED

We don't like marinas as they are usually hot and still and you can't go in the water, plus the Mediterranean summer marina prices are absurd for a big catamaran like *Escapade*. But our first stop was in Cartagena to reprovision and purchase 100 meters of new anchor chain. Cartagena had a reputation for reasonable slip fees, especially for catamarans, as they didn't charge the normal 1.5 times the monohull price. (I stress "had" here, as prices have since gone way up.)

Leaving the work stop at Cartagena, we were eagerly awaiting the beaches and the clear water of the Balearic Islands. Sadly we didn't arrive to the same Formentera we had departed from the previous October. Gone were the deserted anchorages and wild, windswept beaches of our memories. Welcome to the crowds of summer. Formentera is only a few nautical miles from Ibiza, and the lure of the sandy white beaches and close proxim-

ity brings all the powerboaters over for the day, churning the waters with high-dB exhausts, competing with the clamor from over-amped stereos, with everyone dancing and taking selfies. "Look at me!"

(Yes, I am getting old!)

Looking at the chart, we could see that the southeast side of the island was just enough farther away from Ibiza that it might be less impacted by the nautical rave. It turned out to be mostly sailboats at anchor in front of another rare Mediterranean white sand beach.

The next day, we sailed up to Palma for a couple of days enjoying the city on the island, and the great selection of shops, restaurants, and tapas bars. Seat my wife at a nice



VITESSE

# CHANGES

the first two bucket items successfully while hard at work getting the boat ready for the trip. Fortunately, with a little help



**Holly and Tom. Though a newbie to sailing, Holly is adapting well to the cruising life.**

from some motivated friends, we made it happen.

I had a solid platform for the journey. *Vitesse* had the deep-draft keel and battens in the main. But it still lacked in cruising performance. We had flown the asymmetrical spinnaker many times, but I just wasn't happy with the performance. Who wants to jibe 900 times vs following a rhumbline from San Diego to Cabo? So I set out to re-rig the boat to fly a big symmetrical kite. This modification was just what was needed to get her moving quickly. We managed to get all the other projects finished in time, and Doug, Dan, Dave and I set sail for San Diego in early October.

I've been cruising and racing my whole life thanks to my dad, who picked up the sport when I was very young. As a Marine fighter pilot, he was a bit competitive and thus was drawn to the complexity and competition of racing Stars, and he did so with and against the big guns, such as Tom Blackaller. I've cut my teeth racing, but I mostly enjoy longer distance sailing to faraway destinations, and cruising has long been my retirement plan. This first Ha-Ha was the start of that journey, and the anticipation was high — especially for my abilities. I knew we were ready, but I

**Look for Tom's new-to-him GS 50 "Detoré" on the Bay, at an upcoming Ha-Ha — and TransPac.**

questioned my skills and knowledge skippering a big boat for that many miles.

As most first-timers will tell you, the anxiety evaporated by about the Coronado Islands. We had great sailing, really fun beach parties, and some of the best 'fresh catch' dinners ever thanks to Doug, who not only knows how to catch them, but how to cook them. We ate like kings. We also took the 1st Place wooden fish 'trophy' and a lime-green T-shirt.

After the Ha-Ha, Dave and I hightailed up to La Paz, making a late stop at Bahia de Los Muertos. The cruising guides said this area was not developed. Upon sunrise, we realized otherwise and enjoyed an onshore meal and beverage. Great sailing conditions to La Paz on a close reach. We rolled into Marina de La Paz and were greeted by fantastic people (including my kids) and accommodations. Aside from the 30-kt Coromuel winds every night, it was a terrific experience sailing the Sea of Cortez with my family. We visited unspoiled natural resources like the beautiful crescent-shaped beach at Isla San Francisco. My kids at the time were 2, 5 and 7, and I truly believe it left an indelible mark on them. It certainly did on me.

Fast forward to 2015. I tossed out the idea of another Ha-Ha to my favorite friends and kick-ass sailors. They responded in about 30 seconds. I think my older brother was the last to respond as he likely wasn't sure he could take orders from me. He's also a highly accomplished Marine Corps fighter pilot and has seen every point of the globe. To this day, he raves about this journey as his favorite adventure of all time. That says a lot in my mind.

My crew of Greg and friends Jim, Jack, Curtis and Ron were really an all-star crew, and at times on our sail from San Francisco to San Diego, I thought we should bang a right instead and race to Hawaii! It couldn't have been a more rollicking ride if we had. In contrast to 2008, when we motored the whole way from the Bay to San Diego, in 2015 we blasted past

Pt. Conception in 30-35 kts, flying that big symmetrical spinnaker. We hit boat speeds of 15 kts, which we joked was a world record for a 473.

It was more of the same during that year's Ha-Ha. One night around 2 a.m., Ron and I were



VITESSE/DAVE LIVELY



flying the big kite in a 22-25 kt blow when we were hit with a wind shift and a big swell. We were on the razor's edge and rounded up to put *Vitesse* on her ear. So much so that water firehosed two of the crew in the starboard aft cabin through an open port. (Anyone who knows the 473 and its port locations will know that's really on her ear!) We were soon back on our way with some soaked crew, big eyes and giant smiles.

Upon arriving in Turtle Bay, we swiftly anchored and beelined to shore for those ice-cold Coronas from the beach shack. Shortly thereafter, a pastor, his wife and their beautiful daughter Marge — fellow Ha-Ha'ers from another boat — showed up on the scene. As you can imagine, six sailors coming into port are all going to turn their attention in that direction. But only one of us was single, so oddsmakers wouldn't make much on that pick. We did make fast friends with this lovely lady, and she quickly became a regular, hanging out with the *Vitesse* crew at our other stops along the way.

But what ensued in the coming year



VITESSE/TOM PRICE

# IN LATITUDES



ALL PHOTOS COURTESY VITESSE EXCEPT AS NOTED

**Above: Def Leppard reunion tour . . . Oops, we mean the 'Vitesse' crew at the start of the 2015 Ha-Ha. Left: 'Chutin the breeze in 2008. Above left: Doug's dorado. Center: The peaceful anchorage at Bahia de Los Muertos. Top right: Rooftop cervezas in Bahia Santa Maria.**

was quite spectacular. Marge and Curtis became Mr. and Mrs. Olinger with an absolutely stunning wedding in Dana Point! As captain, I felt a ton of pride in having provided the platform for these two to collide. Recently they've welcomed a new member into the crew and we are so happy our sailing family has grown by one.

Since that amazing trip, I've sold the 473, which gifted us two great Ha-Has, a wonderful cruise in the Sea of Cortez, and thousands of hours of Bay, coastal and Delta cruising. She is missed, but in good hands. For over a year I was boatless, a painful condition only sailors can know and appreciate.

I mitigated the grieving process by sailing with that same group of friends on other boats. Jim signed his C&C 121 up for the 2019 Transpac with the same crew. We completed all the qualifications only to be thwarted by a measurement rule. So instead, we flew to Grenada,

where Jim was taking delivery of his new Balance 52 Cat, *Alani*, and needed a crew to get her up to the USVI.

Jack and soon-to-be-papa Curtis couldn't make it, so we picked up two more sailors, Dan and Kevin, thus further extending my sailing circle of friends. What a ride up to the US Virgins! We made stops at St. Barths and St. Maarten — where the megayachts are an incredible sight to see. One of them had a 70-ft 'daysailer' on its deck! My fondest memory was stopping at an atoll for lobster on the barbie, steel drums and crab races. This crew, like in 2015, put a smile on my face at all times. Despite breaking a lot of gear in Jim's shakedown cruise, we made it to St. Thomas, where at this writing, he and his family have been 'trapped' aboard this beautiful boat for over a month due to the pandemic. He's not getting much sympathy from the crew.

My search for the next boat eventually led me to a rare West Coast find: a

2004 Grand Soleil 50 in San Diego. *Detoré* was already equipped with a genset, watermaker and various other bells and whistles, making it a fantastic choice for not only another Ha-Ha, but potentially a Transpac or Pacific Cup. There are gremlins to chase and changes I want to make to the boat before any more long trips, and I'm hoping my great circle of friends will be part of that — and part of the Bay and Delta cruising we plan to do before heading south again.

My lovely lady, Holly Wolfe, is new to the sailing world, but after a couple Caribbean charters and time on the GS50, she's hooked. Of course, like everyone else, we've been feeling the pain of being 'confined to quarters' but sailing has been that one outlet to keep us moving. As I like to say, shelter in place, but no one says the place can't move. Plans are being developed for another Ha-Ha and beyond. I have another 20 years of working, but I'll continue to pursue my dream of leaving the dock lines behind.

If you see *Detoré* out there, give us a wave!

— Tom 5/3/20

## **TBA — Wilcox 38 Wendy Himan and Garth Wilcox Building Under Quarantine Bainbridge Island, WA**

In keeping with the saying, "When life gives you lemons," we need to make the best of the forced COVID-19 quarantine. Besides, boating is all about switching to Plans B and C, isn't it?

For those of us lucky enough to be both economically and physically healthy, social distancing offers an opportunity to do things we've been meaning to do. For some, it's learning Spanish or cleaning closets. For my husband and me, who are building a boat, there are fewer temptations to lure us away from the boatshed.

One of the reasons Garth and I re-

***Garth is wearing a mask here for the old reason: protection from sanding dust, which he's stirring up plenty of these days.***



WENDY HINMAN

# CHANGES



WENDY HINMAN

**Work on Wendy and Garth's cold-molded 38-footer (nameless at this point) is progressing much more rapidly these days.**

turned from our seven-year, 34,000-mile adventure around the Pacific was that our 31-ft, light-displacement, cold-molded wooden boat was just too small. Garth, who is 6'1" and unable to sit or stand comfortably inside, complained that he would soon resemble Quasimodo if we didn't stop living in such a cramped space. Plus he's dreamed of building a boat of his own design since he was a boy. And being a trained naval architect, he has the skills. Denying this dream would be like trying to stem the tide.

And so, in 2013, we began building in our backyard workshop. As the years have dragged on, we've had moments of

inspiration, and others when there are other things we'd rather be doing — 'we' being especially me.

During the COVID-19 quarantine, we no longer have any excuses. With boat-building supplies stockpiled and few diversions, we have everything we need and plenty of time. And it's perfect social distancing. When Garth finishes working online and closes the door to the bedroom (aka 'the office'), and I close my computer at day's end, a quiet evening stretches before us. Now we make a quick dinner from the vast pantry of groceries that years of voyaging has encouraged us to keep on hand. Then we head for the workshop.

On weekends, race days pass — mere remnants on a calendar that now seems superfluous. Instead, we see an uninterrupted day of potential boatbuilding.

Over the past month, we've built the dorade boxes for vents we bought more than a year ago, and frames for hatches that have leaned against the workshop wall for more than two years. Most exciting of all was cutting out the holes for our portlights. We tick items off our list and grow ever closer to our goal.

We still can't answer the question everybody asks: "When will the boat be finished?" But the longer this pandemic quarantine remains in place, the closer we come to that moment (if such a thing as "finished" truly exists for a boat). We just hope that cruising still seems like a good idea when we're ready for it.

— Wendy 5/4/20  
www.wendyhinman.com

## Cruise Notes



BLUE SUGAR

**Like so many sailors, Jay and Marina's cruising plans have been put on hold till further notice.**

• Jay and Marina Zucca worked hard for a year to get **Blue Sugar**, their Alameda-based J/42, ready for the 2019 Baja Ha-Ha. "It was our first major sailing expedition and we were quite worried about all those things that could go wrong," says Marina. But all that work paid off and Jay, Marina, and friends Gina Wall and Rebecca Rivkyn

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WINDSTAR

'Windstar' in her "beautiful-but-not-our-thing" teal phase. On the way back from Mexico in 2016, the Millards had her repainted back to her original off-white-with-blue-stripe livery in Ensenada.

had "an amazing experience!" After the rally, they headed over to PV via Mazatlán and left the boat at Paradise Village in early December "with all the expectations and anticipation of exploring the Gold Coast." A family emergency back home, followed by the COVID-19 pandemic, altered those plans. At this writing, Jay and Marina were feeling lucky to be sheltering in place at La Selva Beach, enjoying the Monterey Bay sunsets, and looking forward to returning to the boat when it's safe. "We can't wait to sail her on Banderas Bay!"

•The third time Steve and Bente Millard

(and Izzy, the Shih Tzu sailor dog) sailed the Ha-Ha in 2018, they decided to forgo crew, and sailed their fully-restored Liberty 49 **Windstar** as a couple.

"It was much more comfortable with less stress for us," says Bente. As in years past, La Cruz, Barra de Navidad, Tena-catita and Zihuatanejo were highlights of their six-month cruise, portions of which they shared with visiting family members. Bente says they both continued working remotely while cruising, and had very reliable 4G connection as well as backup satellite communication.

The Millards were planning a fourth Ha-Ha this fall, but with everything that's happening now, they've put that plan on hold and will continue to enjoy their local cruising grounds — the beautiful and unspoiled Northern Channel Islands off the coast of their homeport of Santa Barbara.

• Jim Atkins and wife Amy Arroyo began their cruising back in 2014 as part of the 'Coho Ho-Ho,' a loosely organized fleet of Pacific Northwest cruisers heading south to join the Baja Ha-Ha rally. But they laid

over in Long Beach another year to work on **Millie J**, a custom aluminum Brewer 36 cutter, before finally heading south



Amy, Mike (and Lucky): "Don't wait to go cruising. Dream it, plan it, do it."

with the 2015 Ha-Ha'ers. They spent the 2016 season exploring the Sea of Cortez as far north as Santa Rosalia before returning in June to La Paz, where they left the boat for the summer. They returned to *Millie J* on New Year's Day 2017, doubtless ready for a little R&R after a seven-week bike trip through Vietnam and southwest China! After another season of cruising, *Millie J* was loaded onto a Seven Seas Transport ship for the trip back to Victoria. "They did great," says Jim.

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# CHANGES

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Since, then, the boat has been moved to Olympia, Washington, and Jim and Amy have rejoined the 'real world' — Amy returning to school to complete her masters in architecture, and Jim returning to his career in real estate development.

They sail locally and hope to venture farther again when they can. "A quick hello to all the cruising friends we met during those two seasons in Mexico," says Jim, "— especially *Pipedream!* To those thinking about cruising for a season or a lifetime, our advice is don't wait . . . dream it, plan it, do it! You won't regret it."

• "It was 2013 and although I had owned offshore boats for 35 years, sailing had gone stale for us," says Stephen Meyer of San Diego. "We had a beautiful Jeanneau 42 that we had bought new in 2005 but hadn't used much the past year. I had followed the Baja Ha-Ha in *Latitude*



MATADOR

**'Matador' Mexico-bound in 2015. The Ha-Ha recharged the Meyers' enthusiasm for sailing.**

for years, and we agreed to give it a try. If we enjoyed the trip, maybe we'd get motivated again. If not, perhaps I could take up golf."

We're happy to report Steve has yet to hit the links. With son Andrew and best friend Jack Anderson, he calls the Ha-Ha on **Coyote** "the trip of a lifetime." In fact, he came home so inspired that within months, he ordered a Beneteau Sense 50 with all the options

to make the next trip and the subsequent cruising even more fun and comfortable.

His second Ha-Ha on **Matador** in 2015 was just as good as the first; and the third in 2017 really was a charm. "The rally had not lost a bit of its luster," he says. "The friendliness and companionship of all the boats was wonderful."

In a departure from previous years, in 2017, the *Matador* crew headed to the mainland for the winter. While there, they admired a well-sailed Leopard 48 cat.

You can probably see this coming.

Back in San Diego, Steve and family decided "We had one more boat in us" — and ordered a Fountaine Pajot Saona 47 catamaran. Between hurricanes, the exploding demand for cats, and a labor strike in France, it was a two-year wait before the boat even left the factory. By the time the new boat, also named **Coyote**, finally arrived in Florida in February, the plan had become: spring in the Bahamas; then sail the boat back to California via the Panama Canal — in time for their fourth Baja Ha-Ha. Then, in a by-now-familiar scenario, just as commissioning was completed, COVID-19 struck.

The new *Coyote* is currently sitting, finished, in a Florida marina. The Meyers will get back to it when the time is right. In yet another 'Plan B', Steve has decided to head north for hurricane season, enjoy Chesapeake Bay, and return to the Bahamas in the fall. "We'll bring her around next year in time for the 2021 Ha-Ha."

• "The 2015 Baja Ha-Ha will always be one of the most memorable adventures in our lifetimes," says Roger Lamb of the Alameda-based Hunter 466 **Kiki**. He and Karen spent two years preparing

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KIKI

**Roger (left) with 'Kiki's Ha-Ha crew, Ed Neiman and Don Deglau, enjoying refreshments in Bahía Santa María. Though 'Kiki's gone, they'll be back on Ed's new-to-him cat for the next Ha-Ha.**

the boat for the cruise, installing among other things a watermaker, solar panels and SSB, with the goal of staying 'off the grid' as much as possible. "Ultimately we determined two weeks was pretty much the maximum you could go without re-supply," says Roger. "You can only carry so much beer!"

After the Ha-Ha, the Lambs based *Kiki* in La Paz for explorations into the Sea — crewed by a huge number of friends and family who flew down to take part in various parts of the adventure.

After about 18 months, it was time to bring *Kiki* back to the States. Roger hired a delivery captain to handle the bash to San Diego, and he and Karen completed

the trip back to the Bay themselves, stopping at many of the marinas and anchorages along the way.

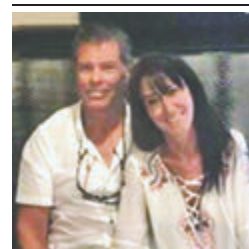
They have since sold *Kiki*, but more Ha-Has are in the offing. "One of our friends who crewed with us recently bought a boat and is now equipping her for the upcoming Ha-Ha, and he has asked me to crew," says Roger. "I can't wait!"

• Paul and Gena Hofer have been heading south on the Jeanneau 509 **Scarlet Fever** every year for the past half decade — most times with the Ha-Ha, but sometimes just on their own. Over the years they've developed a fun tradition. "From the time we hit the border to the time we return to the States, I call Gena 'Gigi.' And I'm Pablo," says Paul.

A typical season sees them spending the first part of the winter based in La Paz at the Costa Baja Marina and doing short trips into the Sea for the "unparalleled beauty, awesome hikes, and snorkeling." Later on, they head south to Barra Navidad, for "the excellent marina and village life with great restaurants and entertainment." After that comes the bash back north to Ensenada, San Diego or Marina

del Rey — depending on what they need repaired or upgraded.

This year, Paul crewed on **Serendipity II**, a sistership to *Scarlet Fever*, on the Pacific Puddle Jump. Or what would have been the PPJ had it not been canceled. Like a few other boats (including *Mamaku*, whose story leads off this month's 'Changes'), they heard about the pandemic during the passage, and experienced the same uncertainty



SCARLET FEVER

**'Pablo' and 'Gigi' at Hector's Bistro in Mazatlán.**

about what would happen when they arrived. Gena didn't go on the trip, but she was an integral part of this story. From back home in California, she arranged a charter plane, and got the travel ban temporarily lifted. Upon arrival at Nuku Hiva, Paul, along with 18 other sailors from other boats (and seven ill locals) were able to fly to Tahiti, where the sailors caught the last plane out to SFO.

"She's my hero!" says Paul.



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## 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.

**22-FT CATALINA, 1977.** Redding, CA. \$3,000. Trailer. Swing keel. Loaded with everything you need to launch and sail. Contact me for details and pictures: jamesgrabow@yahoo.com or (530) 215-1965.



**23-FT WESTERLY PAGEANT, 1972.** Alameda. \$5,000/obo. Stoutly-built English twin keeler, owned since 1976. 5'10" headroom, full propane galley, enclosed head, new cabin paint, 9hp Mercury start/alt, new battery/charger, needs electrical, bottom job. (510) 604-6518 or squeaks47@earthlink.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.



**23-FT BEAR CLASS SLOOP, #54, 1952.** Point Richmond. \$2,000/duo to health, best offer takes. Replaced rigging, fiberglass decks, keel bolts, anchor and safety equipment. Good condition. (916) 783-3150 or stefroche916@gmail.com.



**24-FT BRISTOL CORSAIR, 1968.** Sausalito. \$12,000. Rare opportunity to own immaculate, perfect for Bay sailing, Bristol Corsair. *Kohana* underwent an extensive refit with numerous upgrades in 2011 with close to 50K invested, including: new mast, standing and running rigging with roller furling, new teak, mainsail and jib, lifelines, tiller, cockpit and interior cushions, dining table, tiled kitchenette, water tank, sink w/hand pump. New 5hp Mercury OB was purchased 2017 and still runs like new. Contact (415) 619-8545 or rmay12@hotmail.com.

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## 25 TO 28 FEET



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**CAPE DORY 28, 1980.** Fortman Marina, Alameda. \$19,000. Hull #276. Carl Alberg-designed "plastic classic", lovingly restored and maintained. See website for full details and pictures: <http://svfrefya.link>. (510) 872-8170 or [info@svfrefya.link](mailto:info@svfrefya.link).



**26-FT HUNTER, 2001.** Lakeport, CA. \$12,500. Clean, lightly used. 3 sails. Bimini, winter cover. 18hp outboard, pulpit seats, water system, stereo. Remote throttle, bottom paint, UHF and trailer. Contact [daniel.christensen@mchsi.com](mailto:daniel.christensen@mchsi.com) or (707) 245-8264.

**MORGAN 27, 1972.** RYC. \$9,000/obo. Fun exploring the Bay, racing, and cruising the coast. Roomy interior makes a comfortable liveaboard. Easy to sail singlehanded. Fully equipped and ready to sail. See <http://bit.ly/Morgan27ForSale>. (727) 470-4232 or [sea.plant1@gmail.com](mailto:sea.plant1@gmail.com).

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**HENDERSON 30, 1996.** Monterey. \$28,000. Henderson 30 with good race record. Full suit of racing sails. Trailer, new surge hitch and brakes. Day race set up. Tacktick and brain. (831) 277-1792.



**WYLIECAT 30, 2007.** Kawaihae, HI. \$50,000. Limited time offer: \$25k price reduction — buyer responsible for shipping. 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 30s out there! Maintenance logbook and additional photos upon request. Contact (808) 895-0480, (808) 495-5511 or [tim@valleymaritime.net](mailto:tim@valleymaritime.net).



**30-FT C&C 33 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).



**TARTAN 30, 1978.** Burlingame, CA. \$13,500. *Frisky* is a 30-ft sloop built in 1978. Rigged for speed, with two spinnakers, 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).



**30-FT CATALINA, 1978.** Stockton. \$8,000/obo. 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. In these times of social distancing, sailing with your family is a great way to get out to enjoy fresh air and enjoy time together outside of the house. Motivated seller. Deeply discounted for your enjoyment this summer. Opportunity to steal a great ride! Further specs: [www.sailgrisis.com](http://www.sailgrisis.com). (510) 864-1373 or [cb@sailgrisis.com](mailto:cb@sailgrisis.com).



**34-FT CATALINA, 1987.** Tiburon. \$35,000. Fantastic racing/cruising boat. Good condition. Memory foam mattresses, lights have charge ports. Custom teak doors. Turnkey with updated lifelines, geared folding prop, electrical panel, water heater, stereo, dodger. (415) 272-1997 or [garystyp@gmail.com](mailto:garystyp@gmail.com).



**SCHOCK 34 PC, 1986.** Alameda. \$9,000/obo. This superb Bay boat needs some love. Good sails, recent standing rigging, less than 400 hrs on engine, spinnaker, stereo, VHF. Needs bottom job, engine work. Contact (510) 867-8064 or [svchoices@att.net](mailto:svchoices@att.net).

**SANTANA 35, 1979.** Balboa Yacht Club. \$20,000. Fully equipped for racing or cruising. Blue hull white deck. 6 sails, 6 sheets, winches. Includes Avon and 5hp Mercury OB. Recent survey value \$23,000. Contact (714) 662-3467 or (714) 936-4304.



**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.

## 36 TO 39 FEET

**37-FT BREWER CUSTOM CUTTER, 1976.** San Carlos, Sonora, Mexico. \$4,000. 22hp Sabb 2G diesel. No blisters. Cape Horn vane, solar, hard dinghy, etc. Not stripped. Email [gimmmx@icloud.com](mailto:gimmmx@icloud.com).

**38-FT WAUQUIEZ HOOD 38 MK II, 1983.** Berkeley. \$47,000. COVID-19 Special. Deeply discounted. Price is firm. Excellent offshore cruiser. Perfectly maintained. Fast, easy motion, windvane, solar. Must sell before August. Go anywhere boat. AMAZING VALUE. See <http://saltyposse.wordpress.com>. Email [RyanHarperAdvertising@gmail.com](mailto:RyanHarperAdvertising@gmail.com).



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**38-FT HINTERHOLLER NIAGARA-35.** 1980. Grand Marina, Alameda, CA. \$42,000. S/V *Gambit*. Equipped for offshore. 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).

**39-FT FREYA STEEL SLOOP, 1971.** Oxnard, CA. First \$10,000! Act fast! 80hp Ford diesel, recent professional rebuild. Simrad autopilot. Professionally insulated interior, Hydraulic anchor windlass, Boom gallows, Garmin GMAPS, Furuno depth-sounder. Haulout just completed. While a project boat, this vessel is still capable of motoring, anchoring and sailing open ocean. Requires a person capable of seeing the potential of this well-equipped, well-designed sailboat. Proud owner/cruiser for 46 years. Old age and failing health bring about this opportunity. (805) 200-6089 or [traim69@hotmail.com](mailto:traim69@hotmail.com).



**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 [ianyakchang@hotmail.com](mailto:ianyakchang@hotmail.com) or (907) 231-1721.

**39-FT FREYA, CANDIDE, 1978.** Brisbane. \$55,000/obo. *Candide* is a Hawaii and Mexico vet. Yanmar diesel, Pro-Furl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. Contact (650) 728-9528, (650) 773-3834 or [hogancanoes@aol.com](mailto:hogancanoes@aol.com).



**CATALINA 38.** Sparkman & Stephens, 1979. Redwood City. \$42,000. 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, chart-plotter/radar, Pineapple main, belowdeck 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 [rctails3738@gmail.com](mailto:rctails3738@gmail.com).



**36-FT HUNTER LEGEND, 1992.** Sausalito. \$60,000/obo. Excellent condition, roller-furling jib, new mainsail, new dodger, new StackPack, just hauled and bottom painted. Potential prime slip in Sausalito Yacht Harbor (415) 497-5602 or [msherb2222@aol.com](mailto:msherb2222@aol.com).



**36-FT SABRE, 1994.** San Carlos Mex. \$125,000. Possible delivery or relocation. This is not your average 362, it was extensively upgraded in 2017. The professionally-installed upgrades include: hydraulic autopilot, new MFD chartplotter and gauges, radar, solar panels, LED lights, anchor, inverter/charger, expanded battery capacity, NEMA 2000 backbone, LED TV, satellite email/text/weather, and VHF/AIS. For full details and pictures request at: [robker2@comcast.net](mailto:robker2@comcast.net) or (805) 320-5600.

**37-FT HUNTER LEGEND, 1989.** Coyote Point. \$45,000. Standing rigging Aug 2018. Survey April 2019. Recent sail work. Contact for info/pics. (801) 647-8335 or [davebernard81@gmail.com](mailto:davebernard81@gmail.com).



**36-FT SYDNEY 36 CR, 2006.** Richmond Yacht Club. \$179,900. *Encore*, turboed racer/cruiser, proven winner on the race-course — beautiful as she is fast. Easily set up for shorthanded (social distancing sailing). Extensive grand prix sail inventory, professionally maintained. (415) 847-2865 or [yuzuru3632@gmail.com](mailto:yuzuru3632@gmail.com).

## 40 TO 50 FEET



**EXPLORER 45, 1978.** Ventura, CA. \$65,000. 45-ft Stan Huntingford design, center cockpit, cutter, heavy fiberglass hull with encapsulated full keel w/cut-away. 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).



**45-FT WYLIE CUSTOM CUTTER, 1997.** Vallejo, CA. \$49,000/obo. Custom-built Tom Wylie-designed cutter, cold molded wood construction. It is overbuilt in all the best ways, beautiful woodwork, gorgeous laminated beams — there is no other boat like it. The owner passed away and we are looking for a home where the boat can be appreciated by someone new. Sailed extensively in the Pacific Northwest from Mexico to Alaska. Requires some repairs/ updating. Survey available. (510) 634-0866 or [jsilverman7@gmail.com](mailto:jsilverman7@gmail.com).



**47-FT VAGABOND CRUISING KETCH.** 1985. Redwood City, CA. \$98,000. Take advantage of the current environment to take possession of a proven trans-ocean cruising sailboat at a great price! This is a very comfortable sailing "yacht" designed for serious oceangoing cruisers — she's as comfortable at sea as she is securely docked in your cozy marina (hint: possible liveaboard). Her Yanmar 100hp diesel has only 100 hrs. Her cutter-ketch rig includes Yankee jib, staysail, main, and mizzen. The all-teak interior is breathtaking. Current owner is no longer able to sail, so she awaits new adventures with a new owner. If you're serious about buying a boat like this, please see our website: <http://yachtsalubria.wixsite.com/salubria> and email us soon! [salubria.skipper@yahoo.com](mailto:salubria.skipper@yahoo.com).

**42-FT SHOATE, 1980.** Alameda, CA. \$25,000. 2018 survey \$52,000. *Bottom Line* (originally Dennis Choate's boat) is a performance racer/cruiser with pedigree; 2nd in 1981 Transpac. New engine in 2014, 2019 bottom job, large sail inventory. See <http://sailboatlistings.com/view/84901>. Email [mjrusso1@yahoo.com](mailto:mjrusso1@yahoo.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, depthsounder, radar, autopilot, Lifesling, SL555 windlass, 200' 5/16" chain, Avon inflatable. Sweet sailer. Email [pwilling64@gmail.com](mailto:pwilling64@gmail.com).



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**28-FT CARTER SAFARI, 1974.** Sausalito. \$42,000. Twin turbo diesel. Legal galvanized trailer. 2300 hrs, 23.6 knots. Nice in and out, \$20K. receipts. Sausalito berth. Dual helm, new canvas, unique, ready to go. One owner before me. (707) 799-1927 or stuart@sfcharterboat.com.



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**28-FT TRADEWIND TRIMARAN.** Santa Rosa. \$3,500. Trimaran project. Fiberglass production hulls, deck and cabin, demountable for transport, inboard saildrive, rig and sails, miscellaneous gear. Needs interior. Priced for quick sale. Sistership photo, more pictures available. (707) 696-3334 or john@windtoys.net.



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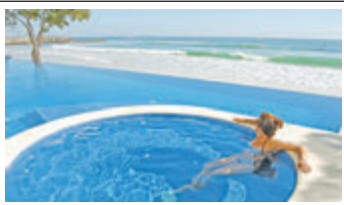
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There are other reasons, too: A grand send-off from Mexican dignitaries and authorities; the high probability of 750-miles of mild downwind sailing conditions; seven major social events including two beach parties, the world-famous Turtle Bay’ baseball’ 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.

## ADVERTISERS' INDEX

American Battery .....79	Club Nautique ..... 17	Gianola Canvas Products.....49	Iverson’s Design ..... 38
ATN .....45	Cruising Yachts .....25	Grand Marina .....2	Jeff Brown Yachts ..... 13
Baja Ha-Ha ..... 104	Defender Industries.... 12	H&M Marine / Beta Marine Engines / Hirschfeld Yachts.....32	Johnson Marine, C. Sherman.....40
Bank of Marin .....37	DeWitt Studio ..... 103	Harbor Island West Marina .....45	Kissinger Canvas .....42
Berkeley Marina ..... 18	Downwind Marine ....20	Helmut’s Marine Service .....94	KKMI - Full Service Boatyard..... 108
Blue Water Yacht Harbor .....49	Emery Cove Yacht Harbor .....39	Heritage Marine Insurance .....43	Lind Marine.....23
Blue Water Yacht Insurance..... 103	Emeryville on the Bay .....42	Hood Sails .....27	List Marine Enterprises .....30
Boat Yard at Grand Marina, The ... 16	Farallone Yacht Sales.....21	Hotel Coral & Marina .....75	Loch Lomond Marina .....87
Brickyard Cove Marina .....48	Fisheries Supply Co.....39	Hydrovane .....32	Makela Boatworks ....79
Brisbane Marina .....41	FlopStopper..... 103	Ishkeesh Marine Services ..... 107	Marchal Sailmakers...44
Carpenteria Dory.....96	Fortman Marina.....6		Marina Bay Yacht Harbor .....44
City Yachts ..... 11	Geico Insurance..... 19		





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## ADVERTISERS' INDEX – cont'd

Marina Cortez.....94	Pineapple Sails .....3	Spaulding Marine Center ....75, 79	Twin Rivers Marine Insurance .....33
Marina de La Paz ...103	Puerto Los Cabos .....47	Spectra Watermakers .....97	Ullman Sails San Francisco.....28
Marina El Cid.....103	Quantum Pacific .....43	Spinnaker Sailing of R.C.....48	VacuWash.....43
Marina Village .....26	Raiatea Carenage Services .....95	Starbuck Canvas.....45	Vallejo Marina.....67
Mariners Insurance .....24	Richard Boland Yacht Sales.....105	Sterling Associates ....36	Ventura Harbor Boatyard.....79
Marotta Yachts.....106	Richardson Bay Marina .....46	Summer Sailstice.....35	Westpoint Harbor .....31
Master Mariners Benevolent Assn.....67	San Francisco Boat Works .....79	Sure Marine .....34	Westwind Precision Details .....38
Mazatlan Marine .....47	Seacoast Marine Finance.....40	Svensden's Bay Maritime Group..29	Whale Point Marine Supply .....14
Napa Valley Marina .....10	Seattle Yachts .....15	The Canvas Works ....34	Whiting & Wedlock Marine Surveyors.....79
New Found Metals....30	Society of Accredited Marine Surveyors.....46	TMM Yacht Charters..86	Yacht "Eos" .....63
Outboard Motor Shop .....36	South Beach Harbor ..22	Towboat US.....41	
Passage Nautical.....5		Trident Funding .....4	



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**42' HINCKLEY SOU'WESTER CENTERBOARD SLOOP, 1983**  
Perfect example of a beautiful Hinckley design and exquisite workmanship. \$700,000 spent on her since 2011. Potentially transferable Sausalito YH slip. **\$249,000**

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**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**

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**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**

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**27' NOR'SEAS 2000**  
Late model, never cruised example in excellent shape with gleaming brightwork and low time on engine. Well equipped with chartplotter/radar, windvane, full batten mainsail **\$49,000**

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**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**

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**41' PERRY, 1983**  
The Perry 41 is a serious blue water cruising boat with beautiful lines classic lines, none of which is surprising given that she was designed by the best! **\$49,000**

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**BENETEAU OCEANIS 351, 1994**  
Very popular Beneteau that was repowered in 2011 and shows very nicely inside and out **\$49,000**

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**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**

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**C&C 41, 1988**  
Vessel Awl gripped and updated throughout, competitively priced. And with a potentially transferable Sausalito YH slip. **\$44,500**

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**27' NOR'SEAS, 1990**  
Late model, never cruised example in excellent shape with gleaming brightwork and low time on engine. Well equipped with chartplotter/radar, windvane, full batten mainsail **\$44,000**

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**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**

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**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**

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### 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! **\$74,500**



### 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**



### Bayliner 3870 - Twin Hinos

Dual staterooms, 8kw genset, three heaters, AC and spacious layout. **\$48,000**



### 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**



### Catalina 36

Beautiful Boat, Tons of Upgrades, Desirable Jack London Square Slip. **\$43,000**



### Bayliner 3416

Trophy Sedan Bridge - Twin Crusaders, Live Wells, dual staterooms. **\$24,950**



### 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! Possible owner financing. **\$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**

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