

Latitude 38

VOLUME 517 July 2020

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We at Pineapple Sails enjoy all types of sailing, and really miss sharing the discussion of last weekend's winds and currents (OK, and strategies). Each day, we awkwardly, masks in place, hand over a brand new sail or receive a damaged one for repair. We smile, but who's to know.

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Cover:

Some semblance of normal. In the foreground, skipper Sean Svendsen and crew Al Sargent, Steve Marsh and Dave Lyons joined fellow members of the Knarr fleet for some racing practice aboard #140 *Svenkist* on Summer Sailstice, June 20.

Photo: Don Jesberg

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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. For more additional information see www.latitude38.com/writers.html.

READY WHEN YOU ARE



FIRST 24

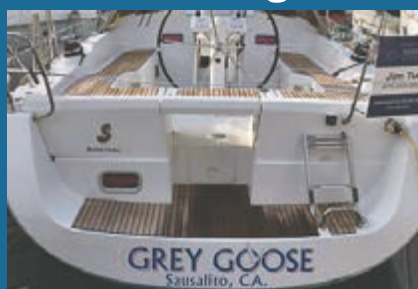
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Latitude 38

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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 June 18. 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. We'll post changes on the web version of *Calendar* at www.latitude38.com/calendar.

Non-Race

July 1-29 — Wednesday Yachting Luncheon Series, StFYC, 11:45 a.m.-1:30 p.m. Via YouTube during SIP. Info, www.stfyc.com.

July 1, 1980 — From a *Sightings* piece titled *webb chiles is still alive*: "Webb Chiles left San Diego a year ago December to do another solo circumnavigation, this on *Chidiack Tichborne*, an 18-ft open boat. That's pretty radical stuff. For 6,000 miles to Suva everything went as well as could be expected, but on May 10th *Chidiack* hit an object in the water, pitch-poled, and filled with water. Chiles scrambled into his inflatable dinghy. For the next two weeks he feasted on a few crackers, part of a packet of freeze-dried food, and a few sips of water.

July 3-6 — Tahiti-Moorea Sailing Rendez-vous. *Latitude 38* co-sponsors. Info, www.tahiti-moorea-sailing-rdv.com.

July 4 — Independence Day.

July 4-25 — 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.

July 5 — Full moon on a Sunday.

July 5-26 — 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 or (415) 281-0212.

July 9 — Single Sailors Association meeting and dinner, Ballena Bay YC, Alameda, 6:30 p.m. Tentative. Info, www.singlesailors.org.

July 18-19 — US Sailing Safe Powerboat Handling Course, Half Moon Bay YC, 9 a.m.-4 p.m. \$200. Jaimie, (609) 276-6703 or www.nauticalsolutions.org.

Aug. 1 — Sail Benicia. BenYC, www.beniciayachtclub.org.

Aug. 1 — Chantey Sing, aboard *Eureka*, Hyde St. Pier, S.F., 8-11 p.m. Free, but RSVP to Peter, (415) 561-7171.

Aug. 14-16 — US Sailing Adaptive Instructor Course, South Beach YC. \$350 early registration fee through 7/16. Info, www.ussailing.org.

Aug. 15-16 — Wooden Boat Show and Waterfront Festival, Marina and Waterfront Park, Port of Toledo, OR. Info, www.portoftoledo.org/wooden-boat-show.

Racing

July 4 — Brothers & Sisters Race. TYC, www.tyc.org.

July 4 — Fireworks Folly Fun Race. Pending USCG permit. SFYC, www.sfyc.org.

July 4 — Fourth of July Regatta for juniors. EYC, www.encinal.org.

July 4 — Purissima Cup. HMBYC, www.hmbyc.org.

July 5 — Funnette Race through Lake Tahoe's Emerald Bay. SLTWYC, www.sltwyc.com.

July 5, Aug. 2 — Club Series. CYC, www.cyc.org.

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

July 11 — Hart-Nunes Regatta for Mercurys. Pending USCG permit. SFYC, www.sfyc.org.

July 11 — Belvedere Classic and Great SF Schooner Race. Pending USCG permit. SFYC, www.sfyc.org.



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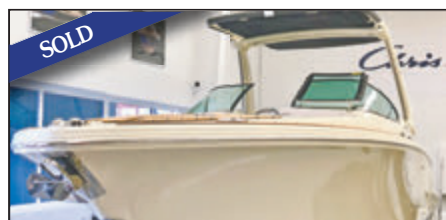
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July 11 — Twin Island Series Race around Angel Island and Alcatraz. SYC, www.sausalitoyachtclub.org.

July 11 — Founding Fathers. SSC, www.stocktonsc.org.

July 11 — North Bay Series/Angel Island Race. VYC, www.vyc.org.

July 11 — Stars and Stripes. CPYC, www.cpyc.com.

July 11, Aug. 2 — Interclub Series. Info, www.jibaset.net.

July 11-12 — Trans-Tahoe Regatta. Tahoe YC, www.tahoeyc.com.

July 11-12 — BAYS Svendsen's Summer Splash. EYC, www.encinal.org.

July 12 — Howard Stevens Race on South Lake Tahoe. SLTWYC, www.sltwyc.com.

July 12, Aug. 16 — Tri-Island pursuit races. BYC, www.berkeleyyc.org.

July 12, Aug. 16 — Summer Series on Spring Lake. SRSC, www.santarosasaillingclub.org.

July 18 — YRA Summer Series. YRA, www.yra.org.

July 18 — Centerboard Regatta on Folsom Lake. FLYC, www.flyc.org.

July 18 — Race of Champions. SSC, www.stocktonsc.org.

July 18, Aug. 1 — Summer Series Races. SeqYC, www.sequoiayc.org.

July 18, Aug. 15 — H.O. Lind. TYC, www.tyc.org.

July 18-19 — Elvstrom/Zellerbach, a one-design dinghy invitational. StFYC, www.stfyc.com.

July 18-19 — J/105 Fleet 1 Invitational Regatta. SYC, www.sausalitoyachtclub.org.

July 19 — Jack and Jill Race. SSC, www.stocktonsc.org.

July 19 — Southern Crossing (of Lake Tahoe). SLTWYC, www.sltwyc.com.

July 19, Aug. 16 — Baxter Judson Series. PresYC, www.presidiyachtclub.org.

July 25 — McNish Classic Yacht Race, hosted by Pacific Corinthian YC in Oxnard. AMSS, www.amss.us.

July 25 — Take the Tiller Women Sailing Regatta. HMBYC, www.hmbyc.org.

July 25 — Jack Reacher Race. BAMA, www.sfbama.org.

July 25 — Mitchell/Ross. Pending USCG permit. SFYC, www.sfyc.org.

July 25-26 — SF Classic & UN Challenge for kites and windsurfers. StFYC, www.stfyc.com.

July 25-26 — YRA Encinal Regatta (ex-2nd Half Opener. YRA, www.yra.org.

July 25-26 — Laser Masters in Benicia. BenYC, www.beniciayachtclub.org.

July 25-26 — High Sierra Mercury Regatta. Jim, (415) 298-5436 or www.mercury-sail.com.

July 26 — Doublehanded Races on South Lake Tahoe. SLTWYC, www.sltwyc.com.

July 30-Aug. 2 — Kite Event. StFYC, www.stfyc.com.

Aug. 1 — SF Bay Challenge for windsurfers and hydrofoil kites. StFYC, www.stfyc.com.

Aug. 1 — Delta Dinghy Ditch. LWSC, www.lwsailing.org.

Aug. 1 — Doublehanded Long Distance Race. SSC, www.stocktonsc.org.

Aug. 1 — North Bay Series/Luna Race. VYC, www.vyc.org.

Aug. 1 — Kay & Dave Few Regatta. CPYC, www.cpyc.com.

Aug. 1-2 — Youth Regatta. SFYC, www.sfyc.org.

Aug. 1-2 — Tunafest. OYC, www.oaklandyachtclub.net.

Aug. 1-2 — South Bay Championship, south of the San Mateo Bridge. SeqYC, www.sequoiayc.org.

Aug. 7-9 — PICYA Lipton Cup, co-hosted this year by SBYC and EYC, using StFYC's J/22s. Info, www.liptoncupsf.com.

Aug. 7-9 — San Diego Olympic Classes Regatta. Info,

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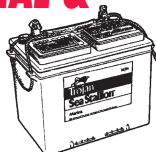
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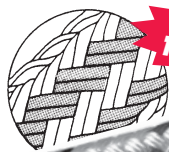
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www.sdy.org.

Aug. 8 — Classic Boat Invitational Series. SYC, www.sausalitoyachtclub.org.

Aug. 8 — OYRA Jr. Waterhouse. YRA, www.yra.org.

Aug. 8 — 49½ Un-Shaw Island Sailboat Race, starting and finishing in Friday Harbor, WA. San Juan YC, www.sjiyc.com.

Aug. 8-9 — Summer Keel. Pending USCG permit. SFYC, www.sfy.org.

Aug. 9 — Commodore's Cup. SLTWYC, www.sltwyc.com.

Aug. 15 — Around the Rock. BVBC, www.bvbc.org.

Aug. 15 — Wosser Cup. Pending USCG permit. SFYC, www.sfy.org.

Aug. 15-16 — Laser NorCals in Santa Cruz. SCYC, www.scyc.org.

Aug. 16 — Gracie & George, a coed doublehanded race. Gracie drives. EYC, www.encinal.org.

Beer Can Series

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

BAY VIEW BOAT CLUB — Monday Night Madness. Summer: 7/20, 8/3, 8/17, 8/31, 9/7, 9/14. Info, www.bvbc.org.

BENICIA YC — Thursday Nights through 9/24. Dan, (707) 319-5706 or www.benicaiyachtclub.org.

BERKELEY YC — Friday Night Races through 9/25. Info, www.berkeleyyc.org.

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

THE CLUB AT WESTPOINT — Friday Night Fun Series: 7/24, 8/28, 9/25. Info, www.jibeset.net.

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

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

ENCINAL YC — Friday nights. Summer Twilight Series: 7/3, 7/17, 7/31, 8/14, 9/4. Info, www.encinal.org.

FOLSOM LAKE YC — Beer Cans: Every Wednesday night through August. Summer Series: Friday nights, 7/17, 7/31. Info, www.flyc.org.

GOLDEN GATE YC — Friday nights: 7/10, 7/24, 8/7, 8/21, 8/28. Charles, raceoffice@ggyc.com or www.ggyc.org.

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

LAKE WASHINGTON SC — Every Thursday night June-August. Mark, owing78@yahoo.com or www.lwsailing.org.

LAKE YOSEMITE SA — Every Thursday night through September. Dennis, www.lakeyosemitesailing.org or (209) 722-1947.

MONTEREY PENINSULA YC — Sunset Series: every Wednesday night through 10/7. Info, www.mpyc.org.

OAKLAND YC — Sweet 16 Series: every Wednesday night through 9/9. Info, www.oaklandyachtclub.net.

RICHMOND YC — Every Wednesday night through 9/30. Eric, (510) 388-6022 or www.richmondyc.org.

SF MODEL YC — Victoria R/C races Wednesday afternoons, Spreckels Lake, Golden Gate Park. Canceled until further notice. Info, www.sfmymc.org.

SANTA CRUZ HARBOR — Every Wednesday night through 10/28. Info, www.santacruzharbor.org/events.

SAUSALITO YC — Tuesday nights. Summer Sunset Series: 7/21, 8/4, 8/18, 9/1. Mark, (914) 522-2483 or www.sausalitoyachtclub.org.

SEQUOIA YC — Sunset Series: every Wednesday night through 10/7; Hannig Cup, 8/26. Tom, (408) 718-7977 or www.sequoiayc.org.

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

SOUTH BEACH YC — Friday Night Series: 7/17, 7/24, 7/31, 8/7, 8/21, 8/28. Info, www.southbeachyachtclub.org or (415) 495-2295.

SOUTH LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 10/7. Intergalactic Beer Can pursuit race, 7/8. Steve, www.sltwyc.com.

ST. FRANCIS YC — J/22 Summer Series, every Wednesday night: 7/8-7/29. Thursday Night Kites: 7/9, 7/23, 8/20, 9/3, 9/10, 9/24. Windsurf Friday nights, Course Races: 7/31, 8/28, 9/25; Slalom: 7/17, 8/14, 9/11. Info, (415) 563-6363 or www.stfyc.com.

STOCKTON SC — Every Wednesday night through 8/26. Info, (209) 951-5600 or www.stocktonsc.org.

TIBURON YC — Every Friday night through 9/4. Postponed until further notice. Mariellen, www.tyc.org or (415) 606-2675.

VALLEJO YC — Every Wednesday night through 9/30. On hold until further notice. Mark, www.vyc.org or (916) 835-2613.

Please send your calendar items by the 10th of the month to 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.

July Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
7/03Fri	0453/-1.0	1203/4.7	1622/2.8	2240/6.9
7/04Sat	0539/-1.2	1255/4.9	1715/2.9	2325/6.8
7/05Sun	0623/-1.3	1343/5.0	1806/3.0	
	HIGH	LOW	HIGH	LOW
7/11Sat	0404/4.4	1032/0.8	1745/5.1	2354/2.4
7/12Sun	0511/4.0	1117/1.3	1823/5.2	
	LOW	HIGH	LOW	HIGH
7/18Sat	0448/-0.3	1207/4.5	1616/3.2	2223/6.4
7/19Sun	0526/-0.6	1246/4.7	1659/3.1	2305/6.5
	HIGH	LOW	HIGH	LOW
7/25Sat	0312/5.4	0932/0.1	1639/5.7	2224/1.9
7/26Sun	0420/4.8	1020/0.7	1724/5.9	2339/1.5

July Weekend Currents

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

date/day	slack	max	slack	max
7/03Fri		0218/2.8E	0654	0954/3.5F
	1318	1524/1.3E	1754	2118/3.4F
7/04Sat	0006	0306/2.8E	0742	1042/3.7F
	1406	1618/1.3E	1848	2206/3.3F
7/05Sun	0054	0354/2.8E	0824	1130/3.7F
	1454	1712/1.3E	1942	2254/3.2F
7/11Sat	0006	0306/1.6F	0600	0900/1.4E
	1206	1548/2.7F	1930	2154/1.2E
7/12Sun	0106	0406/1.3F	0718	1000/1.1E
	1242	1636/2.5F	2012	2242/1.2E
7/18Sat		0206/2.2E	0642	0954/2.6F
	1336	1524/0.7E	1724	2106/2.7F
	2348			
7/19Sun		0248/2.4E	0718	1024/2.9F
	1406	1606/0.9E	1812	2154/2.8F
7/25Sat		0154/2.6F	0436	0736/2.3E
	1100	1436/3.5F	1754	2018/1.7E
	2330			
7/26Sun		0254/2.3F	0548	0836/1.9E
	1148	1524/3.3F	1836	2106/1.8E

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Beneteau 40



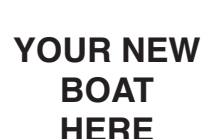
Beneteau 41



Jeanneau 410



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– Edmund Gibbon



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LETTERS

↑↓ ADVICE FOR A SAILING NEWBIE

At the risk of being laughed off the planet, I'm writing for some advice. Honest to God, I am a complete landlubber (a term I learned quite recently). Despite living within five minutes of the ocean since 1984, I have never in my life set foot on a sailing vessel. Heck, the only boats I've been on have been the random ferries to Alcatraz when folks were visiting from out of town. I've never even been on a cruise — just not my cup of tea.

I've really led a life blissfully unaware, really, of this whole sailing thing. I mean, yes, I've seen all the stunning boats out on the San Francisco Bay as I drive by on a Sunday afternoon, but it's just that, well . . . it never even occurred to me that it was within my reach.

That is until early March of this year, right before the quarantine started. For as long as I live, I'll remember this

moment: I was flipping through the books and magazine offerings in a Little Free Library, and randomly picked up an old copy of *Latitude 38*. What can best be described as an electric shock of longing went through my body as I paged through it right there on the street. I was absolutely thunderstruck, and it took my breath away like nothing

ever has. I just knew immediately that this was what I'd been looking for without even knowing I was looking for anything.

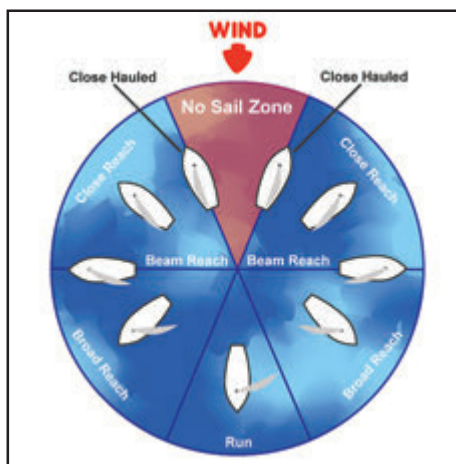
I rushed home and read it cover to cover. I have read copious back issues of your magazine, and still have many more to read. I have watched videos and even ordered a book or two. And now I feel I have a bit of sailing fever. Am I crazy? Does it happen to people like that?

Maybe it's the quarantine, but I can honestly say I've never in my life felt something call out to me like this. Never. It's extraordinary, really. What I do know is that with every fiber of my being, I want to learn to sail when this is over. I want to be out on the water. Where will that lead me? I don't know. Maybe nowhere, but that's OK. This pandemic has really given me a kick in the pants to go ahead and take some chances. The first of which is writing this very letter.

There's just so much information out there I'm not sure where to properly start. It's a bit overwhelming when starting from scratch, to say the least.

My questions are these: I don't think sailing schools will be open for awhile — where does one start with no experience? Is there a good resource for learning (paid or free) while I wait to take practical classes? What would be the most useful thing for me to study while I wait to sign up for a sailing class? Navigation? Sailing 101? Safety? Sailing terms?

Lastly, once the lockdown has lifted, are there sailing schools in the San Francisco Bay Area that you recommend for older women? I'm 51; hopefully that's not too late to start.



LOVESAILING.NET

What is the most fundamental of the fundamentals? The Points of Sail must be right up there.



This year's summer vacation starts at the dock.



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LETTERS

Thank you kindly for not laughing me out of town, and for helping a total newbie with some advice.

T.J.
San Francisco Bay Area

T.J. —To answer your first questions: "Am I crazy?" No. "Does that happen to people like that?" Yes. We hear this all the time: "I had this experience, and then I was hooked." And no, 51 is not too late to start. There are many people who start sailing later in life and have gone on to all manner of personal (or international) glory. You might have come across the name Jeanne Socrates during your deep, quarantine-inspired dig through the Latitude archives. Socrates recently became the oldest person to sail around the world alone, nonstop and unassisted. She started taking lessons in her late 40s.

As far as what to do until everything reopens . . . that is an excellent question. We've talked to a few sailing schools, and several are restarting classes. Call to check availability, which is likely now limited by class-size restrictions. We also just did a quick search on YouTube, typing: Learn to Sail. There are some interesting results there.

As former sailing instructors, we think the best thing you can do is start to "think about the wind." One of the first orders of business with beginning students was to have them point to where the wind was coming from. Our experience was that it took people a fair bit of time to master such a calibration, something that those of us who grew up with the sport easily take for granted. Once you can consistently point to where the wind is coming from, you then know how you can sail — or what's commonly known as the points of sail. This will also get you started on some vocabulary.

We're also going to pose this question to our readership. How would you answer T.J.'s question?

⬆️⬆️ A SINGLEHANDED FARALLONES REPORT

There's one date that's been on my calendar for months: the Singlehanded Sailing Society's Farallones race. I've owned my boat, a 1974 Islander 30 MkII, and have been sailing the Bay, for almost five years now, but only got into racing this past year. I had set my sights on the SSS Farallones Race as the perfect goal to level up my skills, and spent the past few months preparing myself and my boat for the event.

Of course, like with so many other things, COVID-19 had other plans. I was disheartened, but understanding when I heard that the Coast Guard would not issue a permit for the race. But in the week leading up to May 16, I kept thinking: I'm ready, my boat is ready, and the forecast looks unusually good. Why not go? What's a better way to socially distance than doing a singlehanded race against yourself? So I packed some snacks and set out for the islands.


I left Berkeley at 8 a.m. and motored up to the Golden Gate, skipping the formal starting line off the Golden Gate Yacht Club, but challenging myself to sail the whole way from bridge to bridge (the good thing about racing by yourself is that you can make up whatever Sailing Instructions happen to be most convenient for you). I skipped the normal starting sequence and instead took a humpback whale breaching off my port bow as a sign that the race had begun. Light winds and the ebb tide made for slow and lumpy conditions on the other side of the Gate, but once past the bar, I was greeted with steady 8-10 knots of wind from the southwest and calm seas.

I sailed on a single tack, close-hauled, full sails up for most of the way. I saw only one other sailboat ahead of me that veered north after Point Bonita, though I could have easily

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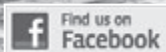
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LETTERS

missed others in the fog that crept in. Visibility was down to less than a mile for much of the trip, and it was an exercise of trust in my compass and GPS. I started to wonder if the islands were really even still there, when their ghostly silhouette appeared through a break in the fog. A little bit spooked to be out there alone and close enough to hear breakers that I couldn't see, I kept my distance, and headed home.



SAM KRONICK

"I started to wonder if the islands were really even still there, when their ghostly silhouette appeared through a break in the fog," wrote Sam Kronick.

I was rewarded on the return leg with perfect conditions for reaching under spinnaker as the fog lifted and the sun set behind me. Overall, it turned out to be a much less physically demanding race than I had been prepared for, given what the winds and seas are capable of this time of year — but I'm not complaining!

My finish time was 9:16 p.m. back under the Golden Gate. By my accounts, that puts me in both first and last place.

Here's hoping that the real race will be rescheduled soon!

Sam Kronick

Process, 1974 Islander 30 MkII
Berkeley

↑↓ BASHING UP THE WEST COAST

Thing is, the Baja Bash is usually the easy part of returning to the Pacific Northwest [the writer is referring to the May 22 *Lectronic Latitude* *How to Get Your Boat Back from Mexico*]. After you've completed the Baja Bash, you then have the California Bash, the Oregon Bash, and finally the Washington Bash. I know of a well-equipped 47-ft IOR race boat that turned back to San Francisco twice during July because they tired of having their guts bashed out.

There are two types of sailors: Cruisers who sail their boats from one pleasant destination to another, and sailors who enjoy being at sea far from the cares of land. For the cruisers, there is a clear choice: Put your boat onboard a ship and pick her up when she arrives in Vancouver. When you factor in the cost of fuel and wear and tear from all those miles to windward, the cost suddenly looks less outrageous.

Now, if you are a sailor, fill the water tanks, stock up on rice and beans, and head for Hawaii; 21-31 days later you will make landfall on some of the most beautiful islands in the world. Enjoy the big-city scene or search out the few remaining non-touristy anchorages.

The voyage from Hawaii to the Pacific Northwest in the summer is usually a pretty quiet passage. If you are a motorsailor, load up on fuel and punch through the Pacific High. A lot more peaceful ocean than motoring through the

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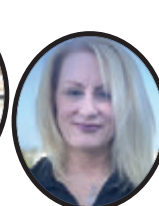
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LETTERS

Baja Current the wrong way. Or sail north until you are over the High, then head through the fog to any destination from Portland to Sitka. A friend singlehanded it in his 24-ft Seraffyn in 21 days to Port Townsend. And I once took Doug Freyer's docklines after he sailed his traditional 45-ft cutter back from the Vic-Maui in under 12 days.

If you factor in all the fuel stops and weather window delays from trying to harbor-hop from Mexico to the San Juans, I'd be surprised if you don't spend more time completing the delivery than someone who sails the longer Hawaii route.

Crazy Horse

Probably not their actual name

⇅ ADDING A FEW WOMEN SAILORS TO THE LIST

I hadn't seen a copy of *Latitude* in a couple of months, but finally received a May issue. There is one letter I would like to respond to: *A Few Women Sailors*.

I've sailed with a lot of great female sailors from the Bay Area (and California), some on Joseph's list and some he missed from our area:

Sally Honey
Liz Baylis
Ashley Perrin
Joceyln Nash
Linda Newland
Melinda Erkelens

These folks are really impressive sailors. I've learned a lot from each and every one.

Tony English
Arby, Colgate 26
Pleasant Hill



Liz Baylis at the helm a little closer to home, in a Corinthian YC beer can race circa 2007.

⇅ THE CULT OF THE CAL 40

First, I would like to thank *Latitude 38* for providing the magazine over the years, but it's especially great now when away from the water. I did the Transpac last year on Bob Horton's Cal 40 *Highlander* from Tiburon. What a great ride out there on the Pacific!

I can vouch for the surfing, which became competitive on the boat to see who could get the highest speed. I won by topping out at 18.9 knots on a wave at about 3 in the morning. We could gauge how fast we were going by the noise of the water and how high water was spraying above the lifelines.

Greg Clausen
Washington

Readers — Greg is referring to the April 27 'Electronic Latitude The Cult of the Cal 40.

⇅ WINNING IT ALL BACK IN '85

Love Cal 40s! I sailed on *Montgomery Street* in the Transpac in '81 and '85. We won it all in '85. The boat is like a freight train on rails downwind in a blow. I have many wonderful memories. I love that Cal 40s are still competitive some six decades later.

Tom Horvath

⇅ HOW TIMES HAVE CHANGED

I remember sailing with Jon Andron and his father Mort



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LETTERS

on their Cal 40 out of Santa Barbara in 1966-69. I was living aboard my boat *Gjoa* in the SB harbor. The Cal was fast, but many 'old school' sailors did not trust the FRP [Fiberglass Reinforced Plastic] boats. I remember wondering if those boats would just fall apart while racing. How times changed.

Dean Vincent

West Coast circumnavigator in 1977-80

Eos, Samson 39 ketch



SHAMAN ARCHIVES

That's the Cal 40 'Shaman' sailing in the 2008 Pacific Cup.

↑↓ REMAINING AN ICON

It is extraordinarily impressive that almost 50 years later, the Cal 40 remains an icon: a formidable racing boat that is also a seakindly and practical cruising boat without bad habits.

It is, perhaps, worth remembering that the Cal 40 did not spring fully formed from George Griffith's imagination onto that cocktail napkin [as referenced in the *'Lectronic'*]. The same George Griffith had collaborated with the same Bill Lapworth on a prototype for the Cal 40 that was also built in Costa Mesa. This was the Lapworth 36. George Griffith took delivery of hull #1. It shared many of the same characteristics, and 71 boats were built to become a premier one-design fleet on the West Coast. It too was radically ultralight by the standards of the day at less than 11,000 pounds. It shared the same rig and sail plan, and many of the same hull and underbody characteristics. The L-36 still had a keel-hung rudder, so it was the spade rudder that was the quantum leap on the Cal 40. Like the Cal 40, a well-maintained Lapworth 36 remains a formidable racing boat. Full disclosure: My father had #71 built. It is still in our family, and I expect my sons to be sailing her for many decades to come.

David James

Leda II, L-36

San Francisco

↑↓ DON'T FORGET THE KIN

What about the 40's hot little sister the Cal 39, such as the *Knot a Clew*, also known as *The Other Woman*?

Capt. John Granahan

↑↓ THE CULT OF THE 20, 29, ETC.

Additional articles must follow to describe the "cult" of Cal 20s, 29s and other Lapworth models such as the Pearson 44, etc. The man knew how to conceptualize racing vessels way

Riley Gibbs & US Sailing Olympic Team

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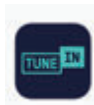
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LETTERS

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The 1971 "Cal 39 'Knot a Clew' was rated 114, the same as a Catalina 38," wrote John Granahan.

⇅ AN EXCELLENT RACER/CRUISER

Good to read about the history and accomplishments, past and present, of the wonderful Cal 40. My family and I have enjoyed owning *Chaparral*, hull #135, for more than two decades and agree wholeheartedly with the positive statements and comments about this tried-and-true class of great sailboats.

In more than 50 years on the water, *Chaparral* has proven the point of being an excellent racer and cruiser by performing well in offshore racing, including crewed and singlehanded Transpacific races, as well as sailing around the world in 16 months, with her previous owner, Hans Vielhauer. Cal 40s may be old, but they certainly are so much fun to sail.

Marianne Wheeler
Chaparral, Cal 40
 West Coast

⇅ HAVING A BLAST SINCE 2007

I own the Cal 40 hull #120 *Mahalo*, and have since 2007. Yes, I spent lots of \$\$, but she was in great shape after two Transpacs in '03 and '05 as *Flying Cloud*. She's small by modern standards, but just a blast to sail. I don't race, but I love to sail a boat well — and a 40 is just a joy. She's a great cruising boat now, too.

Holly Scott
Mahalo, Cal 40
 Seal Beach

⇅ SEA STORIES ABOUT THE 40s

Guess I could tell a few old Cal 40 stories.

In the '67 Transpac, there were 14 Cal 40s on the startline. *Holiday Too*, #24, won class and overall, the youngest crew to do so, and a record that still stands despite *Morning Light*'s professional attempt at besting it. Before the 2007 Transpac, and movie of the same name, Robbie Haines of the *Morning Light* Disney project called me up and wanted all of *Holiday Too*'s crew's birthdates from the '67 race. I thought this a little strange without an explanation and refused his request.

Another memory: Before the 2003 Transpac, Stan Honey invited George Griffith and Bill Lapworth aboard *Illusion* for a little visit while tied up at the Griffiths' dock in Alamos Bay. As we sat around in the cockpit, a little contentiousness erupted. George told how Lapworth had designed the rig to



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LETTERS

be 18 [inches] shorter, but George held out for the 'tall' rig, saying Lapwoth's 'stump' would have killed the boat. Then the subject of who designed the Cal 40's spade rudder, for which both Lapwoth and Griffith claimed credit, arose, and was not resolved before our friendly little reunion broke up.

Good times.

Skip Allan
Wildflower, FrogCat 22
Capitola



LATITUDE / ARCHIVES

That's Skip Allan not sailing a Cal 40, but rather his Wylie 27 'Wildflower'. Allan had sailed 'Wildflower' the equivalent of two-plus circumnavigations. He was forced to scuttle the boat after being caught in a gale and taking heavy damage off the West Coast.

↑↓ THE USUAL SUSPECTS

We love the Cal 40 here on Monterey Bay. We have a group of solo sailors we call "The Usual Suspects" who enjoy slugging it out on a regular basis. The Cal 40 is extremely well suited for solo sailing/racing with its long tiller, accessible trim lines, and ability to easily steer with one's foot while grinding in the jib after tacking. Just ask Steve Gann on his Cal 40 *Boomer*, who (at 78 years young) still has enough tricks up his sleeve to teach us 'youngsters' a thing or two!

Michael Polkabla
Monterey

↑↓ CROSBY, STILLS, NASH AND YOUNG. AND MAYAN.

I came across a fun little sailing-related tidbit. I'm listening to the podcast *Freak Flag Flying*, which is basically just one long interview with David Crosby. In Episode 2, starting around minute 24:45, there is some fun info about Crosby

learning to sail as a kid (inspiring the song *Deja Vu*), and about owning *Mayan*.

I'm also cc'ing current *Mayan* owner (as far as I know) Beau Vrolyk. (I don't think you know me Beau, but I'm a Santa Cruz sailor, currently limited to racing Lasers.)

Laird Henkel
Lasers
Santa Cruz



David Crosby at the helm of 'Mayan'.

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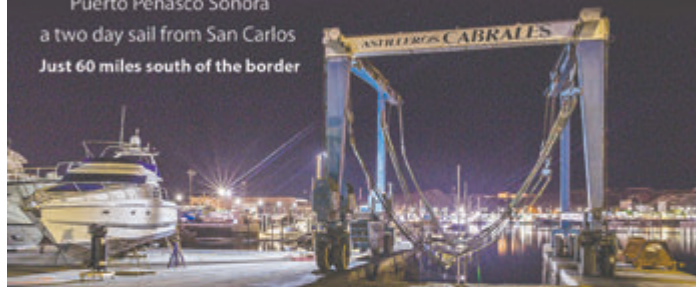
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LETTERS

Laird — Glad to meet you. Thank you for the tip on the podcast; I'll go have a listen. There are so many stories from David's 46 years as the owner of *Mayan*. If you haven't read David's various autobiographies, they are a treat. *Mayan* was David's place of shelter during some very bad times, and a place of joy in the good times. Cheers.

Brad Vrolyk
Schooner *Mayan*
San Francisco

↑↓ MUSING ON THE PACIFIC PUDDLE JUMP, PROVISIONING AND BOOZE, BACK WHEN PEOPLE WERE STILL ALLOWED TO SAIL TO OTHER COUNTRIES

My husband Dave of *Aussie Rules* joined the Baja Ha-Ha in 2014 and Puddle Jumped in 2015, bound for his homeland of Australia. A real treat that we enjoyed was homemade Bailey's for coffee. It uses the perfect and cheap small (about 1 cup size) UHT Media Crema available everywhere in Mexico. It was always a hit with our boat friends.



AUSSIE RULES

Dave Hayes and Rose Alderson enjoying a cold one in a warm locale.

We brought gin and tequila and beer as well, but not *nearly* enough, especially beer, which was something that *really* added up at the stores in the Tuamotus. One thing we did right was take way more cheese than I thought we'd need. I kept buying the big \$15-20 wedges of various kinds, and they all ended up in

the bottom of our fridge. They, and many kinds of dried meats found in the large grocery stores in Mexico, kept us going long into the trip, and were very happily received during our many cruiser get-togethers, long after everyone else was out.

If you think you want to go, just do it. It was truly the best experience of my life, and I hope to do it again. If the images above make you drool, do whatever you can to spend as much time in the Tuamotus as you can, as it's bound to be a highlight.

Rose Alderson
Aussie Rules, Catalina 34
Gabriola Island, BC

↑↓ THE BEST BARGAINS IN THE SOUTH PACIFIC

Regarding liquor prices in Polynesia: Unless things have changed dramatically in the last few years, liquor is relatively inexpensive in American Samoa. Pago Pago harbor has a decidedly mixed reputation, but is manageable. We found it a good mid-Pacific stop for reprovisioning, with cheaper prices than French Polynesia, and considerably more variety and availability than Tonga.

David Cohan

↑↓ IS LATITUDE ENCOURAGING BREAKING THE LAW?

This statement [from a February 24 *Lectronic Latitude*] is irresponsible: "The official rule that you can't enter French Polynesia with more than six liters of alcohol seems to go completely unenforced, so bring 10 times the amount of alcohol you expect to consume. Everyone entertains!"

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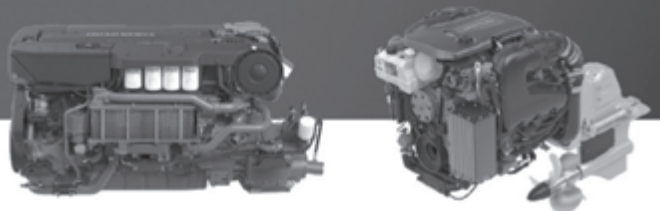
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LETTERS

Just because this particular boater got away with breaking the rules doesn't mean others always will. To get caught with excess alcohol can result in a large fine or entry denial. I would hope in the future *Latitude 38* takes a more ethical approach by not encouraging boaters to break the rules of other countries.

Mark

Mark — Nope. We're absolutely not encouraging anyone to break the law.

Do you know what is one of the most important (and often unspoken) skills cruisers possess? Navigating complicated bureaucracies and customs policies. The point of this February 'Lectronic was to share lessons learned from jumping the puddle and cruising island nations. One of those lessons was that there's a discrepancy between what you read online, and what officials actually enforce. We hope it goes without saying (if we may resort to our libertarian roots) that it's up to each individual to make judgment calls about the degree of the discrepancies, and the consequences thereof.

The cruisers we heard from made it sound like customs officials are effectively working by a different set of rules. Was this an aberration? Are there serious consequences for trying to bring in too much liquor? Or will an officer just take your surplus booze? These, as with all decisions you make with your boat, are up to you.

↑↓ WHAT'S THE SKETCHIEST HARBOR YOU'VE EVER SAILED INTO?

Santa Cruz can be very sketchy if there's a swell running, and there's the sand bar inside to deal with as well. La Push, Washington, is also a pretty sketchy place.

John Humphrey
Santa Cruz

↑↓ NOT BRAGGING ABOUT THE SKETCH FACTOR

Your mention of Fort Bragg [in a May 13 'Lectronic *Latitude*] as one of the sketchiest harbors reminded me of our stop there during a delivery from British Columbia to San Francisco. Visibility was less than 100 feet as we entered the Noyo anchorage, which is strewn with rocks and kelp on both sides. We could not see the shoreline or any navigational aids. Just

before we entered the extremely narrow entrance to the Noyo River, we spotted a fishing boat that had stopped near one of the buoys. It probably had heard our foghorn and waited until we were in sight. He then started for the entrance and we followed him in.

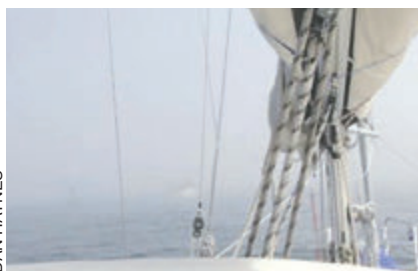
We're not sure if you'll be able to see that fishing boat in the 'distance'. That is no doubt how Dan Haynes felt when he was entering the Noyo River in Fort Bragg with awe-inspiringly poor visibility.

Dan Haynes,
delivery skipper
Lee Hound,
Regina 35
San Francisco

↑↓ VENTURA WAS SKETCHY, THEN CLOSED FOR WEEKS

At Ventura Harbor a few years back, the shoaling had gotten really bad, and the dredging was way behind schedule. We'd sailed up from Channel Islands Harbor, and the waves were

DAN HAYNES



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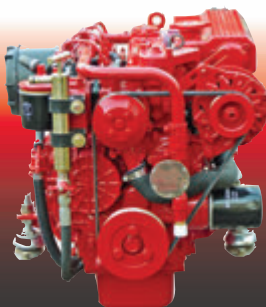
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LETTERS

literally breaking inside the channel markers. We were about to turn back, but I saw my opening, headed in, and made it. The next day, the harbormaster said if we wanted to get out of there, now was the time because they were going to close the harbor. We bolted out, and they closed it for a few weeks right after.

Phil Lindholm
Latitude Nation



Ventura Harbor can have its moments of anxiety when a swell is running.

↑↓ CUBA CAN BE SKETCH

Chivirico, Santiago de Cuba, on a pitch-dark night. Upon approach, we noticed that Addison Chan's shiny new *Waterway Guide to Cuba* was word for word the same as Nigel Calder's 20-plus-year-old guide to Cuba. Apparently, the new book has new info for the big marinas on the North Coast, but cut and pasted (and gave credit to) Calder. In any case, both discouraged night entry.

We managed, with our buddy boat and sistership *El Gato*. The next morning, in the light of day, we saw the sad sight of a monohull sitting on the reef, and watched as her mast failed from the pounding. We recommend daylight entry here!

Paolo Sheaffer

↑↓ SKETCHINESS IN OCEANSIDE

Oceanside, on an ebb with surf. It looked a wee bit marginal but doable, despite the giant dredger parked in the entrance. We waited for a quiet interval but miscalculated and wildly surfed in on a breaking wave while squeezed tightly between the breakwater and the dredger, whose crew left the warmth of the bridge to watch.

David Pressley
Pinocchio, Frers 33
Richmond

↑↓ SKETCHAMOTUS IN THE TUAMOTUS

Entering Manihi in the Tuamotus. We arrived at high slack but waited for the time given us by a local islander. The current quickly increased to about 4 knots. We got past the pearl pens and were in! Next time if it looks slack, it is slack.

Richard

↑↓ TAKING THE SKETCHY CAKE IN THE PAC NW

For the ultimate "don't make a mistake or you'll be in tomorrow's news" experience, inbound over the Columbia River Bar in September 2008 was the tops. We had 14- to 15-ft breaking waves every 5-10 seconds, preventing us from going back out and waiting. Couple that with light fog to make sighting the south jetty problematic, and it all resulted in a 30-minute transit that scared those of us who'd done the crossing before, and left one newbie absolutely catatonic.

Things finally settled down around buoy 10, and when



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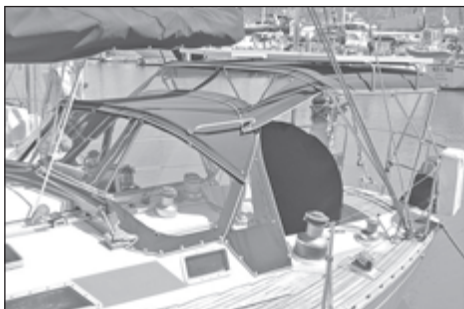
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LETTERS



G.E. PLUMMER / PACIFIC GRAVEYARD

Among the West Coast's sketchiest river mouths is, without question, the Columbia River between Oregon and Washington. The French bark 'Colonel de Villebois Mareuil' crosses the Columbia River Bar in 1900.

we got into the West Basin in Astoria, my wife was waiting on the dock for us, and immediately knew we'd been in a tense situation. It was only hours later that I really understood how bad it could have all ended up. At the time, I was too busy getting us into safer waters.

Oh, and the cold beer at the dock in Astoria when we arrived was better than ever. We didn't care that it was 8:30 a.m.

Eric Rouzee
Pacific Northwest

↑↓ SOUTH OF THE BORDER SKETCHFEST

In 2013 we entered Marina Puerto Salina, just north of Ensenada. The marina advertised a 14-ft minimum depth in the entrance channel, but (although we did not know it) their dredge had been broken for months. We entered at high tide and rode into the entrance channel on the back of a strong westerly swell, which propelled us over the bar that blocked the channel with our keel dragging. (Our boat draws 4.5 feet.)

When we entered the marina another boater yelled: "How the hell did you get in here? The channel is blocked." We quickly learned that dozens of sailboats were trapped in the marina due to shoaling at the entrance. It looked like we had just entered the Hotel California of marinas: You could check in but you couldn't get out. Fortunately for us, a very high tide was expected two days later. By carefully surveying the entrance with a handheld depth gauge, I was able to find a zigzag path that allowed us to escape. Many of the other boaters were not so lucky; they were trapped there for months.

Bill Thompson
Sabbatical, Mason 33
Long Beach

↑↓ EAST COAST SKETCH COAST

Dingwall, Nova Scotia, on Cape Breton Island, just south of Cape North. Fortunately, I was entering behind a local fishing boat, so I witnessed the right-angle turns in an unmarked section of the inlet. I fired up the forward scanning sonar and was able to see the unmarked ledges. Perhaps there were charts that might have shown them; none of mine had that detail on a relatively small inlet.

We anchored, rowed ashore, and started walking, carrying a jerry can for diesel. A very kind family picked us up in their pickup and took us to the fuel station and back.

Sheldon Haynie
Lioness, 1962 Hinckley Bermuda 40 custom yawl
Alameda

↑↓ A HEALTHY SKEPTICISM ABOUT THE RELIABILITY OF INFLATABLE LIFEJACKETS

I listened to a good part of the presentation [from a US

LETTERS

Sailing video in a May 29 *'Lectronic]*, and I still don't buy into the inflatable sales pitch. Messing with Velcro or zippers to find the inflation tube or rip cord while you're in the water is ridiculous, especially if there are waves or you're injured, in shock or tangled in lines, sails or rigging. In more than 60 years of sailing, had I not been wearing a foam-type PFD, I'd have been seriously injured or dead several times.

I've also been overboard in S.F. Bay racing dinghies, multihulls and windsurfers, where an inflatable would have been a hindrance (if it actually worked!). P.S. I'm an ex-lifeguard, certified water-safety instructor and 50-ton Master.

Jim 'Goose' Gossman
Grace, Ted Brewer-design Kodiak
Benicia

Goose — This one is a toughie. We have heard horror stories about inflatable lifejackets not inflating when they were supposed to —



and when they were supposed to was, more often than not, a life-or-death situation. We have jumped onto boats for beer cans and been handed inflatable PFDs that had rusty CO2 cartridges, making us wonder what good the damn thing might be in a pinch.

The experts say you're supposed to regularly test your inflatable life jacket using either the oral inflation tube or the CO2 cylinder. Then leave it inflated overnight.

With that said, we're still not going to stop wearing inflatable PFDs. But it's certainly not a piece of equipment that you just throw into the locker and forget about — like a foam lifejacket. So, add inflatable PFD upkeep to your list of boat projects.

⬆️ A LESSON LEARNED

If you are required to disarm the cartridge by an airline (unscrew it partially) then don't forget to re-arm it at your destination. Ask me how I learned that lesson . . .

Richard Collins

⬆️ REVISITING THE ZINGARO DEBATE

I'm sorry — there is nothing unique about sailing a vessel that isn't seaworthy, shooting video about it, and claiming that the eight hours you spent [editing] requires you to get paid by other people. [Kirk is referencing the February 10 *'Lectronic* Zingaro's *Bad Break Is a Bad Break.*] This is begging, plain and simple.

In the more civilized times — when I was a teen (20 years ago) and sailed the world — we actually worked in the places where we were. My résumé boasts countless hours of waiting tables, fixing up hotel rooms, sailmaking, and other grunt jobs. This was part of the experience, like racing with the local boats to get on good terms with them.

Don't get me wrong, I like YouTube channels, but this one [*Sailing Zingaro*] I find generic, and I can find five similar channels — *Sailing Uma* comes to mind as another 'how not to DIY your boat'. Or, check out *Alluring Arctic* on YouTube; it's a Finnish guy sailing to Svalbard who breaks out his skis

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LETTERS

after he shovels snow off his generic plastic tub of a boat.

Kirk Henrik

↑↓ FOLLOWING THE QUARANTINE RULES, UNTIL YOU CAN'T OR DON'T

My husband was aboard our sailboat *Andiamo* in Whangarei, New Zealand, arriving the day that their quarantine requirements began in mid-March. The other crew (they'd all gathered for a long-planned delivery to French Polynesia) had been in New Zealand for awhile at that point, so they rented an Airbnb nearby, and did not come aboard *Andiamo* until the day they were to shove off.

In order to provision for their trip, Paul had to order groceries online and have them delivered. Originally, they were delivered to the office and he would walk up to pick them up, but others in the marina complained that he was not abiding by the quarantine restrictions. As a result, they began to deliver the provisions to the dock, and he'd get them from there. In addition, the other crewmembers brought provisions and supplies and left them on the dock for Paul to bring on board, but no one came aboard. It made things a little more difficult, but he tried his best to comply with the quarantine requirements. Same thing when they arrived in French Polynesia. They're now almost to Hawaii as they were not able to stay in French Polynesia as initially planned. It's been quite a unique experience . . . sailing in the time of coronavirus.

As an aside, we live in San Diego and we went out to experience the amazing brilliant blue bioluminescence in the surf



LATITUDE / TIM

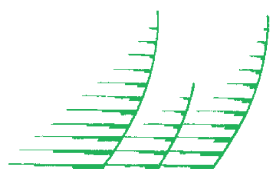
Yes, the bar's name in Mount Maunganui is Latitude 37, but what we're really trying to show you are the empty streets during New Zealand's lockdown in April.

one night, along with friends we'd only seen from afar for the past five weeks. We got a little closer to each other than six feet but never touched. We weren't totally in compliance, but it felt so great to be with humans other than your own family for a couple of hours.

Susan Flieder
Andiamo
San Diego

↑↓ FOLLOWING THE RULES, UNTIL YOU DON'T

It seems to me that you've answered your own question [from an April 27 'Lectronic *Latitude* *Following the Rules Until You Don't*] by saying that cruisers should be exceptionally respectful when visiting a foreign country. I'd say that if you're unwilling to comply fully with the rules in the country you're visiting, then you should go home.



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LETTERS

There are a number of cruisers here in NZ who are almost certainly going to make it more difficult for those of us who want to visit in the future. If you've entered someone's home as a guest and they tell you to remove your shoes, remove them. Or leave. Don't stomp around telling them how stupid their rules are. It is their home, not yours.

John Tebbetts
Ichi Ban, Yamaha 33
Opuia, Bay of Islands, New Zealand

↑↓ MIND YOUR MANNERS

I couldn't agree more with Mr. Tebbetts' comments. I'm a dual American/Australian citizen, and have been a nomad all of my 64 years, sailing and surfing. I'm sorry to say that the bad manners I normally see come mainly from some from the US.

Robert Cleveland
Queensland, Australia

↑↓ THE IMPACT OF COVID ON OUR LIVES

There has been an extreme psychological/philosophical shift in the global psyche since the 1969 Hong Kong flu. Ironically, it has gone from an acceptance or resignation to the loss of liberties, income, *et al* in an attempt to assure that fewer people die, all in a time when the US population has grown 50% and many have recognized that it is the human factor and its overpopulation and consumption that are contributing to the destruction of the planet and its other species, as well as our own. If you haven't seen this three-minute video, here it is at www.extinctionendshare.org: *A Letter from COVID-19*.

Dennis Bailey
Morro Bay Yacht Club

LATITUDE / TIM



A contrast in seagoing vessel choices in the Bay of Islands, New Zealand, as a cruise ship sits at anchor while sailboats show them how it's done. About two weeks after this shot was taken in the first week of March, cruise ships were prohibited from entering the country, and sailboats were prohibited from sailing.

↑↓ INTERNATIONAL SAILORS STRANDED

In the US, we've done almost everything wrong and too late in confronting this virus. But we are not alone!

When I read accounts of cruisers held at anchor in Loreto for 42 days and not being allowed to leave their boat for a swim, it makes you wonder if there is any sanity left in the world. But, it is easy to understand how regulations grow and fester like the disease they pretend to control. In the case of the often-draconian regulations that cruisers face all over the world, we can identify the early source of the panic.

When COVID-19 was first found on the *Diamond Princess* cruise liner back in late February, the ship was shuttled from port to port while authorities tried to figure out what to do.

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LETTERS

Finally, the passengers were allowed to disembark in Japan, but not before the US "rescued" the 300 or so Americans on-board and flew them back to an airbase in California. They were greeted by base staff who had no idea about how to quarantine a highly contagious viral disease, so they went out into the community to spread it into the general public. The failure was compounded as the "rescued" were soon released to their homes all over the country. The opportunity to make use of effective quarantine procedures and to scientifically study this new disease was lost, and soon the entire country bore the results.

Cruisers who find the entire Pacific Basin closed are being treated exactly as if they were individual cruise ships, and are subject to regulations born of the human tendencies to follow blindly after leaders and build bureaucratic nets to ensnare and control others. It would be far more rational to test and quarantine newly arrived cruisers and then open the economies of Pacific Islands to the money and jobs they bring with them.

At the risk of infuriating three quarters of the people in California, I should point out that even Trump knew better than to release all the Americans who had been aboard the *Princess*, and was furious when he found out about it.

RDE

RDE — You bring up a good point about cruise ships, and how some countries have mistakenly lumped cruisers in with 1,000-ft vessels transporting thousands of close-quartered, buffet-sharing, antithesis-of-social-distancing people on board. CNN quoted Sue Richards, the editor of Noonsite, an online cruisers' resource, who said, "Small liveaboard yachts are getting treated the same as cruise ships in the majority of countries." The pandemic seems to have revealed that the concepts of cruising and small-boat cruisers are misunderstood by much of the world, even in countries with coasts. We hope that, moving forward, cruisers' circumstances — and their relative self-isolating health when compared to cruise-ship tourists — are better understood, and taken into account when harbor masters and customs officials consider whether to allow boats safe harbor.

↑↓ REVISITING THE "TO SAIL OR NOT TO SAIL" QUESTION

The SAR folks in Inyo County have specifically asked that people refrain from any backcountry activity since the inevitable accidents put them at risk or out of action in quarantine. I would assume the same holds for the maritime first responders. And anyone who has been on San Diego Bay and SoCal waters is used to seeing crowded outboards being towed back to the dock.

Rod Deyo
Northern Lights, J/42
Seattle, WA
2015 Baja Ha-Ha veteran

↑↓ THE POINT IS MOOT

This is a moot question for me, since I'm hundreds of miles from my boat. But I have to ask, why exactly? Because I might(!) have the virus and it's going to blow downwind and magically poison people miles away from where I'm sailing? People have gone way off the deep end with this.

Daren Heldstab

↑↓ THE QUESTION IS BEGGED

How in the hell is the SSS Farallones race a health threat, while SoCal is running their races? [Jose is referring to the

LETTERS

May 11 *Lectronic The Fate of the Singlehanded Farallones Race.* And while the Port of San Diego closing was nuts in the first place, it is yet another example of subjective and arbitrary interpretation and enforcement of the SIP order. What on Earth could health officials be thinking as it affects boating?

Jose Kanusee

THE SITUATION IN SOCAL

Here in Southern California, most of our cruising is to Catalina Island. Since this situation presented itself, the island is effectively shut down for cruising. Unless one has a mooring sublease (a mooring "owner"), you're discouraged from visiting the island; there are no transient moorings being assigned.

Regardless, no one is allowed ashore. So, even though we are one of those mooring owners, we have a dog, so we will be doing some coastal cruising this season. The scuba diving won't be as nice, but at least we can get plenty of takeout restaurant meals and I don't have to fight the dangerous and crowded dinghy dock!

Mike Blecher
Southern California

TOO MUCH POWER

Just like governors and local leaders got too much power, so did harbor masters. The reasoning of kicking a sailor, who has been quarantined on a boat for three weeks (me!) out of a harbor, out into an infected world, with nowhere to go, as other harbors are closing anchorages and guest docks, will never make any sense to me.

But I'm not bitter.

Richard Eberhart
Newport Beach

EASY IN NZ

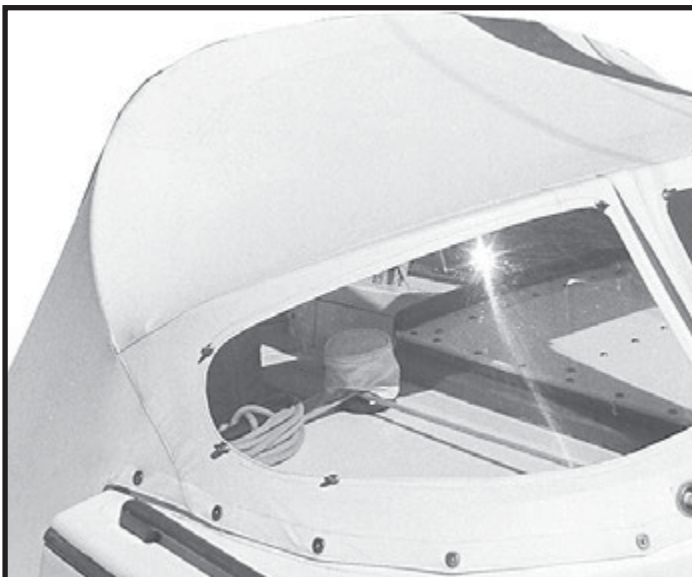
We are 2019 Puddle Jumpers who really enjoyed all the festivities along the way from the Marquesas to New Zealand. After arriving in Opua, we stored the boat for three months in Whangarei to make

a Christmas visit with family, and returned just ahead of the COVID lockdown. We've been in Whangarei the whole time since, doing boat chores. It's been easy to be here, but we're ready to sail away whenever it makes sense. We really appreciate *Latitude's* efforts and support.

Darrell and Gayle Smith
Gone Bambu, Spencer 53
San Francisco

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

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



"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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From right: Darrell and Gale Smith, and Elana Connor aboard 'Gone Bambu' in Whangarei, New Zealand.

LATITUDE / TIM



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LOOSE LIPS

We have made this declaration before, and we take great satisfaction in making it again: This month's World Famous Caption Contest(!) was all-time(!), smashing previous (and meticulously kept) records, and generally breaking the internet into a billion tiny, brilliantly captioned pieces.

There was a deluge of quips about painting, scrubbing or otherwise tending to this boat's bottom. And many was the caption suggesting that these two sailors should have hiked harder and sooner. No matter which tack you took this month, *Latitude Nation*, thank you for your enthusiastic support. Without further, previous or future ado, here's this month's winner (chosen by popular vote [in the form of Facebook likes]) aaaaaannnnnd top 10 entries:



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Sittin' on the deck by the Bay, watchin' the ride roll away. — Tony Bourque

"Your Plans, 2020." — Ben Calvin

"I'm going to sue that guy on YouTube that taught me to sail in three videos." — Larry Wineland

"First visit to the Bay of Fundy?" — Gordon Worley

"A guy on the internet told me this was the best way to desulfate the batteries." — Beni Bacon

"Well, Bob, I guess we finally figured out the difference between ebbing and flooding." — Kent Carter

"We've got about six hours to try and stay sober, mate." — Veronika Bond

"At least the beach isn't crowded." — Rosann Allenbaugh

"I said rum and Coke on the rocks, not run the boat on the rocks." — Tim Sullivan

"I know it's expensive, but *now* can we get a slip in Sausalito?" — Brian Forster

"What's the optimal heel? Seems we've lost a few knots of SOG." — Joan Ross Wildasin

"I had been uncertain, three years ago, of my ability to be alone. That fear went away. I accepted singlehanded now not as a hiatus from people, but an invitation to remember everyone in my life, all the people in the world, here, gone, and yet to come. It's an accomplishment, I think. It makes consciousness bigger and lets everyone in. If there's anyone I should like to let out, it's me." — Christian Williams, *Philosophy of Sailing*

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SIGHTINGS

think globally, cruise locally

So close. We are so close.
We're referring to two things here. We're so close to having life return to 'normal', whatever that might look like, with businesses slowly and cautiously reopening. But we're also so close to so many spectacular cruising destinations, and, as it turns out, local cruising is the perfect remedy for the pandemic. No chartering? No Pacific passages? No problem. What better time than the present to take a daysail or staycation and explore your own backyard?

Take Moss Landing, for example. As we reported in a June 1 *Electronic Latitude*, if you like wildlife (rowdy sea otters, majestic humpback whales or aggressive sea lions) instead of the other kind of wild life (parties, water toys, raft-ups or a poker run), then consider a cruise to Moss Landing, in the heart of Monterey Bay, which is an easy run from San Francisco Bay.

Sailing outside the Golden Gate involves open-ocean risks on a stretch of coastline prone to frequent gales, fog, and lots of traffic by large commercial vessels. You need a well-prepared boat and the

continued on outside column of next sightings page

seagoing novels

What better way to endure the hardships of the novel coronavirus than with a novel seagoing novel? Whether you're trapped at home or on the boat somewhere — or even out and about once again, but energized for some fictional action — the following novels will keep the proverbial guns thundering and your imagination broad reaching for days on end. For those of you not into fiction, we've also thrown in one that's a non-fiction read.

Cape Decision (M.E. Rostron, \$14.95) — A young man full of promise is murdered, which sets in motion a series of momentous events in the lives of two families — starting out with the arrival in a remote Alaskan harbor of two

Clockwise from top left: Moss Landing is one of our favorite local cruising destinations; sunrise in Moss Landing Yacht Harbor; the large power plant rarely operates these days; kayaks are a great way to explore Elkhorn Slough; Moss Landing's mix of commercial and pleasure boats; crab pots are part of the decor; the entrance to Moss Landing Harbor is a straight shot, with a well-dredged channel.



SUSAN BURDEN

SUSAN BURDEN

TOM BURDEN

for novel times

boats and two solo sailors. One man is there to escape his grief; the other to exact revenge for his. Both are fathers of the same son — the one who raised him and the one who sired him. The former doesn't know the latter exists.

That's all we'll tell you about this one, except, as the jacket ominously suggests, "In a frontier where bears outnumber people, the rules of civilization don't always apply."

Barbarians on an Ancient Sea (William Westbrook, \$18) — Captain Nicholas Fallon and his peg-legged female first mate Beatrice 'Beauty' McFarland are back in their third novel by Westbrook. This time they're aboard the British

continued in middle column of next sightings page



DON DEBOLD



JOHN PILGE

cruise locally — continued

experience to handle the expected conditions. With those caveats, and depending on weather, the cruise to Moss Landing is an easy day's run.

We've made the trip from Richmond a number of times in 8 to 10 hours. We look for an early ebb to launch our old Cal 40 under the Golden Gate Bridge, watching our AIS for approaching ships. Typical summer prevailing conditions, if you depart San Francisco Bay early, feature light morning breezes, with the well-known 'Montara Hole' as you pass Pacifica. By the time we put Pillar Point Harbor and Half Moon Bay astern, the wind machine has fired up, and we hoist sail and shut down the diesel. Passing Año Nuevo Light-house and Waddell Beach, we encounter kiteboarders, windsurfers and 18-23 knots of the usual Monterey Bay pressure. Santa Cruz Harbor is a convenient detour or refuge, about two hours from our Moss Landing Harbor destination.

Moss Landing occupies the intersection between Elkhorn Slough, one of the largest wetlands in California, and the huge submarine Monterey Canyon. Imagine the Grand Canyon drowned in the Pacific, a monster chasm dropping precipitously to 10,000 feet deep and more. This vast expanse is what drives the vibrant ecosystem of the Monterey Bay National Marine Sanctuary. A boater entering Moss Landing is greeted by a cacophony of sound from an incredible profusion of birds, sea lions and sea otters. The overpowering smell of guano from vast flocks of gulls and pelicans greets you at the channel's end as you turn right for Moss Landing Harbor, or steer left into the narrow line of buoys leading to the Elkhorn Yacht Club.

In pre-pandemic times, Moss Landing supported several commercial whale-watching tour boats, two or three kayak rental businesses, an aquatic pontoon water bike rental, and Whisper Charters, a sedate electric excursion boat. All of these outfits let you see breaching humpbacks, pods of orcas, and even a few blue whales that occasionally visit Monterey Bay.

Moss Landing Harbor is home to more than 600 boats, including 350 fishing boats, 200 pleasure craft and 30 research vessels. Be warned that the facilities are a bit grungy and minimal. You can expect creaky wood docks, which may be occupied by large, bellowing sea lions. The restrooms and showers are best left to the imagination. This is definitely not the St. Francis Yacht Club.

When you scrape off the rough edges, however, the locals are friendly and the adventures await. You'll find local cruisers like Vince and Maryann, who bought a Freedom 40/40 sailboat, spent a year preparing their new steed in Moss Landing, then headed south for Baja California. There's a liveaboard community too, populated by an oddball collection of folks like our friend Benny, the Vietnamese fisherman.

Excellent eating establishments are within walking distance. We love The Whole Enchilada for California-style Mexican food, or the Thai food at Lemongrass. The Moss Landing Café is our breakfast favorite, and everyone has heard about Phil's Fish Market.

No Moss Landing cruise is complete without a foray into Elkhorn Slough. We have explored it both by kayak and by El Toro dinghy (which requires pulling out your mast to float under the highway bridge). You can ride the crest of a flood tide all the way to Kirby Park, about four miles away at the far end of the Slough. You can also visit interesting hiking trails and a museum at the Elkhorn Slough Reserve, which requires access to a car.

We would highly recommend adding Moss Landing to your Monterey Bay summer cruising plans. Since it's about equidistant from both Monterey and Santa Cruz harbors, we could easily fill a two-week family vacation visiting all three. We'll shine our *Latitude* spotlight on those destinations in a future story.

— tom burden

top sailing tips with captain midnight

Back in the day when I would teach school all week, coach sports in the afternoon, then spend weekends teaching sailing to earn enough to support my family, I used to teach a class for rookie sailors called Boat Tricks. It actually also became popular with more experienced club members who wanted to learn pro tricks that aren't in the basic sailing curriculum.

It was essentially an afternoon on a Catalina 36 teaching things I had learned after 30 years of plying the waves under sail. Each item is designed to make sailing easier and more fun.

Many folks I have met along the waterfront have the misconception that sailing is both expensive and difficult. I always tell them it should not be difficult.

So often I see boaters, usually new mariners but some old salts, who just never learned or have forgotten some simple techniques that make sailing easier and therefore more fun. I mean, that's why we buy boats and charter them. It's to have fun, right?

So in the spirit of C-19, this is my version of Boat Tricks in black and white. Together we learn to sail just right.

Make sure everybody has proper gear. You can't perform your best if you feel like you're gonna lose your drawers every time you bend over. Wear tennis shoes with non-marking soles, layers for the weather, sunscreen, and a hat if preferred. The more comfortable and confident folks feel, the more fun sailing is.

Lif jackets are easy. If it's flat calm and boiling hot and you're old enough to buy a pack of smokes, it's up to you. If I'm the skipper and I put a lifejacket or harness on then you are obligated to do the same.

Most boats park bow-in. How many times have I seen a skipper so focused on the shorepower cord, mooring lines and fenders that they just back out into traffic already underway? Look down the alley both ways before slipping that lead-bellied beast into gear.

Once underway, give folks a moment to get their sea legs under them. If they don't feel comfortable leaving the cockpit as you motor out of the marina, they certainly won't be leaving the cockpit once you're heeling to the summer winds of San Francisco Bay.

Once everybody has their phones put away, it doesn't really matter if you're leaving Encinal, Sausalito or St. Francis — each harbor has that certain semi-protected spot to get the sails up where it's just not as windy as the South Tower when the demon is in residence.

Now, if you're only entertaining guests, my best trick is to have one guest ease the furling line and the other haul in the jib sheet. Set the course for a beam reach, hour and a half out and the same coming back: your classic three-hour tour. Most folks don't even know the mainsail is still hiding under its cover.

OK, let's assume we want to sail upwind and down as efficiently as possible. Find a spot to put her head to wind, and make sure the main halyard is clear of the lazy jacks and not wrapped around the boom topping lift or the backstay.

I so often see folks motoring upwind at high speed while some poor swab is tucked under the dodger grinding away on the starboard side if it's an American-rigged vessel or port if she is from Europe. That's no fun. On most vessels under 40 feet, the crew should be able to get the mainsail up with no winch at all.


Release the mainsheet, boom vang, cunningham and reef line, ease the outhaul, and if it's fitted with an old-school sliding goose-neck, ease that too! Sheesh, that's six fiddly lines with funny names located in odd places just to hoist the mainsail, and that's assuming you only have one reef line led, not three.

If it doesn't go up easily and you can't get a full hoist in less than a minute and still be smiling, something is wrong or you're doing something wrong. This could be the result of anything from sticky or frozen sheaves at the masthead to an undersized clutch on deck, but trust me, simply hoisting a sail should not be an ordeal.

continued on outside column of next sightings page

seagoing novels

privateer *Rascal*, which runs across a disabled cod fisherman in the midst of a storm at sea and rescues the crew. They tell a fantastic tale of gold, slaves and Barbary pirates — and the real action soon begins. Interestingly, Westbrook's fictional captain is based on a real colleague and mentor — also named Fallon — who passed away. Westbrook says he endowed the dashing Captain Fallon with the same qualities of daring and



Jib-reaching down the Richmond Harbor, the main comfy in her duvet, the guests comfy with the gentle, 4-degree heeling angle.

— continued

creativity to, at least in part, "keep his friend alive."

Baltic Mission (Richard Woodman, \$18.95) — Fans of historical maritime fiction may recognize the venerable Captain Drinkwater from a series of 14 '80s- and '90s-era novels about the Napoleonic time period by professional mariner Richard Woodman (who has been called the heir apparent to Patrick O'Brian).

continued in middle column of next sightings page

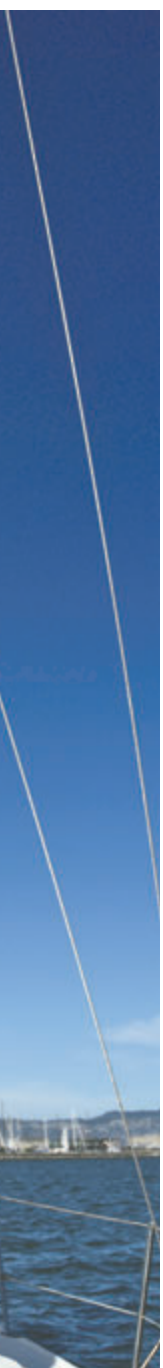
top sailing tips — continued

As boats get larger, electric main halyard winches, track systems and two-to-one main halyards start to make sense.

Sailing is different every time, and sailboats are all different. Nonetheless, if you aren't happy or your crew ain't happy then how can you have fun? There's lotsa slick new products on the market now, and, hey, 10 free slick tips right here.

Stand by for more mainsail, headsail and spinnaker tips in the coming months.

— captain midnight
(acceptable at the yacht club,
invaluable in a shipwreck)



A bunch of fiddly lines. Left, from left to right: Reef 1 tack, cunningham, boom vang, outhaul. Above: Spinnaker halyard, spare jib halyard, reef 2. Below: Reef 1 clew, primary jib halyard, the two-to-one main halyard. The lazy jacks are easier to see in the photo on the opposite page. Not shown: backstay, traveler, jib furler, spinnaker twings, topping lift, downhaul.



ALL PHOTOS LATITUDE / CHRIS

SIGHTINGS

a sisterhood of boat ownership

When Tina Lundh first saw a Cal 20 at the Richmond Yacht Club, it resembled a spotted cow. Her friend Jon Stewart (known also as 'Chewie' in Bay Area sailing circles) had noticed it, a half-completed project left abandoned five years ago in RYC's dry storage yard. Someone had done the brutal job of fairing the hull — it only lacked paint — with its gear stored meticulously inside. It even had a working outboard.

In October 2007, Tina handed over \$800 to the Richmond Yacht Club Foundation and walked away with her first boat — one that she would race the heck out of for six years. She named it *Fjording*, and immediately started work — dropping the mast and making fiberglass repairs, as well as cleaning and painting. Lundh splashed the boat for the first time in spring 2008 and began regularly racing the Corinthian Yacht Club beer can series.

"Every Friday night I'd take the boat from Brickyard Cove across to CYC, then back after racing," Lundh reminisced fondly. "I really just raced, raced and raced it — every race I could do. I had initially

continued on outside column of next sightings page

seagoing novels

Indeed, *Baltic Mission* is the seventh in the Drinkwater series, first published in 1988. It appears here by virtue of a second printing and re-release. This book finds the good captain and *HMS Antigone* ordered on a secret mission to the Baltic, even as Napoleon's grip continues to reach across Europe.

Waypoints to a New Life (Peter Newton, \$9.99) — We knew we were going to like this book — subtitled *Learning to Sail at Fifty* — from the second page of the preface. Newton, a Bay Area psychologist, had spent seven years writing a book about Sigmund Freud, tracing the life of the famous Austrian to age 46. The logical thing to do was follow that with another tome. Newton considered



We will never get bored of seeing a Cal 20 rail-down on the Bay. Clockwise from main spread: 'Fjording' doing the business; 'Fjording'/'First Rodeo' on Raccoon Strait; Anya Bandt takes the baton of ownership; yet another iteration of crew learn the ropes on a trusty steed.

— continued

the possibilities: "Upon completion, I could look forward to higher cholesterol, further inflammation of tendons, critical acclaim if I succeeded, the contempt of colleagues if I failed, arguments with people who held personal grudges against a dead man who listened carefully to patients and created a theory of the mind, a hat full of coins, the hatred of employers, and old age.

"Instead, I set about to learn how to sail."

We don't normally enjoy the sameness of learning-to-sail books, which is why we really like this one. It's not the same as others. Newton is a superb writer with a great sense

continued in middle column of next sightings page



COURTESY ANYA BANDT



sisterhood — continued

learned to sail and race on lots of different boats out of San Francisco Yacht Club, but had been told if I really wanted to learn how to sail, I should learn on a small boat. It was the perfect learning vessel, and I learned the responsibility of skippering a boat. I sailed it to pieces."

Lundh always flew a spinnaker and typically sailed with just one crew, enjoying the bond that developed with just one other person and sharing the close connection with the water on a smaller boat. "It's very different from sailing big boats. It's a different dynamic, and communication tends to be better on small boats," she commented.

Six years later, moving on to motherhood and other sailing adventures, Lundh donated *Fjording* to the Belvedere Cove Foundation in 2013. Her friend Stephanie Stroub purchased the boat, as she'd just found an available slip after a nine-year wait.

For Stephanie, a relative beginner, the Cal 20 was — as all the first-time owners would find — the perfect entrée into boat ownership. She changed its name to *First Rodeo*. "Starting small and simple worked for me because it's a lot to take on," Stroub said. "It's a great boat to learn on; I wanted to learn the semantics of racing and what it means to skipper your own boat."

Stroub raced *First Rodeo* solidly for five years, until she found herself sailing more with her husband Steve on his Santa Cruz 37, *Tiburón*. "He was too big to race with me on the Cal 20, so I was spending more time on his boat and *First Rodeo* got a little neglected. She wasn't getting the love she deserved."

Stroub's opportunity to pass the baton came over breakfast at SFYC one morning. She met Anya Bandt, a newbie sailor who had that morning been walking the club docks with a friend, learning about boats. Bandt was interested. "We sat across from Stephanie at breakfast and I told her that I'd love to get a little boat that I could handle," Bandt noted. "Stephanie immediately said, 'I have a boat, I'll give you my boat.' My response was, 'Yes, please, I would love to have your boat.' I couldn't believe it!"

Sitting across the table was Chris Lacey, who owns Blue Water Yacht Harbor in Sausalito. He jumped into the conversation, telling Bandt that he had a slip available. The entire transaction took some 15 minutes, though it was sight-unseen as Bandt had yet to see the boat. They all walked down the dock, and there she was, the Cal 20 now known as *First Rodeo*.

The boat had been dry-stored, but Bandt wanted to keep it in a slip, so she took it to Spaulding Marine Center to be checked out and have some work done: bottom paint, brightwork repairs and new cushions. Anya's also been learning the boat, and getting comfortable sailing it in breezy Bay conditions.

"It has no rails and heels a lot, which can be unnerving for me," said Bandt. "I'm still learning and making mistakes. It seems I forget the knowledge I have and sometimes go into a state of terror out there! There are lessons learned every time I take her out."

While Bandt initially thought she'd race her new boat, for now she's focusing on becoming a more skilled sailor, practicing her driving and trimming. "It's a little boat, easy to handle. She has most every line that you would see on a big boat, yet is a lot easier to maneuver and dock, etc.," Bandt explained. "It's also very affordable with a small boat — slip fees, some cleaning and insurance."

One humble Cal 20 has made a world of difference to these three sailors, providing a safe haven for them to advance their skills — and, all the while, have an absolute blast doing so.

"It's a super-special little boat," Tina Lundh concurred. "When I first saw it, Chewie said, 'This boat has a really good vibe; it's really happy!' The more I sailed it, the more I realized it was a happy boat. It had been sitting there all those years just waiting for somebody to take it and do something with it."

— michelle slade

auntie eve completes the loop

When singlehander Eve Wilhite made landfall in the Marquesas on May 1, it was definitely cause for celebration. Not only had she single-handed her 53-ft ketch *Auntie* 4,000 miles nonstop from Panama, but she had closed the loop on a 5.5-year solo circumnavigation — west-about via the Cape of Good Hope and the Panama Canal — that began at Nuku Hiva's Taiohae Bay on Christmas Day 2014.

Although the Monterey, CA-based sailor is certainly proud of her accomplishments, these days she's reveling in the luxury of having no schedule to keep or expectations to live up to. Since returning to Taiohae Bay, she's made a boatload of new friends, and she's diligently worked

to improve her French, studied up on Marquesan history, gotten an ankle tattoo, and begun taking ukulele lessons from one of the local masters.

It's probably fair to say that the seeds of Eve's globetrotting adventures were planted back in high school. She and some girlfriends went to Hawaii for spring break, and Eve decided to stay. "My schoolteacher parents were devastated," she recalls with a mischievous smile. But hey, it was the late '60s, an era when every teenage kid seemed to be bursting with wanderlust.

Eve eventually returned home and got into the rapidly expanding wine biz in Carmel

and Monterey. But despite her success — and easy access to rich pinot noirs and chardonnays that "smelled like bananas" — she eventually decided to go back to school with hopes of living up to her "full potential." That urge paid off big time, as the science degree she earned from UC San Diego led to a career in the oil biz, which eventually financed the purchase and upgrade of *Auntie*, plus the expenses of her lap around the planet.

Nineteen years ago, before Eve was an accomplished bluewater sailor or competent singlehander, she bought *Auntie* in Ventura after learning that this stout Van de Stadt 53 design was an offshore classic. In 1978, New Zealander Naomi James had sailed sistership *Express Crusader* into the annals of sports history as the first woman to circumnavigate alone via the Great Capes.

Launched in 1970, *Auntie* was in pretty rough shape when Eve bought her in 1991. But she knew the big ketch was a proven offshore thoroughbred worth refitting. Tapping into organizational skills gleaned from her working life, she divided the many upgrade projects into categories: "I hired out some jobs that were outside my skill set, and those that required specialized tools. But with installations of gear I would later have to maintain, I worked alongside a hired pro and learned from him." As you can imagine, hands-on maintenance ability paid off countless times during the trip.

Eve developed her love of cruising back in the '70s, when she explored Mexican waters with friends, the old-fashioned way. "It was much more difficult to cruise on a sailboat, so there were a lot fewer people out doing it. You had to navigate with a sextant, nobody had refrigeration, and nobody had even heard of watermakers. But it was a blast." It was crewing on a trip from Cape Town to Grenada in 2008, though, that really stoked Eve's passion for offshore voyaging. She loved sailing far offshore under the moon and stars.

As she now recalls, "I had always wanted to circumnavigate, but in

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These days, one of Auntie Eve's priorities is learning to play the hand-carved Marquesan ukulele that she bought recently from a master craftsman and instructor.

seagoing novels

of humor, and it comes through on almost every page.

Terribilita (Ben Wycoff Shore, \$13.99) — This is a rollicking historical novel centered around the youngest member of a prominent Italian family, separated from his loved ones by duty and war in the second half of the 19th century. Except for the fact that young Lucca Ferrando spends several impressionable years aboard an old trading schooner, this book has zero to do about sailing, and we're not sure why a publisher would even have sent us a copy. That said, by the time we realized that, we were too engaged to put it down.

—jr



Inset and spread: Although launched 50 years ago, 'Auntie' is still in great shape — just like her owner Eve, who proves that cruising keeps you young and fit.

ALL PHOTOS LATITUDE / ANDY

— continued



LATITUDE / JR

auntie eve — continued

my mind it was always with a partner." But finding a perfect partner with similar ambitions isn't easy, so Eve eventually decided to go it alone — although she made countless friends along the way.

Her route through Polynesia, to New Zealand, across the top of Australia, to Réunion Island, around the bottom of Madagascar and South Africa and up to the Caribbean, had countless highs and lows, of course. But near the end of her journey a series of challenges brought her to her knees with fear and frustration. In March, after clearing out of Panama, her steering gear failed on the way out to the nearby Las Perlas Islands. It wasn't until she arrived back at a marina in Panama that she learned the country had just closed its borders and businesses had gone into COVID-19 lockdown.

Being the self-reliant singlehander that she is, she made repairs, bolstered her courage, and headed offshore — initially unsure if French Polynesia would allow her to make landfall. But, as you can see, it all worked out. Who knows? Maybe she'll even write a uke tune about it.

— andy



SIGHTINGS

marking the summer sailstice

One of the great challenges we've faced since starting Summer Sailstice 20 years ago has been finding time to practice what we preach! We always managed to fit in a sail, but, for many years, much of our Sailstice activities involved setting up shoreside hosting, rather than actually being on the water.

We all strain to find a silver lining in the pandemic. One that arose for us, with social gatherings canceled, was the ability to spend our entire Saturday sailing with our daughters Sarah and Hannah. Typically, they've also been pitching in with T-shirt sales and other event logistics, but this year, we headed out for a full day on the Bay. In past years, we've also used the event to launch a summer Delta Doo Dah, but this time it was simple, pure Bay sailing.

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Clockwise from top left: The Arndt daughters (from left) Sarah and Hannah on the mothership 'Summer Sailstice'; select parts of the Bay required two reefs; Jack and Sonya on the Passport 42 'Gemini'; Blake Weirs makes a sailing escape; an Amel powers through fresh breeze; Raccoon Strait offered mellow sailing.



ALL PHOTOS LATITUDE / JOHN



sailstice — continued

As we mention in *The Perfect Daysail* on page 58 of this issue, there is a method to sailing San Francisco Bay, and we followed it in the loosest way possible, because we also combined our daysail with the YRA Summer Sailstice Treasure Hunt. This offered participants the chance to win a few YRA goodies by posting a special hashtag to Instagram. Prizes included free entry in the rescheduled-for-fall Great Vallejo Race, or a 2021 PHRF certificate. While it wasn't as busy as racing, the course we took in order to get most of the photos turned out to be an energetic 31-mile tour sailing through almost all the varying conditions the Bay has to offer.

We went out on Saturday, June 20, which was the actual summer solstice this year, instead of its usual date of the 21st. San Francisco Bay served up its typical brisk and frothy stuff in the Central Bay, but other corners of it were far more benign. And, with our daughters along, it made for a dual Father's Day/Sailstice celebration.

The extended tour took us from Tiburon to the Cityfront, out the Golden Gate, back down the Cityfront where we jibed around a group of Knarrs out practicing for future racing, under the Bay Bridge, and back up the Cityfront before returning to Tiburon.

Luckily, we thought to reef before leaving the dock. Sailors reported gusty, fresh winds of 28 knots in the middle of the Bay with the fog a continuing threat to the mostly blue skies. The edges of the Bay were treated to clearer skies and gentler breezes, with the most comfortable conditions in the South Bay and Raccoon Strait. We're sure the Oakland Estuary had warm, flat-water sailing as well. As always, you could choose the conditions to suit your taste. In Richmond, windsurfers ripped it up off Point Isabel, while many from the ILCA Dinghy (aka Laser) fleet tested their stamina sailing in the North Bay. We chose to sample it all with our rail-down charge out under the Gate in the morning and to the South Bay for a warm, comfortable lunch cruise to McCovey Cove.

Our goal for Summer Sailstice has always been to 'simply' get the whole world sailing 'together' on the first weekend of summer, wherever they are in whatever they have. It remains surprising how many people find something better to do on the first day of summer. At the same time, if you visit the Summer Sailstice map online at www.summersailstice.com/events-map, you'll see thousands of sailors from across the US and around the globe who 'joined us' for a sail. In a more normal year it would include regattas, yacht club and cruising fleet association raft-ups, and community sailing center open houses. This year it was largely individual boats and families. Sailors can be as different as their boats, but, for one weekend, at the start of every summer, it just feels right that we should all sail together.

With the passing of the solstice, it is now officially summer. The breeze is up, the days are long, and we're all finding ways to do more sailing. It's not a 'typical' summer and everything about life is not as easy, but the relief from our landbound restrictions is always worth the effort. Sailing is touted as a family activity, and this summer may be the best time ever to reconnect with that heritage.

There are fewer than 360 days until the next Summer Sailstice on June 19-20, 2021. Mark your calendar; we'll see you out there.

— john

short sightings

A Shortage of Hoists in the East Bay, at Least for Now — As part of its ongoing development and adherence to its master plan, Alameda Marina decommissioned its last working hoist on June 15. A new boat-hoist platform is scheduled to be built in conjunction with a new seawall and dry storage area, which the marina said will not likely be completed until the end of 2021.

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short sightings

A spokesperson for the marina said they estimated that "approximately 50 tenants used the hoist on an infrequent basis." A few local sailors told us that the loss of access is difficult, but that they're rolling with the punches.

The spokesperson for the marina told *Latitude* that because electrical infrastructure supplying the hoist is disconnected, and due to planned shoreline repairs, a temporary power solution for the hoist is not a feasible alternative. (The marina said their two-ton crane was decommissioned in May 2016 due to structural issues.)

"Our boat is there, and we have not found another place to put it. Our boat is trapped — it makes sailing more difficult for us," said Dave Wilhite, who has a Corsair trimaran at Alameda Marina's dry storage, and is a former community liaison for Alameda Marina. "But I know those guys, and support their process to move forward."

After years of negotiations, several marine businesses have recently vacated Alameda Marina. (Please see page 68 for the story about Island Yacht Club.) Some former tenants told us that they felt their expectations about being able to remain at the marina had not been met. "Every tenant on the property has been on a month-to-month tenancy for many years and is aware of the timeline," the Alameda Marina spokesperson told us. "Marina ownership has regularly met with all tenants and each was provided notice of the timing per the approved master plan schedule. The ownership has worked diligently with each tenant over a period of several years to anticipate the future of the Marina and continues to maintain open lines of communication and notify tenants as new information arises."

Steve Bayles has kept his J/24 in the Alameda Marina dry storage since the early 1980s, but recently moved to Treasure Island Sailing Center. "It's a big disappointment for many of us who had our boats in dry storage and have very few alternatives," Bayles told us. "It's becoming tougher and tougher to sail in the Estuary. There are very few places that have hoists available. Alameda Marina had a long-standing fleet of dry storage boats; we no longer have a group that sails in the Estuary on Wednesday and Friday nights. You really miss having that group of folks."

Wilhite told us that such disagreements between developers and tenants is part of the normal course of doing business, but that the larger issue is far deeper than storage and hoists, and speaks to the fundamental economies of recreational sailing. "The first thing that needs to happen is we need to rebuild the middle class. That was a basic function of Svendsen's [which Alameda Marina purchased] and Island Yacht Club," Wilhite said, adding, "How do you have an economic model around a customer that's not there?"

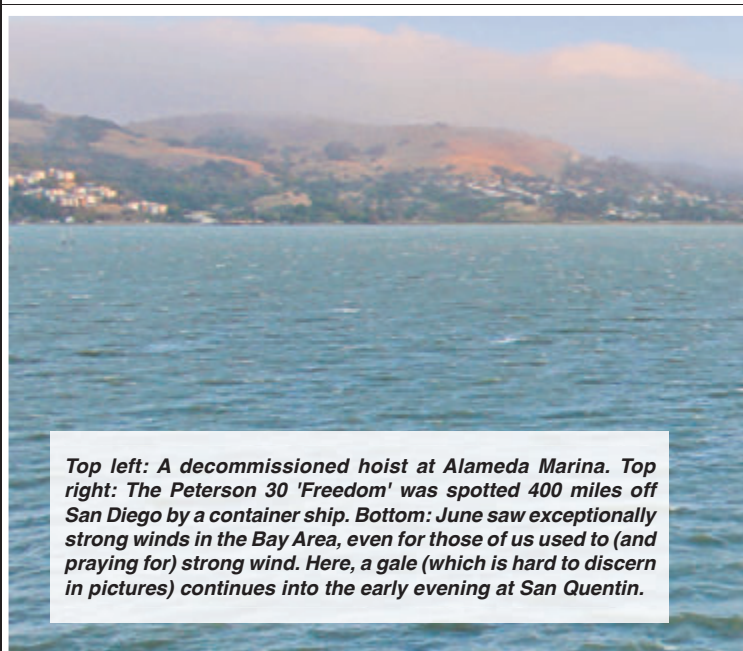
Container Ship Spots Well-Known and Much-Speculated-Over Abandoned Sailboat off San Diego — In mid-June, mariners aboard a container ship spotted a small sailboat bobbing at sea — the sails shredded and hanging over the side, and not a soul aboard — about 400 miles west of San Diego.

The vessel, later identified by *Latitude Nation* as the Peterson 30 *Freedom*, was abandoned on May 20 after its three crew were rescued by a Coast Guard helicopter. En route to Pillar Point, the crew of *Freedom* hit bad weather, and eventually lost their engine and steering. "It was so dark out that I couldn't see the boat, even while wearing night vision goggles, until we were right on top of it," Petty

Officer Steve King, the rescue swimmer aboard the Coast Guard helicopter, said of the May rescue in a press release. "It was really great that they had flares."

After we published a story on June 17 in *Lectronic Latitude*, there was much speculation as to the make of the attractive, wooden *Freedom*. Bay Area circumnavigating master Skip Allan mistook the boat for a Tom Wylie one-design class, of which only two were built. They're commonly referred to as the Gemini Twins.

"[They] once made the cover of *Wooden Boat* magazine," said Allan, who helped build the twins. He later corrected



Top left: A decommissioned hoist at Alameda Marina. **Top right:** The Peterson 30 'Freedom' was spotted 400 miles off San Diego by a container ship. **Bottom:** June saw exceptionally strong winds in the Bay Area, even for those of us used to (and praying for) strong wind. Here, a gale (which is hard to discern in pictures) continues into the early evening at San Quentin.

shorties — continued

himself, identifying the boat as a Peterson 30.

Solo Ocean Rower Found Dead Off Hawaii — Sixty-year-old Angela Madsen was going for an ocean-rowing record when she set sail from Marina del Rey in April for Honolulu. Madsen, a US Marine veteran and paraplegic, was attempting to become the oldest woman, and first openly gay athlete, to row alone from California to Hawaii. Madsen's body was found "tethered to her boat at 22.5°N 134.6 °W [about 1,000 miles from Hawaii]," Lia Ditton, a Bay Area-based ocean rower who is currently attempting a similar

California-to-Hawaii ocean-rowing route, posted on her Instagram. "To receive this news, while trying to cross the same body of water, has left me with few words."

Breaking News: Summers in the Bay Area Are Windy. Really Windy — The wind has been nuking here on the Bay for what feels like almost all of June. No, this is not exactly unusual (or breaking news), but the relentlessness and back-to-back-to-back nature of the gales have some of us big-wind aficionados praying for a mellow 5-knot day.

— *latitude*



US COAST GUARD



LATITUDE / TIM

GUIDE TO



There is method to the devine madness of sailing San Francisco Bay. One way to learn it is to throw the sails up and blunder around for about five years until you figure it out. This can be fun if you are young and looking for thrills. However, for those of a more mature or efficient nature, there is a better way, and you're holding it in your hands. It is a grand tour of the Bay, done in style and comfort. We call it *The Perfect Daysail*, and what you're reading is an updated version of a 2007 guide by the same name.

Start anywhere east of Alcatraz at about 11 a.m., at which time the fog is beginning to burn off and a light breeze is filling in. From Alcatraz, you're going to be sailing *counterclockwise* around the Bay. Begin your grand tour along the backside of Angel Island and up Raccoon Strait. (If there's a strong flood in the Strait, you may need to motor through this part.)

Once around Belvedere Point, you can reach off toward Richardson Bay and the Sausalito waterfront. (You *do* have a chart aboard, right? Or a chartplotter? Or an app on your phone?) If you bear way off to hug the west shore of Belvedere, be careful not to stray past Cone Rock, or you'll run aground. The Sausalito side of Richardson Bay is dotted with everything from floating trash to megayachts, and is worth a pass. Stay in the channel though, as the northeast side is shallow and the bottom is riddled with debris.

Sailing back out the Sausalito Channel, hug the shoreline and enjoy the Mediterranean look of southern Sausalito. Generally, the closer you stay to this shore, the flukier the wind — until you get to Hurricane Gulch. It's not marked on the charts, but you'll know when you're there.

Once you round the corner at Yellow Bluff, you'll have little Horseshoe Cove on your right and the magnificent Golden Gate in full view ahead. If the conditions are right (slack water or a moderate flood), you might want to slip under the most famous bridge in the world and enjoy the unspoiled scenery of the Marin Headlands. If you're on a small or slow boat, however, make sure you're not rocketing out on the start of an ebb or it will take you forever to get back in.

Now comes the best part: Turn around. If everything has gone as planned, you've gone as far to weather as you're going to. With the breeze approaching its maximum strength about 2-3 p.m., there's no better time to start reaching, running and enjoying the best sailing of the day.

Go ahead and cross over to the San Francisco side of the Bay. If you seized the day and sailed seaward as far as Point Bonita, aim for Mile Rock, then cruise along the Baker Beach shore (not too close) and aim for the red South Tower buoy. Don't take your eye off that buoy, because for a stationary object, it sure seems to get involved in

continued on page 62

If you're a sailor, it just doesn't get much better than San Francisco Bay in the summer.



GUIDE TO

Chill Pill

One thing about sailing on San Francisco Bay: It's cold. We don't care if it's 100 degrees in San Rafael, it will always be cold on the Bay. So you need to dress for the occasion, but leave the Levis at home. The correct method is 'layering' with synthetics, which not only insulate better, they wick moisture away from the skin, and can withstand light spray. (It feels like synthetics were just discovered when this was written.) So go for undergarments of polypropylene, then polyester, and a top layer of quality foul weather gear. Too warm? Peel a layer. Not warm enough? Add a layer. This isn't rocket science. As with most things, the more you spend on quality gear, the more comfortable and dry you will remain. We also strongly urge all boaters to wear flotation. If you fall in our cold local waters (which are always way colder than you think) without a lifejacket, all the layering in the world won't keep you from going hypothermic quickly.

Flat-Water Sailing

The main Bay offers great sailing, but you're going to get wet doing it. If you want some of the best flat-water, stay-dry (well, dryer anyway) sailing of your life, head down the Oakland/Alameda Estuary. Again, it's best to beat to windward early in the day, then downwind sail back, perhaps stopping at one of the many waterfront restaurants that have docks out front. (*)Short of being kidnapped by the Swedish Bikini Team, there is simply no better way to rejuvenate your soul after a tough day at the office — even if it was the unemployment office. (*Being written in 2007 by this magazine's old guard, we found a few anachronistic 'Latitude-isms'. We're not trying to be the PC police . . . But also, Lol.

Counterclockwise for Comfort

If your plan of the day calls for a grand tour of the Bay, always do it in a counterclockwise direction. It makes no difference if you start from the Estuary, Pier 39, Berkeley or Sausalito — and it's doubly applicable if you start in the afternoon rather than morning.

THE SLOT

San Francisco

Alcatraz

Sausalito

Richardson Bay

Hurricane Gulch

Belvedere Point

Tiburon

Raccoon Strait

Angel Island

Bay Bridge

Clipper Cove

Yerba Buena

Treasure Island

Oakland Estuary

Berkeley

That's Easy for You to Say

"If you can sail in San Francisco," the saying goes, "you can sail anywhere in the world." While that may be stretching the truth a bit, the reverse is certainly true: "You can sail anywhere in the world on San Francisco Bay." We're speaking figuratively, of course. Check it out:

Caribbean — Reaching back and forth behind the Tiburon Peninsula on a hot September afternoon feels an awful lot like the Caribbean.

Mediterranean — A few passes from Richardson Bay to Hurricane Gulch and back are just like the Med: There's either way too much wind or practically none, and it comes from all directions.

Roaring Forties — Sail out to the Farallones and back on one of those 40-knot days. Cape Horn will seem like a piece of cake.

South Pacific — Sail up to the Delta around July and you'll get a taste of what sailing the tradewinds is like. When the wind shuts off, you'll also get a good idea of what the South Pacific bugs and humidity are like.

BAY SAILING

Fogbound

One of the weather phenomena most associated with San Francisco is our famous fog. We once brought an out-of-towner to the Marin Headlands who was actually disappointed because he could see the Golden Gate.

A couple of things sailors should know about fog: 1) The classic Bay stuff comes through the Golden Gate and streams down the Slot toward Berkeley. It pretty much stays right there, so all you have to do to get out of it is sail perpendicular to the flow. 2) Even when the fog is in, you can sail most of the Bay in perfect visibility if you just avoid the Slot. In fact, one of the most spectacular sails you can ever make is in the early evening between sunny Sausalito and Angel Island as a thick carpet of fog streams over the Marin hills and through the Gate. "A true Kodak moment," as we said 13 years ago. Today, you should totally Instagram and #hashtag it.

San Rafael

China
Camp

Cruising

Whether you have a week or a weekend, there are plenty of cruising destinations in and around San Francisco Bay. For the weekenders: Angel Island, the Petaluma or Napa Rivers, or even across the Bay to the Oakland Estuary or Sausalito. For those with more time: the Delta, or perhaps out the Gate and south to Half Moon Bay, Santa Cruz or Monterey.

Richmond
Bridge

Red
Rock

The Delta

Richmond

Little/Big Boats

We hate to burst anyone's bubble, but in our opinion, boats under 20-feet are too small for sailing the open Bay (a 2007 opinion with which we still agree). There are exceptions, of course: notably organized races sailed by properly attired small-boat sailors with 'crash boats' hovering nearby.

On the other end of the scale, San Francisco is a vibrant maritime port, and all manner of commercial shipping comes in and out at all hours. The main thing to remember is that big ships *always* have the right of way. If one of them gives you more than four blasts on its horn, it means, "I don't understand what you're doing and it's worrying me." It's probably time to tack and go the other way. (These days, getting five horns might also earn you a bill from the Coast Guard for a few thousand dollars.)

Dreams and Nightmares

Two scenarios: 1) You want to introduce the man/woman (circle one) of your dreams to sailing; or 2) Your incredibly irritating mother-in-law has been whining for a year because you've never taken her sailing. Here's the best way to deal with them both. For the boy/girlfriend, follow the advice under 'Counterclockwise for Comfort,' ending with a quiet anchorage behind Angel Island. Break out some crackers, cheese and a bottle of vintage merlot and he/she will be putty in your hands.

Now for the mother-in-law. Leave Berkeley at 2 p.m. and head for the South Tower. Don't reef! Plan to be there at max ebb. Then reach back and forth across the Golden Gate until she begs for mercy. If that doesn't work, sail her out to the Potato Patch via scenic Point Bonita. When she feels the need to "call Ralph on the porcelain telephone," make sure she does so over the leeward side — just as you punch through another breaking wave. (No comment from 2020 'Latitude'.)

If you're somewhere between these two extremes, say out for an afternoon with the boys from work, or your daughter and a few of her friends, just take things slow and easy. One more thing: for any newcomers to the Bay, make it a point to sail under the Golden Gate. They'll remember it for a lifetime.

BAY SAILING GUIDE

a lot of 'collisions' with boats.

It's possible to sail between the South Tower and shore, if you know where the rocks are. If you don't, sail through the main span. And remember to give the South Tower Demon his due, and keep a wide berth as you pass. If you don't, he'll steal your wind, redouble it and throw it back at you, in which case you may find yourself momentarily heading straight for the tower's cement cofferdam.

Once back inside the Gate, the Wind Machine will probably be in high gear and whitecaps will ruffle the Bay. But you won't care, because you're sailing downwind at what should be close to hull speed. The proper etiquette is to wave and smile beatifically at the cold, wet sailors pounding upwind past you — and at the sailboarders and kiteboarders who, on weekends, will be whizzing by you like a swarm of angry killer bees. This part of The Perfect Daysail will afford you one of the great views of San Francisco (the place locals call "The City" and never "Frisco").

Want an interesting detour? Jibe out toward Alcatraz. Once you've checked

it out — no landings allowed for recreational boats — jibe back and jog over to Pier 39. Follow the curve of the shoreline around toward the Bay Bridge. The wind will usually drop quickly, giving you an easy and relatively warm sail while you enjoy the Manhattan-like skyline along the Embarcadero.

From here on, you have a number of options. You can power reach across the Slot to either the lee of Angel Island or the Tiburon Peninsula, where you can drop your hook for the afternoon or the whole evening and celebrate cheating death once again. Or you could slip around the backside of Yerba Buena and into Clipper Cove. If you're looking for a warm and gentle downwind run, keep right on going down the Oakland Estuary.

As you might have surmised by now, the secret to The Perfect Daysail is to get as far to weather as you're going to go before the wind really starts honking. (Most days, that's about 2 p.m., with max breeze around 4.) Remember to reef early and make sure your guests are dressed warmly; terrorizing chilly friends by sailing rail-down for extended periods is the fastest way to become a singlehander.

The modern *Latitude* collective wants to add the eastern corners of the Bay to The Perfect Daysail. Tight reaching/ beating past Angel Island toward the Richmond/San Rafael Bay Bridge also offers thrills, views, splashes, and peeling/adding layers. The water between Corte Madera and the bridge can get downright ugly (confused chop coming from all directions), and passing under the Bridge, especially during an ebb, can be a delicate act of threading the needle.

Once in San Rafael Bay, the water is usually flatter, and China Camp is another tight reach/beat. Or sail around the East Brother Light Station and wave at the bed-and-breakfasters, before trying to punch through to San Pablo Bay (if the ebb's a factor; the flood will flush you through in an instant). Anchoring at China Camp and sailing San Pablo Bay, which is lightly populated compared with the Central Bay, has been described as "feeling like you're sailing in Montana."

Careful, things get shallow quickly in this part of the Bay, especially in the San Rafael Canal, but like all sailing, plan ahead, be smart, and have the time of your life.

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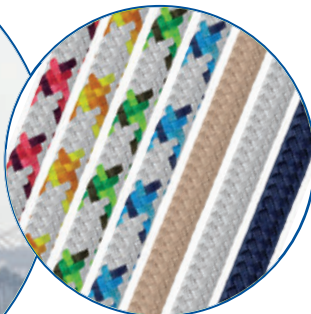
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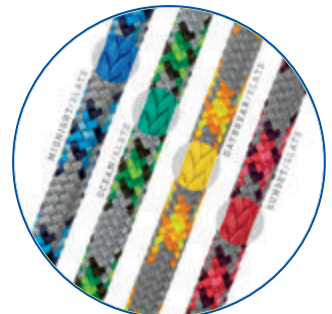
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WEDNESDAYS

All sailors are familiar with 'Wet Wednesdays' — those mid-week, low-key bashes around the cans after work, followed by refreshments and burgers at the host club.

Brothers Peter and Michael Schmale also go sailing on Wednesdays — every Wednesday, year-round, weather per-



JOHN SKORIAK

Above: Michael and Peter Schmale. Below: Classic shot of a classic boat — 'Patita II' sails under the Golden Gate.

mitting — but there's no competition involved. There are the same feelings of calm and decompression from the rigors of the day, and avoiding the crowds of the weekends is nice. But aboard *Patita II*, the Farallone Clipper that's been an integral part of their family for the last 46 years, there's a bit more existential stuff going on, too: camaraderie with family and friends; the carrying on of a family tradition; a weekly bit of celebration for both the Clipper class and all wooden boats; and no small measure of homage to their father, Richard, who bought the boat way back in 1974.

Patita's story, and that of her sisterships, begins 80 years ago when happy days were indeed here again. In 1940, the Great Depression was finally over, and Franklin Roosevelt was elected to an unprecedented third term. Although the clouds of war darkened horizons both east and west, optimism in America was running high.

A few local Bay sailors were in particularly high spirits in the summer of '40 as a new class of racing yachts made its debut. Strong one-design fleets like the 23-ft Bear, 25-ft Golden Gate and 30-ft Bird Boat classes had been active on the Bay

for years. But a couple of sailing doctors, Jesse Carr and Ed Bruck, were thinking it was time for a class of bigger boats that could both race and be big enough to offer comfortable accommodations on cruises to the Delta. As part of the deal with the Stephens Brothers Yard in Stockton — on tap to build the boats — Drs. Carr and Bruck convinced several colleagues at UCSF Medical Center to commit to five hulls, and the Farallone Clipper was born. A sixth boat went to Theo and Barre Stephens themselves.

All six were launched within weeks of each other in the summer of 1940. Hull #1 went to Dr. Carr. Somewhat incongruously, he named her *Patita II*. The first *Patita* was a smaller yacht with an upturned stern, which reminded him of a *patita* — a little duck.

Based on a stretched version of the S&S-designed 35-ft Weekender sloop, the new boats proved more than worthy of their new 'Clipper' moniker — they were sturdy, swift, stable performers both on and off the breeze.

Production of pleasure craft halted when America entered the war, and the Stephens Brothers Yard turned to making minesweepers and air-sea rescue boats. Things slowly returned to normal after 1945, although Farallone Clipper Hull #7, *VIP*, wasn't launched until 1949. By the time production ended in the early '60s with the launch of *Wendy Ann*, 19 Farallone Clippers had been built. As a class, the Clippers remained the premier 'big boat' one-design class until about the mid-'60s.

As the 1970s rolled around and newer, faster fiberglass designs were taking over the racing scene, many of the aging warhorses of the Farallone Clipper fleet faded from the Bay. Dr. Carr himself had aged out, and *Patita* ended up sitting in her slip unattended for several years. When the boat was finally offered for sale, she was in pretty sorry condition.

That didn't dim the enthusiasm of Rich Schmale in the least.

Schmale's Bay Area roots run deep.



Yikes! Michael's wife, Sarah, peeks up through the bottom during the building of a new mast step a few years ago. Caring for old wooden boats is not for the faint of heart!



His grandmother came to the City on a clipper ship: New York to Panama, across the Isthmus by mules, then another clipper to San Francisco. If you're old enough, and his last name rings a bell — yes, the Jack Schmale who wrote the boating column for the *San Francisco Chronicle* for almost two decades was Rich's brother. Plus their twin siblings, Win (Winifred) and Lyle, both sailed on *Patita* as teenagers. Plus his 20-something sons, Peter and Michael, couldn't wait to sail something more exciting than *Fairwind*, the old 26-ft, 1920s cutter that *Patita* would be replacing. Plus the Schmale family knew the Carrs personally from years of attending the same church.

We're not going so far as to say the purchase of *Patita II* by Rich Schmale and sons was foreordained — but the deal certainly had Dr. Carr's blessing from the get-go. Knowing the boat needed lots of work, he made Rich a deal he couldn't refuse, and Peter threw in a few bucks of his own to make it happen. By fall of 1974, *Patita II* had an enthusiastic set of new caretakers.

The Schmales' first order of business was to address the long list of issues noted on the survey. That work took place



PETER LYONS



'Patita II' was the only Farallone Clipper launched with a light-blue hull. The boat has retained the color through all of her repaintings.

at Anderson's Boatyard in Sausalito (site of the present-day KKMI's Sausalito yard). Among many other projects, Peter and Michael worked alongside shipwright Eric Nilson to replace a total of 19 cracked or rotted frames. These were individually cut (not bent) to shape, and installed three at a time on one side, then the other, back and forth until all were in place.

The main reason for the big refit was the big plan for the big cruise south. In fall of 1975, 24-year-old Peter and 26-year-old Michael sailed *Patita* out the Golden Gate and turned left. What followed lingers in memory as both the best of times, and the worst of times, they shared on the boat.

"Sailing south for months, stopping in sweet harbors, many with miles of deserted beaches — it was like living in a dream," remembers Michael. "We spent a week in Acapulco at the new yacht club, and some time in Puerto Escondido long before it had piers, landings or paved streets. Anchored off Chiapas one calm, windless evening, the fragrance of tropical vegetation and sweet flowers filled the

air. The sounds of the jungle were so clear that you could hear cries of night birds, the twitter of monkeys, and an occasional low roar of a jaguar."

And always it was south, ever farther south, under winged-out twin genoas. By the six-month mark, and now with some equally adventurous girls aboard, the guys had decided to keep going, and even had their papers in order for entering Costa Rica.

That plan, and that summer of 1976,

by a Mexican shrimp boat — and down came the mast.

With the anchorage roly and the broken spar threatening to hole the hull, there was nothing for it but to cut the rig loose, then get someplace safe to properly assess the situation. *Patita* had a small gas engine, but it didn't have the power or the range to get them very far. So they negotiated with the crew of the shrimper to tow *Patita* to Salina Cruz — in exchange for Peter and Michael *not* reporting the collision to authorities.

The story gets better (or worse, depending on your viewpoint). In Salina Cruz, the crew of shrimp boat #1 — the one that hit and then towed them — helped arrange shrimp boat #2, which agreed to tow *Patita* to Acapulco — this time in exchange for the dinghy's Evinrude outboard and a CB radio. When the deal was sealed, they rigged a towline through the bow chocks and around the Clipper's substantial Samson post, and took off.

The arrangement was, "Not over 10 knots, *por favor*," and everything went OK at first. But when night fell, with about a 5-foot sea running, the Mexicans started speeding up. To 12 knots. Then 15. Finally at about 18 knots, the towline parted. When shrimper #2 pulled alongside to rerig another towline, the two boats hit hard, fracturing numerous frames on the sailboat's starboard side.

Patita arrived in Acapulco looking like she had lost a bare-knuckle brawl with a typhoon. Peter and Michael were definitely done with Mexican shrimp boats, but in one of those serendipitous meetings com-

While most Farallone Clippers were built with mahogany planks over oak frames, the Schmales believe 'Patita's' hull is fir. Work done during a recent haulout included installing a new stem and yet more frame sistering.



came to a screeching, splintering halt one early morning near the Guatemala border when the anchored sloop was clobbered

mon among cruisers, the brothers ran into a couple who had bought a boat in Greece and were taking it home to Prince

JOHN SKORIAK

PHOTOS COURTESY PETER SCHMALE

Rupert Island. They agreed to tow *Patita*, at reasonable speed, to Manzanillo, asking only to split the cost of diesel, which the guys were more than happy to do.

From Manzanillo, *Patita* completed the trip back to the Bay Area as deck cargo on a Norwegian freighter. As a sort of final insult, when a crane unloaded the boat on her hastily made cradle onto a commercial pier near the present-day ballpark, Peter and Michael weren't allowed on board until Customs had run a dog through the boat. "I guess they just wanted to make sure this wasn't an elaborate trick to smuggle drugs," Peter laughs.

Things started looking up again after the boat went to Hank Easom's Sausalito yard for repairs. Sometime back in the '50s, the Farallone Clipper fleet had approved conversion of the boats from their original fractional rigs to masthead sloops, allowing them to fly larger spinners and hopefully be more competitive in ocean racing. Though several owners made the switch, it was not cheap or simple, as it required replacing the original mast with a slightly shorter, but stouter, spar. Hank happened to know a guy who had done the conversion, and was able



COURTESY PETER SCHMALE

An easy reach on a deserted Bay. Wednesdays never looked so good as they do from the deck of 'Patita.'

to score the old mast for *Patita*. It wasn't in the best of shape, but the price was right and the brothers made it serviceable enough to last a few years before a new one was built.

At the urging of other Clipper owners, the Schmales did do a little racing with *Patita* early on. But having to arrange the same guys aboard every weekend and beating the crap out of the boat just didn't seem like that much fun. At some point so long ago that neither Michael nor Peter remembers the exact year, *Patita* went on permanent sabbatical from racing.

That's about the time the every-Wednesday cruises started, and all the many memories those have brought over the last 30-some years: sails with dad Rich (and occasionally Peg, their mom) and other members of the extended family; sails with friends new and old; sails with clients (both brothers are retired insurance brokers and the boat was a great icebreaker) . . .

"We've easily taken 1,000 people out on that boat over the years," says Peter. "There have been scores of first dates on *Patita*. I even met my future wife on the boat."

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And there have been other mini cruises and memories. "We've sailed through a pod of whales off Santa Barbara. A sea full of dolphins tail-walking and showing off around the boat. Moonlight sails on the Bay with gaslights glowing below. My daughter when she was a little girl, standing on the boom (in a lifejacket and harness), holding onto the reef lines and just loving it. The memories blend into each other and are endless."

Also endless is the upkeep. This was particularly expensive and time-consuming in the early years. Most of the postwar Clippers were built with bronze or stainless hardware. While *Patita's* planks are fastened with the same bronze screws, a fair bit of the hardware in the early boats was galvanized steel. That led to rust issues, unsightly weeping and occasional ugly seam separations. Peter and Michael chased those things for years. When replacement became the only option, they opted to have problem

areas rebuilt using stainless or bronze. One example is the weldment under the mast step that spreads out the loads of the rig. In *Patita*, this was steel and the galvanizing was long gone by the time the Schmales got the boat. When they finally had the bucks to replace it, it was with a larger, bronze weldment that spanned even more frames.

As all wooden boat owners already know and most of the rest of you probably suspect, this sort of specialized work — not to mention just regular yearly maintenance — does not come cheap. "If I told you how much money we've spent on this boat over the years, you'd probably think we were crazy," says Peter. That said, neither one of them has any regrets about any of it.

"What it really boils down to is we're two ordinary guys with an extraordinary love for an old boat," says Peter. "Especially me. I love sailing this boat and I love working on this boat. I had a high-stress career, and just going down to the boat and putting around after work made the stress disappear."

Peter is now 68 and brother Michael, 70. While there are still lots of Wednesdays left, Peter admits to occasionally worrying about the boat's next chapter, whenever that happens. None of his or Michael's grown children are interested in taking over the boat, nor are any nephews, nieces or in-laws.

But there's plenty of time to contemplate those things. For the foreseeable future, the brothers look forward to celebrating 50 years of ownership in 2024. And between now and then, many more Wednesdays with *Patita*.

— latitude/jr



Peter's daughter, Erika, still enjoys sailing with the old man.

COURTESY PETER SCHMALE

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EIGHT BELLS

ALL PHOTOS ROS DE VRIES EXCEPT AS NOTED

I live in the Mission District of San Francisco. Due to a concentration of rental properties and working-class residents, the proximity to the City, and an influx of highly paid workers, the Mission has developed a lively activist scene whose mother cause is affordable housing and the fight against gentrification.

Now, if you've found housing that's affordable and secure, there's little incentive to take upon yourself the activist mantle. "I don't believe in gentrification," a sailing buddy told me once. "We all just exist together, right?"

Like this buddy, it is certain that many yacht club members — the majority being older, white and educated — have never been threatened by gentrification. They are, after all, the gentry. But privately owned waterfront land is desirable and in limited supply. With only four yacht clubs in the Bay Area holding their own titles, it's inevitable that property developers would find a yacht club or two standing between them and their next 'community' of sleek waterfront condos.

And they have. Treasure Island Yacht Club was displaced for two years. They returned to TI, but may have to move again at the end of 2020. Presidio YC faces an uncertain future. And Island YC — well, you'll see.

Svend Svendsen understood how quickly it could all go south. Born in 1936, he grew up in Denmark under direct military occupation by the Nazis, from 1943 until Allied victory in 1945. During that time, Svendsen delivered messages for the Danish underground,

which would have forced him at a young age to take neither safety nor security for granted.

Skipping many years ahead, Svendsen established a large boat yard on Clement Street in Alameda. Apart from the boat works (which still exists, albeit in Point Richmond), the Alameda Marina was home to 80 maritime businesses, including a variety of boat riggers, naval architects and sailmakers. The first American to complete the Vendée Globe, Bruce Schwab, worked for Svendsen there.

And then there was a boating club, my club, Island YC. An all-volunteer-run effort, we hosted weekly sailboat races, the Women's Sailing Seminar, and a crabfeed that would sell out every year. At times, we were lousy with politics and infighting, but somehow we always made it back to the slip with all crew accounted for.

IYC was a club where the treasurer/quartermaster — a local, enigmatic liveaboard — would hole up in the

Left: Trevor prepares for the crab feed in March 2020. Right: the hungry diners.

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Svendsen's Boat Works in Alameda Marina, with IYC's clubhouse in the foreground.

clubhouse for two days straight, mopping floors, chopping greens and setting tables in preparation for a member dinner.

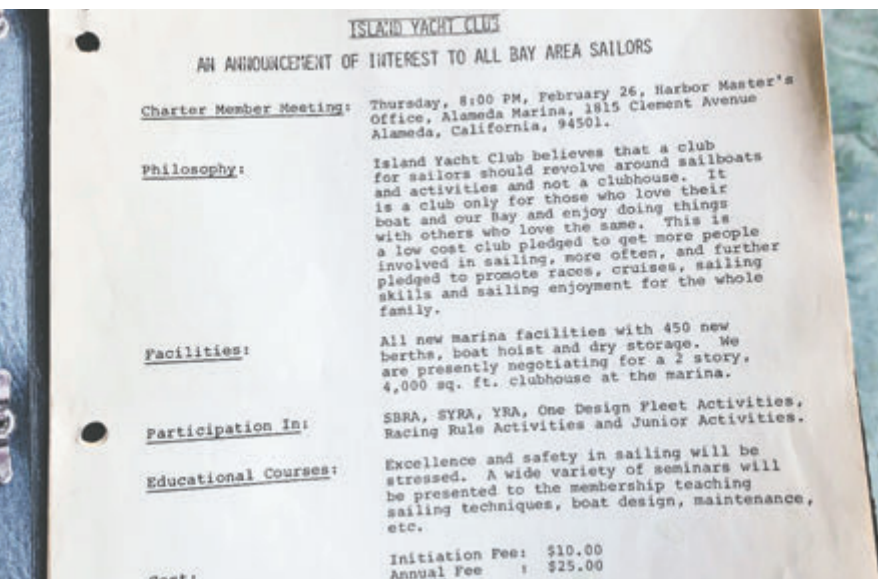
A club where — not knowing any better — I introduced myself quickly to the Estuary racing circuit by flapping around a red protest flag, before my boat had even left the slip. The race committee laughed about it for weeks.

A club where we unfurled the spinnaker during a (unbeknownst to me) white-sails race — and it all got put down to antics. Goodness, did I learn a lot that season!

While I jest at my own expense, we do have a lot of very talented sailors: Paul Mueller, an 80-something-year-old Long Islander who reliably smokes us in his Mercury. George Lythcott, a skipper



FOR ISLAND YACHT CLUB?



The Island Yacht Club charter, dated February 26, 1970. The club's annual dues were \$25.

for multiple Singlehanded Transpacific races. A small but certain group of Friday night racers. A passionate subset of Santana 22 enthusiasts.

At the end of each race, we'd roll into the clubhouse with the jocularly of a college kickball team. Most Americans (and others, for that matter) may well imagine that yacht club membership comes with a white turtleneck, blue blazer and pocket kerchief, but for IYC, nothing was further from the truth.

My husband and I are proud to be labeled "swamp sailors" by shinier kin.

Almost everyone at IYC had grown up sailing — and even when economic opportunity served or failed them in adult life, IYC was the club they could afford to actively race in. The old guys almost always wore beat-up racing swag — typically, a Great Pumpkin Regatta shirt from '08, paired with old Nikes.

My husband and I, both relative newcomers to the club, are proud to be labeled Estuary "swamp sailors" by our shinier kin at Richmond YC. I feel it is progressive to promote a humbler view of sailing: a view in which a couple of dumb kids can push a club boat out of the slip on a Friday evening and be moved by the fiery glow of sunset over the City. We didn't need to be Silicon Valley millionaires. A few knots of breeze, some beers, and we were fine.

For us, this was the golden age of sailing. And all it cost was IYC's dues, or roughly \$1.50 a day.

On May 27, 2013, Svend Svendsen died after a long battle against cancer.

In September 2018, the Alameda City Council unanimously accepted a proposal to redevelop the 44-acre boatyard to feature 760 units of housing, alongside some maritime businesses.

Now, we all knew after the proposal went through that our time on Alameda Marina was eventually going to come to a close. In the Bay Area, where discussions over environmental impacts and community appeasement often last for years or decades, what was truly surprising was how quickly it all came together.

The honest, albeit naive, opinion was that we'd have a runway of three to five years following the 2018 approval, during which time we'd find a home.

Then we got the eviction notice on New Year's Day, 2020. We'd have to be out by April. The supposed runway went from three years to three months.

Despite being a longtime tenant, IYC was entitled to nothing. There was nothing in the Alameda Marina Master Plan about maintaining a long-standing club for both new and existing Alameda residents. And even if we were invited to come back, where would we live in the interim?

The result, of course, was our club officers looking into — then nixing — some rather creative opportunities, including: the

John and Esther talk tactics on 'Island Girl', IYC's own Santana 22, in February 2020.

conversion of a houseboat down in Oyster Point (too much money and work to fix up), cohabiting with a sailing school (drinking around kids — nope), and even reviving an abandoned ketch in Oakland Marina (too much dry rot).

As the social media flag-bearer for the club, I fielded curiosity and suggestions, almost all unsolicited. The majority of offers were genuine and kind (with particular thanks to TIYC), but some verged on predatory. "Would it be good, you know, if you transferred your membership to our vastly more expensive club? After all, we are in the neighborhood. Let your commodore know."

Preliminary excavation by the developer in November 2019. The crocodiles are a typical Chris gag.



ISLAND YACHT CLUB

The lure of someone else's clubhouse, with weekend brunches and speaker series events, is appealing. But Commodore Chris Nicholas would chide us for even suggesting a merger. He'd ask, is it worth giving up our identity for that?

After the coronavirus pandemic gave us a momentary, albeit ineffectual, stay, we had to be out of the club by June. While we took inventory of 50 years of club possessions, the developer scooped up the land, unearthing a soggy foundation of rotting wooden piles, the remains of a maritime history before ours. I felt there was a poetic side to this. Prior to 2017, one could assume that IYC would sail on forever. But indeed, our keel was gone. And with it, our static stability.

The last few days of the club were spent as cheerfully and productively as could be mustered during a pandemic. Being at IYC felt like eight bells to a beloved old uncle, with people coming and going to pay their respects — not to mention stuffing all kinds of gear into boxes, while sneaking much of it to their homes or to the trash. The sunny weather and mid-70s temperatures made for an at-

mosphere of cautious relaxation, with almost everyone taking their masks off while outdoors. And of course, there was a night or two when it was determined that the best way to dispose of the club bar was to pour round after round of "honor" drinks. Not one volunteer grumbled about the labor, but a fair few were nowhere to be seen until late the following day.

Fifty years of club history — towering regatta trophies, plaques for consecutive wins of the Opening Day on the Bay boat parade, photo books from the Women's Sailing Seminar, Nautical Ladder mats and knickknacks — got loaded into a truck, its home for now being a shipping container in Fairfax.

The squeaky front door was closed. The club boats convalesce in their slips. Our members dial in to weekly Zoom meetings, waiting out the pandemic, waiting for what's next. Waiting feels like all in these doldrum days. But if you ask



'Latitude 38' exists to help sailors, as always.

Commodore Chris, he'll tell you with a smile as warm as summer on Huntington Lake: "We'll be back on the water soon! Race committee can still take their spot on the end of the dock. After, we can all head to Boathouse Tavern, and it will be sweet!" Then, as always, "Man, I just want to sail."

Chris is 100% correct. Perhaps not about drinking at Boathouse Tavern, or even sailing this season. But the one thing he wanted to save, well, he's got it. Yes, we still have our identity.

— **ros de vries**

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LOCAL DINE-OUT

BOTH PHOTOS BROTZEIT LOKAL GERMAN RESTAURANT



Left and above: The Brotzeit is a casual German-American eatery and bar with communal tables, counter seats, and a waterfront beer garden.

We're just itching to go cruising, and we'd love to combine this saltwater wanderlust with some fine cuisine when we get where we're going — but we gotta stay local. We're fantasizing here . . .

Our exotic harbor will be located within walking distance, say three city blocks, of at least one interesting café. The eateries will be affordable, because 2020 has been — well, just because. Our chartplotter won't need that expensive Navionics

chart card for the US West Coast and Hawaii either, since our target cruising grounds will cover only a triangle roughly between Monterey, Inverness and Stockton. We'll be strictly local: cellphone navigation, not Iridium GO! this summer.

With that plan in mind we put out the call in June to *Latitude Nation*, including harbormasters of our favorite marinas in San Francisco Bay, Monterey Bay and the Delta. We profiled a local couple, Tony and Krista Graniere, who sail their Cheoy

Lee 38 on the Bay and own the Brotzeit Lokal German Restaurant and Waterfront Biergarten in Oakland. They're open outdoors and ready to welcome people for drinks and food. Tony mentioned they have a 45-ft guest slip and some smaller berths out front, all available on a first-come, first-served basis.

Then we got lots of great suggestions that we're going to share here. We'll start with what our readers recommend, and also hear from the marina operators. And we know that space is limited, so we'll continue our tour in the August issue of *Latitude*. Keep sending us your choices and we'll print as many as we have room for.

Lara's in Richmond Marina Bay is a great new restaurant with a restored boat dock in front.



LARA'S FINE DINING

Our Readers Send Their Favorites

Our friend Carliane Johnson (2018 Singlehanded Transpacific Race finisher in her Freedom 38, *Kyntanna*) tells us she has "always enjoyed dining at Le Garage in Sausalito after hanging off the buoy at Sausalito Yacht Club to listen to jazz in the park there."

Richard Jepsen wrote, "I know it is a bit too fancy, but one of our favorite trips is overnight to Horseshoe Cove and dinner at Murray Circle in Cavallo Point resort. Food is spectacular. Of course, a visit to the Presidio Yacht Club for a cocktail is in order!"

Gary Ryan recommends "Andy's Local Market at Loch Lomond, San Rafael. They have really good pizza and the breakfast burritos are also great." Santa Cruz 52 sailor Shana Bagley added, "In case any-

CRUISING DESTINATIONS



Above and right: Le Garage in Sausalito offers tantalizing French cuisine, indoor and alfresco dining, and a brunch menu on weekends.



BOTH PHOTOS LE GARAGE

one is worried about depth, we made it into the Loch Lomond Marina with a 9.2-ft draft and proper timing."



ANDY'S LOCAL MARKET

The sign says it all.

Marina Bay and Berkeley

We're glad to report that it seems everyone is open for business, as all the harbor masters we contacted affirmed that they have guest slips available, and are looking forward to greeting visiting sailors.

Steve Orosz, operator of Richmond's Marina Bay Yacht Harbor, reports, "Yes, we are still offering guest berthing. The nearby restaurants are Ahn Restaurant & Bar, Assemble Restaurant, Babbaloo Café, and Lara's Fine Dining. The Study Wine Bar is only offering curbside pickup now. Golden Gate Meat Company is a little farther away (walk or bike), and a new burger takeout option is available.

Armistice Brewery is also a bit of a hike or bike away. They're a local brewery; food has been food trucks in the past. They're doing curbside pickup last I checked. We are also in talks with a food-truck group to bring food trucks on the weekend to the marina. Once the details are finalized we will pass along the details."

Reader David Westcott is a fan of Lara's, and he texted: "Lara's Fine Dining opened in January in the same spot previously occupied by Salute restaurant in Richmond Marina Bay. Not only is the new restaurant great, but Lara restored the boat dock in front of the restaurant. That must have cost a pretty penny. Let's help make it pay by sailing there!"

Nearby Berkeley Marina has guest slips for \$1 per foot, and you need current registration, insurance and photo ID, according to Sean Crothers, the waterfront supervisor there. "Skates on the Bay and Hana Japan are open for takeout," he wrote.

Heading for the Delta

Delta restaurants are awakening. *Latitude 38's* Delta Doodette Christine Weaver reports, "Some venues are currently (as of mid-June) open for takeout only, but more

Delta-area restaurants are opening up for outdoor dining and/or dine-in service almost on a daily basis. Days and hours may be limited. For these reasons, be sure to check with your desired destination first to avoid disappointment."

The Delta Doo Dah has just posted a new web page listing Delta dining destinations with nearby docking. Check it out at www.deltadoodah.com/dining.html.

As you're getting ready to pass under the Carquinez Bridge, a left turn up the Napa River takes you to the friendly Vallejo Yacht Club and the City of Vallejo Marina next door. Racing sailors are sadly lamenting the postponed Vallejo Race, but the marina is open and offering guest dockage. The City of Vallejo's Marina Walker tells us, "There are two restaurants onsite, Zio Fraedo's and Sardine Can, which are both open. Also open a

Family owned and operated Zio Fraedo's, with gorgeous views of the water, has been voted Best Restaurant in Vallejo since 2012.



ZIO FRAEDO'S

LOCAL DINE-OUT

bit down the way at the Ferry Terminal is Mare Island Brewing Company." We've enjoyed breakfast at the Sardine Can,

only a short walk from the Vallejo Yacht Club harbor.

Santa Cruz Harbor is part of the Monterey Bay National Marine Sanctuary, the largest marine sanctuary in the United States.



TOM BURDEN

Santa Cruz Harbor

Monterey Bay offers three enticing harbors, each with its own unique character: Santa Cruz, Moss Landing and Monterey. We recently highlighted the attractions of the Moss Landing Harbor, in the June 1 edition of *'Electronic Latitude*. Getting to Monterey Bay from San Francisco Bay poses real bluewater sailing challenges, as the stretch of ocean in between features frequent summer gales, fog and commercial shipping. However, for the properly prepared ocean vessel, the experience of sailing down the San Mateo County coast can be spectacular.

Whale watching by itself often makes this voyage a family vacation to remember. This place has become a magnet for marine mammals of all kinds, and, while sailing our plastic classic 40-footer on Monterey Bay, we've rarely been disappointed. In the past five years, we've seen humpbacks, Risso's dolphins, orcas and a mola mola — just a vibrant profusion of aquatic life.

Santa Cruz Harbor is a warm, sheltered oasis. Outside on Monterey Bay you'll typically see 18-23 knots of wind be-

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CRUISING DESTINATIONS

ginning at noon or just before. The harbor entrance does shoal up, in the winter especially, and you can check the soundings on the Port District's website. They have guest slips available, according to the Santa Cruz Port District's Renee Ghisletta. As for the dining attractions, let's just say the eating is as good as the surfing.

The Crow's Nest, located on the east side at the harbor mouth, is famous, excellent and crowded. Next door is Java Junction, with coffee, tea and sandwiches. The fuel dock, launching ramp and the Port District office are all located nearby. On the same side of the harbor at the opposite end is Johnny's Harborside Cafe. The Third Street Bridge divides the Upper Harbor, where you'll find smaller sailboats and powerboats, from the Lower Harbor, with the larger sail and commercial fishing boats. On the west side you'll find Aldo's Restaurant, as well as the friendly Santa Cruz Yacht Club located up on the hillside. You can sail in their Wednesday night beer can race, with its rabbit start and no finish line.

That's all we have room for this month, though we plan to bring you more next

month. We haven't covered the City and Pier 1½ or any of the other San Francisco marinas or the Peninsula. Then there's Sam's in Tiburon.

See our entire list of dock-in dining at www.latitude38.com/boat-in-dining.

We also suggest you make calls in advance to check for changes. And, most importantly, what more do our readers have to suggest? Email us at editorial@latitude38.com.

— tom burden

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"I need two more inches! Just two more inches!"

I looked back at the cockpit, but there was no one there. I was pushing as hard as I could on the spinnaker pole, trying to complete a singlehanded end-for-end jibe from starboard pole to port. The new afterguy on the port side was just a little too tight for me to push the pole out far enough to snap the inboard end to the mast ring.

I've been doing a fair amount of singlehanded sailing these days, mostly in the mornings before the wind really comes up. But this time I felt daring, so I set the chute singlehanded on my way back to the marina. This was my first attempt at singlehanded spinnaker, and everything was going fine until my first singlehanded spinnaker jibe.

To run back to the cockpit and ease the port afterguy, I had to let go of the pole, but the spinnaker was luffing on the new point of sail and I couldn't let the loose pole flop around with it. The autopilot seemed to have turned the boat a lot more to port than I expected after just two presses of the "minus ten degrees" button.

With no other option, I pulled the pole back inboard so I could release the outboard end from the afterguy, clipped it to a lifeline wire to keep at least one end under control, and let the spinnaker flog while I dashed to the cockpit to add the required slack to the afterguy.

But I was brought up short by my harness tether, having forgotten that I had gone forward on the starboard side of the boat, crossed in front of the mast during the jibe, and tried to come aft on the port side. The tether was fast on the starboard jackline with not nearly enough slack to reach the cockpit via the port side. This was not a good place to be tangled up. On this course I was headed for one of the breakwaters outside the harbor, and if the jibe wasn't finished one way or another, I'd be on the rocks.

That's when my cellphone rang.

"I'm supposed to be working from home," I reminded myself. "Have to pick up."

Flogging spinnaker can wait, and damn the rocks. I dug out the phone and answered in my best professional business voice, struggling to breathe normally.

"Yo Max!" It was Lee Helm on the line. "Is that like, your spinnaker flogging out there in the Bay? I can see it from the harbor entrance."

"Oh it's you. Can't talk now, got my

hands full, gotta run."

"I'm just inside the breakwater in a Canoe Club outrigger. See you soon if you're on your way in . . ."

I stashed the phone before Lee's sentence was finished, and did something I promised myself I would never do: I unhooked my end of the tether from my harness so I could get back to the cockpit without retracing my steps around the mast. I ran aft, jumped into the cockpit, eased a few inches of afterguy, then sprinted back to the mast. I hooked the pole end back to the afterguy, muscled it out against the drag and shaking of the flogging spinnaker, and finally clipped it to the mast ring. "Made!" I shouted back to the empty cockpit, then ran aft again to bear off about 15 degrees to make the spinnaker happy and avoid the breakwater.

No time to enjoy the ride, however. The harbor entrance was coming up and I was not up for sailing through the channel and into the harbor singlehanded under spinnaker.

The douse went much better than the jibe. With the autopilot steering a dead run, the loads were light enough so that after casting off the afterguy, I could easily gather the spinnaker with two hands while somehow finding a third hand with which to ease the halyard. Still, I breathed a big sigh of relief when it was all inboard. I started the engine, and once inside the marina I rounded up into the wind to drop the main, then motored back into my berth.

Lee was there waiting for me on the dock next to her outrigger canoe, with an accusing look that required an explanation for my sloppy spinnaker work.

"I was sailing at an apparent wind angle of 170 or 175 on starboard," I said, "so I hit the buttons to change course 20 degrees to port. I don't know how I ended up on such a hot reach."

"Vectors!" she answered. "If your boat speed on a run is about equal to the apparent wind speed, then the vector diagram is an isosceles triangle and the apparent wind-shift angle will be double the course-change angle."

"Really?"

"For sure," she said as she started to draw the vector diagram with a marking pen on the dock, but I waved her off. "That's why some racers prefer to check wind direction on a dead run. It's like, more than twice as sensitive as a wind check by luffing up."

"So my apparent wind really shifted by 40 degrees when I asked the autopilot



ALL PHOTOS MAX EBB

for a 20 degree turn?"

"Most likely. It put you on a hot reach on port pole."

"And then I didn't have enough slack in the new afterguy," I confessed.

"You need to mark your sheets," Lee scolded. "The 'all-the-way-out' position is where the shackle can just reach the forestay. That's usually just enough to let the pole fit between the mast and the sail, and also a good setting for a floater set, when you want the chute to fill without a pole. Floater sets are cool. It's the fastest way to get the chute drawing, and you do the pole last, so you don't have to decide which jibe you're going to end up on till after the set."

"And then finally," I confessed further, "when I tried to run back to ease the port afterguy, I got my tether wrapped around the mast. That's when you called."

"Awesome!" said Lee. "But like, that's why I don't like jacklines for inshore singlehandeding."

"What would you use instead?" I asked. "I sure don't want to be unhooked when I'm alone."

"I go for a long tether attached on deck right at the mast. Should be just long enough to reach the transom, although that's more important for guys. I can get to all of the foredeck and most of the

THE SOUND OF SAILING



Dockline rigged as an emergency one-step boarding ladder. The step height should be about at the waterline when in use.

cabin without unhooking, and it only loses a little bit of length if I go forward on one side of the mast and, like, come back on the other side. If I go overboard, I'll drag alongside the quarter where the freeboard is lowest and I have a reboarding rope I can use to help climb back on the boat."

"Reboarding rope?"

"It's just a dockline. Goes from the stern cleat to the toe rail or a stanchion about six feet forward, with just enough slack so the bight forms a step, like, right about at waterline height."

"Sounds like that would only work on a small boat, where a person dragging through the water will slow the boat enough to make reboarding possible."

"I guess. On a big boat with an autopilot you'll want some way to ease sheets or disable the pilot to make the boat heave to. That's not always possible, so for singlehanding on the Bay the most important piece of safety gear is a waterproof VHF radio attached to your PFD."

Just then another outrigger canoe came around the corner into the fairway that leads to my berth.

"There you are!" said the young man

paddling.

Lee waved back at him. "Max, this is one of my friends from the university, and a new member of the canoe club."

Traditional outboard rudders have a notch and some scrollwork to make a good boarding step. It's not just decorative.



"Please come aboard for a snack," I invited Lee and her friend. "I have some fancy pastries, but I was too busy to deal with them on the water."

Lee's canoe was taking up most of the available dock space, so when her friend came to a stop a few feet off my beam, I tossed him the end of a spinnaker sheet so he could pull his boat alongside mine. He leaned out to catch it, and a second later the outrigger was upside-down and he was underwater.

"These things like, never capsize to port," Lee explained as her friend bobbed to the surface. "The port side has the ama, the outrigger. But the carbon ama is so light that it hardly does anything to prevent a huli to starboard." And then, in a stage whisper for my ears only, "He's kind of a klutz."

"How do I get back on the boat?" he gasped from the water.

"I'll get the boat right-side up for you," said Lee. "You can just climb out onto the dock. Don't let the paddle drift away."

But climbing out proved to be difficult. The guy lacked the necessary combination of strength and agility. And in all fairness, the dock freeboard was pretty high with no place to get a foothold.

"Should I rig a stern line as a boarding step?" I asked.

"Even better, use that boat's rudder!" Lee called to her friend before I had a chance to offer any further assistance. She was pointing to an old double-ender with an outboard rudder. "It's got the traditional notch in the trailing edge. That's



Above left: Not all designers get this right. Some rudders have the notch way too high. Center: This rudder notch is too low. It's not very useful for climbing aboard, and bad hydrodynamics. Right: The best tiller-locking system. Don't skimp; get one for each side.

like, a perfect step for climbing aboard." "I always thought the rudder notch with the scrollwork was just a decorative feature," I said.

"Nope. It's got an important safety function," said Lee.

Sure enough, the hook in the rudder's trailing edge was a perfect boarding step, and the wet graduate student was on the dock soon enough.

"Remember that in a pinch you can also use the anti-cavitation plate on an outboard motor or stern drive, if you're inside a marina," Lee noted.

Lee and I deployed our N95s before she stepped aboard, but considering that one of my guests was dripping wet, as was his cloth face covering, I served the pastries in the cockpit with the capsize victim all the way at the downwind end. I also put up some hot chocolate and found a towel for him.

Lee, meanwhile, demonstrated how to rig the dockline to be ready as a reboarding aid. "It lies on deck while sailing, but if you're in the water you can reach up and pull it down, and your boarding step is ready to use."

Her friend, meanwhile, divulged that despite being a novice outrigger paddler, he had a fair amount of sailing experience, and suggested that having halyards and reef lines run aft to the cockpit was a great arrangement for singlehanded.

"I think that's, like, all wrong," argued Lee. "If you're singlehanded for real, you'll have some sort of self-steering, whether it's the autopilot or just the helm locked and the trim balanced for going to

windward. The real control station is up by the mast, where you can pull on sails and keep things untangled. It's easier to reef from the mast, and you have to be up front when you change headsails. When you see an ad that says 'all lines run aft for singlehanded' you can bet the seller never singlehanded very far or for very long."

"But Lee," I challenged. "You don't even have a boat. Where does all this singlehanded experience come from?"

I always thought the rudder notch with the scrollwork was just a decorative feature.

"Lots of two-handing," she said. "And like, on a long race when the off-watch is below, the strategy is pretty much the same as for one-handing."

"At least with two on board there's always a backup," I said.

"Know the 'tyranny of the helm' on a long race or crossing. I can make any boat steer upwind without an autopilot," she claimed, "as long as I have a good way to lock the helm. There are also some tricks: Trim the main a little soft and the jib a little too tight. That way if the boat heads up, the main will luff first and the weather helm diminishes, so the slight rudder deflection brings the boat back down to course. If the boat falls off, the main gets more power and brings it back up. But when the wind is up, it's

the change in heel angle that keeps the boat stable on course."

"Even on a fin keeler?" asked her wet colleague.

"For sure, except that on a modern boat it's hopeless unless the tiller is locked, and my favorite gadget for that is a keyhole socket in the coaming, into which you can snap the ball at the end of one of those adjustable twist-lock hiking sticks. Quick and easy, and, like, the best part is that if you have to steer for a minute to avoid a ship or some other inconvenience, the setting is preserved when you hook it back up. Don't skimp; you need one on each side."

"The biggest modification I made to cope with this unexpected singlehanded sailing season is the new self-tacking jib," I boasted. "Now it's fun to tack up a narrow channel, even when I'm alone."

"I see you went for a removable track," Lee observed.

"Right, it's full beam and curves way up at each end, to keep the trim and twist constant as the traveler moves. So I have to take it off, or at least flip it upside down, to make room for the big genoa when the wind is too light for the self-tacker. But that big jib stays in the bag for most of the summer."

Pastries and hot chocolate were enjoyed until the wet guy was starting to shiver, despite being wrapped in the big bath towel I'd loaned him. But I couldn't let them leave so fast.

"Help me flake my main," I said. "That's the one thing I can't do singlehanded."

— max ebb

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THE RACING

Racing, and just sailing, resumes in California. Reports here include **Going up the Country** (to Stockton), **Show n Go** (in Whiskeytown), **Dave Wall Inverted Start** (in Marina del Rey), **First Real Race** (in Richmond), **Breakout Series** (in San Pedro), and **Sail in Place** (in Santa Cruz). **Race Notes** are both copious and diverse.

Going up the Country

Ever since I heard a little ditty of the Canned Heat song, *Going up the Country*, with lyrics based on the Delta Ditch Run Regatta, I just knew I had to do that regatta. I remember dreaming about going over 10 knots with the spinnaker up and sunshine on my shoulders.

The course is simple: Start in San

— pretty much.

Some folks just can't take no for an answer; they just need Moore. It's not the Moore 24 boat, although it is legendary, it's the folks that sail them.

On a certain day in June, 10 Moores with crews of two to four folks gathered near Red Rock. Pretty soon spinnakers were up and bows were directed toward Stockton. Some Banditos were just disgruntled and didn't have the huevos and were concerned about Snafus for the predicted winds. Soon stereos were adjusted, fathometers were switched on, and boat speeds started reaching that magic Bo Derek, the perfect 10.

As the merry band slipped under the bridge, a local crack sailing couple led out toward the anchored Navy mothball fleet, and they and two others had their draft exceed the depth. They pulled off a Circus move that was worthy of the greatest show on Earth and barely lost their lead, while you would have needed a Mooretician to clean up the mess the other two yachts left.

Only one vessel carried a family of four, so when it comes to jibing with speeds now solidly in the teens, it gets busy for just two folks. Moores are old-school and require the foredeck monkey to pass the pole across the bow while the driver puts the tiller between the knees and manipulates the sheet, guy, twings, mainsheet, traveler and downhaul, and, yes, continues to pilot the vessel.

If mistakes are made, attention will be required to release the vang while the spinnaker pole turns into Moorigami around the shrouds. Wet Spots were left all over the course as the diminutive Fly-

ing Tigers wound their way upriver. These sailors just need Mas, and when left with opportunity to slip through New York Slough they take it.

There is so much Moore to love about this course, as songs about the river and life along the Delta can be observed through the bow-wave spray and sunscreen now running off your forehead into your eyes.

There are usually two places along this course that require the spinnaker to be doused and white sails set when the apparent wind just gets too far forward. This year, with gusts now solidly in the 30s, it was either shy kites or white sails or yard sales for those who just don't learn.

Photo boats caught some of the story. Stockton's fabled hospitality shone through the virus. That crack sailing couple showed their stern light to the fleet, and the family of four were next at the hoist. As the rest of the fleet slipped in, physical distance was challenging, with airborne high fives and kudos to your rivals.

Looking forward to when we can all go yachting again and all those flags and protests and colorful repartee that goes along with it. Until then, I guess we're just sailing.

— captain midnight, out

Show n Go in Whiskeytown

Shelter-in-place protocols forced Whiskeytown Sailing Club to cancel their usual Memorial Day Weekend Whiskeytown Regatta. The more DIY Show n Go took its place.

"Although the regatta has been canceled, we are going to race anyway," announced Mike Strahle in mid-May. "We will start racers at 12 noon Saturday and Sunday at the Brandy Creek Marina log boom, just beyond the boat launch. Each racing class must call the course, keep their own scores, and figure results. No skippers' meeting, no registration, no official race committee, no trophy ceremony, no camping. Race 2 will be around 2 p.m. both days. Afterward, the racers can grab a nice dinner in Redding, BBQ at the lake, or whatever."

The following week, Mike reported: "We had a great Show n Go Regatta at Whiskeytown Saturday and Sunday,

"The Open Keelboat Class fielded seven boats. First place went to Carl



The Moore 24 Delta Ditch Run Perpetual. Bill and Melinda Erkelens won the trophy last year with #11, 'Flying Circus'. After flying to Stockton at the head of 10 Moores on June 6, they posed with the trophy.

Francisco Bay near Red Rock and finish at the Stockton Sailing Club 70 miles upriver.

Over the years some marks have been added to keep the fleet outta trouble, as some mariners just need to be told where not to cut corners. Usually, more than 100 boats show up, split into all kinds of racing and cruising divisions.

This year's Ditch Run was canceled



LATITUDE / CHRIS

Spotted from the levee road behind Owl Harbor in Isleton, here come the leaders of the pack, twisting the day away in jibe after jibe up the San Joaquin River. It's Rufus Sjöberg's Melges 24 'Rufless2'.

Strahle on the Capri 25 *Touché*; second place to Dr. Rickey Martin on *Dream Boat*, a Hunter 23.5. In the Catalina 25 class, first place went to Greg Hackstaff; second place to Jim Milestone. The Centerboard Class went to junior skipper Grace Coe and Sidney Gotham on a Sunfish."

Looking ahead into July, Strahle advised us of another Show n Go Regatta at Whiskeytown, the Fourth of July Regatta on Saturday and Sunday: "Brandy Creek Marina area start at 12 noon, second race at 2 p.m. Each class keeps their own score, just show up and race, and then go to your camps. Yes, camping is now open at Whiskeytown. Trailer (self-contained) camping is also open, at Brandy Creek Marina — sweet! Free regatta registration, no group BBQ, no awards ceremony, just a chance *Latitude* might print results. Besides that, Show (up and race) n Go (party on your own). Then, send in your class results to racing@latitude38.com.

"See you there. Moore 24s? Lasers? Pelicans? Cats? Come on!"

— latitude/chris

Dave Wall Memorial Inverted Start

The Pacific Singlehanded Sailing Association's first summer race, Dave Wall #1/Inverted Start was a huge success. We had a record number of entries with more than 30 boats racing. Although there was a large spread of 1 hour and 16 minutes between the slowest and fastest starts, everyone converged well toward the finish.

There was a nice breeze of 10-12 knots on the way down to Redondo Beach, coming more from the west than usual, allowing downwind sails to be used very soon after the start. The wind quickly picked up after the rounding the King Harbor buoy rounding, and there were gusts reported up to 20 knots. Only a few seconds separated the fastest boats at the finish.

PSSA was very happy that many Marina del Rey racers from outside our club joined us. We (along with S.F. Bay's SSS) are the original social distancers, after all, and we love to share the love. We hope more will join us for our next race on July 11, Malibu and Return.

— margie woods

PSSA DAVE WALL MEMORIAL, 6/13

SINGLEHANDED — 1) **Distraction**, XP-44, Jeffrey Coyle; 2) **Twelve Bar Blues**, J/105, Chuck Spear; 3) **Velocity**, Hobie 33, Thomas Wilson. (11 boats)

DOUBLEHANDED — 1) **Cuchulainn**, J/105, Daniel Murphy/Rob Dekker; 2) **Zulu**, J/29, Caesar Berger/Ronald Agustsson; 3) **Virtu**, Jeanneau SunFast 3200, Peter Weisskopf/Chris Gately. (15 boats)

Full results at www.jibeset.net

For more racing news, subscribe to *Latitude* online at www.latitude38.com

June's racing stories included:

- Yacht Racing on the Horizon
- Update from the Richmond Riviera
- François Gabart and MACIF Part Ways
- Real, Actual, Sanctioned Racing Returns to the Bay Area
- YRA Racers on Summer Sailstice
- New Record in Transpac Tahiti Race
- The Latest Yacht Racing Updates
- Great News from the SSS
- Preview of July Races, and more.

THE RACING



First Real Race on S.F. Bay

Big breeze? No, but enough. Big competition? Sort of, with several professional sailors playing alongside the amateurs. Long, complicated course? No, actually a very simple, very short course. Coveted prizes? Nope, no prizes at all. Scores to brag about? No scores either. Epic party scene? No party of any kind. Delectable BBQ? Maybe some takeout pizza, that's about it.

So what made Richmond YC's Wednesday night beer can race on June 10 so damn thrilling? It was the first!

After being sidelined for three months, we got the thrill of a mass of boats on the starting line (spaced apart in four divisions), horns, flags, starboard-port crossings, a mark to round overlapped with other boats, a short finish line, wind in our hair, salt spray in our faces (um, actually no real spray, just tears of joy), and muscles flexing and working in ways our online yoga and Pilates classes just couldn't simulate.

After a month of planning and negotiations, official, permitted racing resumed on San Francisco Bay with RYC's beer can, followed by Benicia YC's the next night. The counties involved, Contra Costa and Solano, allowed rac-

Clockwise from top left: Wesley and Michaela Seifers ride the rail of dad Vaughn's 'Flying Tiger'; #71 rounds down and spills crew; 'Flying Circus' keeps control with white sails; #27 rounds up.

ing to resume before any other Bay Area counties. Very strict protocols had to be written into the Notices of Race. Crews had to go solo, or race with only household members — family or roomies. No pre-race in-person skippers' meetings or post-race gatherings allowed. RYC's clubhouse, for one, is still closed. We were surprised that the takeout joints in Point Richmond weren't swamped just before their closing times.

RYC's beer cans are usually super-informal, with one-man race committee Eric Arens walking the docks with a clipboard and a pencil to gather entries. This year, RYC was required to use a more formal registration system, in this case on Regatta Network. The Coast Guard only permitted the event for 30 boats. "We had 30 boats racing and 22 spectator boats following the racers," noted race chair Fred Paxton after June 10's first race. "Laura at YRA did all the heavy lifting," he added.

"It took the Coast Guard more than three weeks to activate a permit for Richmond YC and Benicia YC," explained Laura Muñoz, executive director of the YRA, in mid-June. "Altogether,

it took a month from when Contra Costa and Solano counties said yes to a permit being received by the YRA.

"I want to try to get ahead of that, and get permit requests filed sooner rather than later, so that when additional counties say OK, we don't have to wait an additional few weeks for the Coast Guard to process things on their end. I'd like the Coast Guard to have their piece ready to go, so we're just waiting on the county approval.

"I told race organizers to look and see what events in June and July they think they can run under their current county orders, and get me the revised NORs so I can start the Coast Guard paperwork and submit it. The NORs may need to be amended, and there's no guarantee that June races will happen, but if there's a chance, I want to be prepared."

As we were writing this story, a message arrived in our inbox from Corinthian in Tiburon — CYC had gotten a tentative go-ahead to start up their Friday night races on June 26. See www.cyc.org.

Any more beer can series starting



ALL PHOTOS LATITUDE / CHRIS

up? If so, let us know at racing@latitude38.com.

— latitude/chris

LAYC Breakout Series

On June 13, Los Angeles YC broke out of lockdown and broke open the ocean racing season with the first of four Breakout Series races. LAYC is located in San Pedro, and all four races for two classes start outside Los Angeles Harbor east of the Point Fermin Buoy and finish at Angel's Gate Light, at the entrance to Los Angeles Harbor.

For Race 1, the small class of four big boats sailed an 84.7-mile course around Santa Barbara Island. Neither of the two starters, the Andrews 63 *Medicine Man* and Santa Cruz 70 *Grand Illusion*, finished the race.

The larger class of smaller boats saw more success with a 52.2-mile course that sailed out to Catalina and back. Nine out of the 11 starters finished.

The first boat in, the Santa Cruz 52 *Vela*, finished at 18:31:49. The last boat, the Express 37 *Pazuzu*, came in at 22:47:10.

Race 4 on August 29 is expected to count as a Transpac Race qualifier. "There will only be one course for both classes to meet the required distance,"

On the evening of Wednesday, June 10, RYC ran the first 'real' race on San Francisco Bay since shelter-in-place took effect. Clockwise from top left: solo race volunteer Eric Arens; preparing to start; many boats sailed singlehanded, such as Tony Carr's 'Lois Lane'; others were sailed by couples such as Bob Walden and Lori Tewksbury on the latter's Express 27 'Hang 20'.

states the Sailing Instructions. "Starting near Point Fermin, leave Production Platform GINA to port, Anacapa Island to port, Santa Barbara Island to port, and return to finish at Angel's Gate." That's 150 miles of ocean sailing.

With May's California Offshore Race Week having been canceled, this will be an important opportunity for boats to qualify for next summer's race from L.A. to Honolulu.

See www.layc.org for more info and complete results from the two races in June.

— latitude/chris

Sail in Place in Santa Cruz

Everyone was itching to get out and race. The idea was to run a regatta that conformed to the shelter-in-place regulations. This meant a simple race sailable by a shorthanded crew and needing a minimum of committee volunteers.

Bob DeWitt stepped up as PRO at our last race committee meeting and suggested a pursuit race. No crowding of the line as boats start at different times, singly and in small groups, minimal

crowding at the marks, and easy scoring at the finish. The first boat wins!

Santa Cruz Harbor had just opened charter fishing with a social distance of 7 feet between anglers. As far as the county is concerned, yacht clubs are invisible, as they are not businesses per se. We figured following the rules for charters and whale watching on the signal boat would keep us safe from disease and the scrutiny of the authorities. Sanitize the surfaces, wear masks when in proximity, stay spread out on the boat, etc. We even have a laminated sign for the vessel like they do for restaurants, with all the stuff spelled out.

Our skippers' meeting was on Zoom the night before, and that worked out surprisingly well. Bruce and Billie Simpson were a husband-and-wife team on our RIB safety boat, and Peter Phelan went solo on another RIB for the Hobies.

Three divisions had a natural PHRF break at 99 for the two monohull fleets. Jib and Main boats got 12 seconds a mile, and a lot of shorthanded boats opted for that. The multihulls used the BAMA formula, and they got their own

THE RACING

division.

Conditions were sunny with 14-19 knots from the regulation 240 degrees here in Santa Cruz and a light-to-moderate chop. We had set all our racing marks recently, so the course was around fixed buoys — no mark-set boat needed. The Santana 22s started first, then some single boats and the Santa Cruz 27s, followed by the big boats. A group of Hobie Cats hit the line trapped out and flying a hull. The crew nearest the signal boat passed us whooping for joy.

The course was 5.5 miles in roughly a diamond shape. The winds were stronger out by the Mile Buoy, and one of the multis pitchpoled. The safety boat stood by while they righted and got back in the hunt. Some spinnakers were also lost, and a boom folded. No sailors were harmed in the making of this race.

Four of the multihulls passed everyone, and Adam Borchherding finished first. Santa Cruz 27 skipper Mark Voropayev and *Kasatka* led the monohulls in with a well-practiced crew. Brad Sampson of the J/120 *Hijinx* followed close behind to take first in the big boats.

Alas, there was no ceremony, as the club was still closed. The first three boats in each division got nice plaques, but no Dark 'n' Stormies. We'll have had a limited opening by the time you read this, and will be able to hand out the wine glasses.

The out-and-back Boreas Race with Elkhorn YC followed on June 27-28. Next up is a July 4 out-and-back with Monterey Peninsula YC. Online skippers' meetings and shoreside radio starts and finishes are the norm these days, but you can't keep us off the water.

A group of Moore 24 sailors put together an unofficial 'Pandemic Regatta'. Tuesday night racing is back in business, but isn't 'official' yet. No gathering at the Crow's Nest or backgammon on anyone's boats. The loss of our social component is still hard to take.

— stefan berlinski

SCYC SAIL IN PLACE REGATTA, 6/14

PHRF <99 — 1) *Hijinx*, J/120, Brad Sampson; 2) *Javelin*, J/105, Sergei Podshivalov; 3) *Pacific High*, SOB 30, Susie & Don Snyder. (8 boats)

PHRF ≥99 — 1) *Kasatka*, SC27, Mark Voropayev; 2) *Motley Crew*, J/70, Jim Crowley; 3) *Medusa*, SC27, Evan Diola. (18 boats)

MULTIHULL — 1) *Covfefe*, Hobie 16, Adam Borchherding; 2) Hobie 16, Dafna Brown; 3) Hobie 16, Ben Brown. (7 boats)

Full results at www.scyc.org



ABRAHAM ALARCON

Jim Price of the Catalina 38 'Sagittarius' around the Schuyler (windward) Mark in SCYC's Sail in Place Regatta on June 14.

Race Notes

Rob Schuyler, commodore of Santa Cruz YC in 2013, passed away on May 1, 2019. His death was unexpected — he suffered a massive stroke while out walking his dog. Rob raced Santa Cruz 27s to much success, including multiple national championships. Now SCYC has replaced their Wharf Mark with the **Schuyler Mark** in his honor.

The Yacht Racing Association of San Francisco Bay has moved their office. Starting on Monday, June 22, the **YRA's new address** is 500 First St., #200-E, Benicia, CA 94510. Their phone number (415-771-9500), email address (info@yra.org), fax number (415-276-2378) and website (www.yra.org) remain the same.

After a long, successful career competing in the Finn class, San Diegan **Caleb Paine** is ending his campaign for next year's Tokyo Olympics and turning his focus to next year's America's Cup.

Sailing the Finn, Paine won a bronze medal at the Rio 2016 Olympic Games. That accomplishment earned him the title of US Sailing's 2016 Rolex Yachtsman of the Year. Paine is also a five-time World Cup medalist and took the gold at the 2020 Hempel World Cup Series Miami.

He's now looking forward to a role with NYYC's American Magic team, a Challenger for the 36th America's Cup. He'll join his new teammates in Auckland. "The plan is to work hard, learn from an amazing group of sailors, and try to contribute any way I can to bringing the America's Cup home."

We profiled Caleb in the

July 2018 issue of *Latitude 38*.

The J/88 Class Association and St. Francis YC have determined, because of the varying levels of infection and disruption across the world, that the 2020 **J/88 North American Championship** scheduled for September 17-20 will be raced in 2021 as part of the 2021 Rolex Big Boat Series. (For instance, as of this writing, the US-Canada border was still closed.) The regional J/88 fleet does plan to race at the 2020 Rolex Big Boat Series, for their West Coast Championship.

"The regional fleet looks forward to the Rolex Big Boat Series each year, as it is known for great competition, camaraderie and an unbeatable venue," said class officer Gary Panariello of Sausalito. "In

Caleb Paine on the deck at Richmond YC, which he had recently joined, in spring 2018.

LATITUDE / CHRIS



IAN ROMAN

the current circumstances, participants from the North American fleet cannot fairly compete due to travel restrictions imposed by COVID-19. Postponing the North American Championship until 2021 is the right thing to do to make sure all competitors can compete safely."

See www.j88class.org and get BBS info at www.rolexbigboatseries.com.

By the time you read this, the Cortez Racing Association will have held three **Race Your Household** events. The first, on May 23, may have been the first sanctioned race in the San Diego area. (If we're wrong about that, shoot us an email at racing@latitude38.com.)

The CRA offers divisions for single-handed and doublehanded sailors, as well as crews of three or more. Among the rules for the (free) races: "All persons on board must be registered in the Re-



Four-time Congo Cup champ Ian Williams will have to wait until 2021 to defend his title.

gatta Network system for documentation of participation as a household." For the third race on June 20, organizers amended the Sailing Instructions to include spinnaker divisions. See www.cortezracing.com.

Long Beach YC had originally scheduled the 56th edition of the Grade 1 **Con-**

gressional Cup to be the opening event of the 2020 World Match Racing Tour season on April 29-May 3, 2020. Of course, that was not going to happen. Organizers canceled, then rescheduled the distinguished regatta for October. But that is not going to happen either. You and your family can go race around the cans now, but events that draw skippers from abroad — and would be meaningless without them — are just not

feasible this year. British skipper Ian Williams, the reigning champion, had planned to return to defend his title. LBYC's Grade 2 **Ficker Cup**, originally scheduled for April 24-26, is likewise canceled. The Long Beach stop of the **California Dreamin'** match race series moved from April 18-19 to October 3-4. See www.lbyc.org and www.thecongressionalcup.com.

— latitude/chris

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WORLD

If you think chartering a sailboat means flying on a plane to an exotic cruising destination, think again. You can stay on the ground and charter locally, right here on the Bay or the Delta for a day, a weekend, a week, or more. Don Durant of Club Nautique passes along some ideas and tips for chartering in the Delta.

Local Chartering — Doin' the Delta

Let's begin by eliminating the misconception that the Delta is too shallow for sailboats. We've been cruising in the Delta for decades, and *Eureka!*, our Jeanneau 49DS, draws more than 7 feet. So, with that myth set aside, let's plan a cruise!

I had fond but fuzzy memories of Delta cruises when I was a kid in the '50s aboard my parents' Stephens cabin cruiser, so when I had a family of my own and our own sailboat, my wife Judy and I planned our first Delta cruise. My childhood experience was distant and I didn't know whom to ask for advice, but I was an experienced sailor and former submarine navigator so I figured, "How hard can it be?" It turned out not to be hard at all, but, as with any cruise, planning improves performance. What follows is a guide for an introductory cruise based on my experience and mistakes (yes, I've made plenty).

Adopting a Mindset

For us, heading to the Delta on a sailboat is all about kicking back and leaving the hustle and bustle of daily life behind. We suggest a cruise of at least four days because it takes a day to get there and a day to get home. A week or

LATITUDE / JOHN



There's room for all sizes of boats, with warm, fresh-water swimming.

Go with an incoming tide and once you get past the Carquinez Bridge the Delta only gets warmer and more comfortable.

more would be even better.

There are many ways to enjoy the Delta. We love dropping the hook in a quiet anchorage (no jet skis!) and relaxing in the warm weather and relatively warm fresh water — sunning, swimming, snoozing, reading, and, best of all, turning off electronic links to home and work. Total immersion is highly recommended and a great way to relieve stress.

Choosing the Starting Date

If at all possible, begin your cruise on a day with an early-morning flood at the Golden Gate. For example, Saturday, July 18, would be a good day to begin a Delta cruise. At the Golden Gate, the slack before the flood is at 0720. The flood at Red Rock begins at about 0730 and builds to more than 1 knot. The really cool thing is that you can ride the flood all the way to your destination, so if your hull speed is 7 knots, you'll be making 8 knots or better over the

ground.

Conversely, if you started on the ebb earlier on the 18th, you would be bucking about a 2-knot ebb, reducing your over-the-ground speed to 5 knots. With planning, you're getting the benefit of about a 60% increase in speed. Note: The ebb is usually much stronger than the flood due to river runoff.

Choosing Your Destination

This is obviously personal, but I usually take advantage of riding the flood on day one to go as deep into the Delta as possible. We do our stops on the way back to the Bay because it's impossible to 'ride' the ebb all day. For our example cruise, we're going to set the west end of Potato Slough as our destination. It's popular with sailors, protected, and very unspoiled in feel, and has good holding in mud. If you forget something or need to pick someone up, civilization and



LATITUDE / JOHN

supplies are a quick dinghy ride away, about a mile west around the corner to the South Mokolumne River near the Highway 12 bridge.

Potato Slough is about 50 miles from Red Rock, so if we hop onto the flood current at Red Rock at 8 a.m., we'll likely be surveying the anchorage at Potato Slough for a good place to drop the hook by about 2:30 p.m., which leaves plenty of time to rig the boat for relaxation. By the time those tasks are completed, you'll want a swim to cool off before cocktail hour.

Using Your Engine

Usually when we start for the Delta in the morning there's no wind, so we're under power. At some point along the route the wind begins to fill in nicely, which makes for better speed, and it's pretty much reaching and running the entire way. And that means the wind will likely be on your nose at least until Point San Pablo on the way home. So abandon all sense of purity and power

home or be prepared for a very long slog with lots of tacking! Don't worry about the current. If you're doing the trip in one day, it will be mixed and there's no way to have it consistently work in your favor.

Help Is Available

If you don't want to go it alone for your first Delta cruise, check out *Latitude 38's* Delta Doo Dah. Club Nautique also offers Delta Dash training cruises and organizes flotillas to the Delta. Other charter clubs may have similar training and events. And if you don't own a boat, or yours just isn't what you have in mind for a Delta cruise, you can charter the perfect boat, sail or

power. There's no excuse for not going, so start planning your own Delta cruise! It's the perfect 'shelter in place' family staycation.

— don durant



LATITUDE / JOHN

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CHANGES

*While much of the U.S. will likely have opened back up by the time you read this, in much of the world, restrictions were still in place. Like Malaysia, where **Sonrisa** was quarantined to a group of uninhabited islands. Closer to home, cruisers **Wendy Hinman** and **Garth Wilcox** turned their shelter-in-place energy into restarting the build of their new boat. We also catch up with Part 2 of **Escapade's** second Med adventure, and **Galene's** crazy ping-pong around the Sea of Cortez to find the best place to ride out the pandemic — followed by a meticulously sanitized and socially-distanced locker full of **Cruise Notes**.*

Sonrisa — Valiant 40 Leslie and Andrew Godfrey Malaise In Malaysia Las Vegas

"Offshore Medical Kit, watermaker, 160-gallon tankage, Jordan series drogue, para sea anchor, storm sails, EPIRBs, liferaft, GPS chartplotters, back-up hand-held GPS, Bowditch on Navigation, a sextant, a kerosene oil lamp, foot-pedal pumps on the sinks, fishing gear,



Andrew and Leslie were prepared for anything — except a pandemic.

long-store food provisions, fast-dry epoxy resin that can kick submerged in water, bilge pumps, backup bilge pumps, enough dry beans and rice to feed a small army. . ."

It was February 2016. I stood on the dock in San Diego untangling the web of lines associated with the para sea anchor, wondering — heart in throat — what a disaster it would be if I ever had to deploy this thing. My mind ticked once more through the knickknacks and whatsits aboard *Sonrisa* that might someday allow our survival. I'm pretty sure we had all of them. And spares.

It had been 10 years to the month since we had decided to go cruising after crewing for friends on a Frostbite Series race on Utah's Great Salt Lake. Andrew and I had made a promise to each other that we would be here, in this place,

The motorsail from Sri Lanka to the Maldives turned out to be the calm before the COVID storm.

ready to cast off, on the anniversary of that first sail, February 28. And here we were! The shakedown runs were complete, provisioning done, all those spare parts ordered and stowed, all those books read, all that work and planning to get from there to here, finally done.

And never, not once in all of our wildest imaginations, did we consider that every nation along an entire year's passage plan might close to cruising sailors. Yet that is the circumstance in which we find ourselves today.

By January of this year, we had sailed 17,000 miles to find ourselves on the shores of Malaysia, ready to tackle the Indian Ocean. News of COVID-19 in China gave us pause. One of our cruising friends asked: "Is COVID something that might warrant changing your cruising plans?"

"You can always find a reason to delay crossing an ocean if you want one," Andrew replied.

With good weather and the right season nipping at our heels, we had to keep moving west or lose our window for the North Indian Ocean crossing for an entire year. At the time, it was hard to know how serious, contagious and widespread COVID-19 would turn out to be. So we hoisted anchor and sailed for 10 days to Sri Lanka. We explored Sri Lanka, keeping one eye on the news, growing more uneasy as cruise ships began being turned away from ports.

Eventually, our Sri Lanka tourist visas had run their course, and it was time to push west again. "Six days to the Maldives," I said aloud to my beloved Captain Andrew. "What are the chances they will turn us away?"

Upon reaching the Maldives, COVID-19 had spread from isolated pockets in China, Italy and Iran to countries all around the world. We breathed easier only once the Maldivian immigration and customs officials had put their final stamp on our entry documentation. States of emergency were being declared, and we watched the news over the next week as Malaysia, Thailand, Sri Lanka, the Maldives, Mauritius, Réunion, Madagascar, the



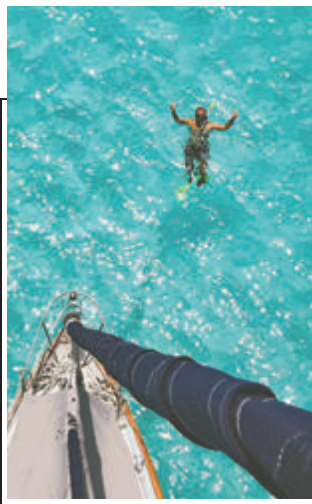
Seychelles, South Africa, India, Djibuti, Egypt, Indonesia, Australia, and many other nations around the world closed their borders, not just to incoming air travel or cruise ships, but also small sailing boats and cruising couples. We were boxed in all directions. That was the second week in March.

It is now early June. We've spent almost three full months quarantined aboard in various states of lockdown. We've made the most of it enjoying Innofinholu, one of a group of small uninhabited islands we were given access to, swimming and free diving in the clear water, fishing on one of the world's most fertile fishing grounds. We've had plenty of time to think. We've had many adventures in these last four years, but this geopolitical conundrum presents us with the most uncertainty we've experienced in the course of seizing this dream. It has stopped us in place. For circumnavigating sailors always west-



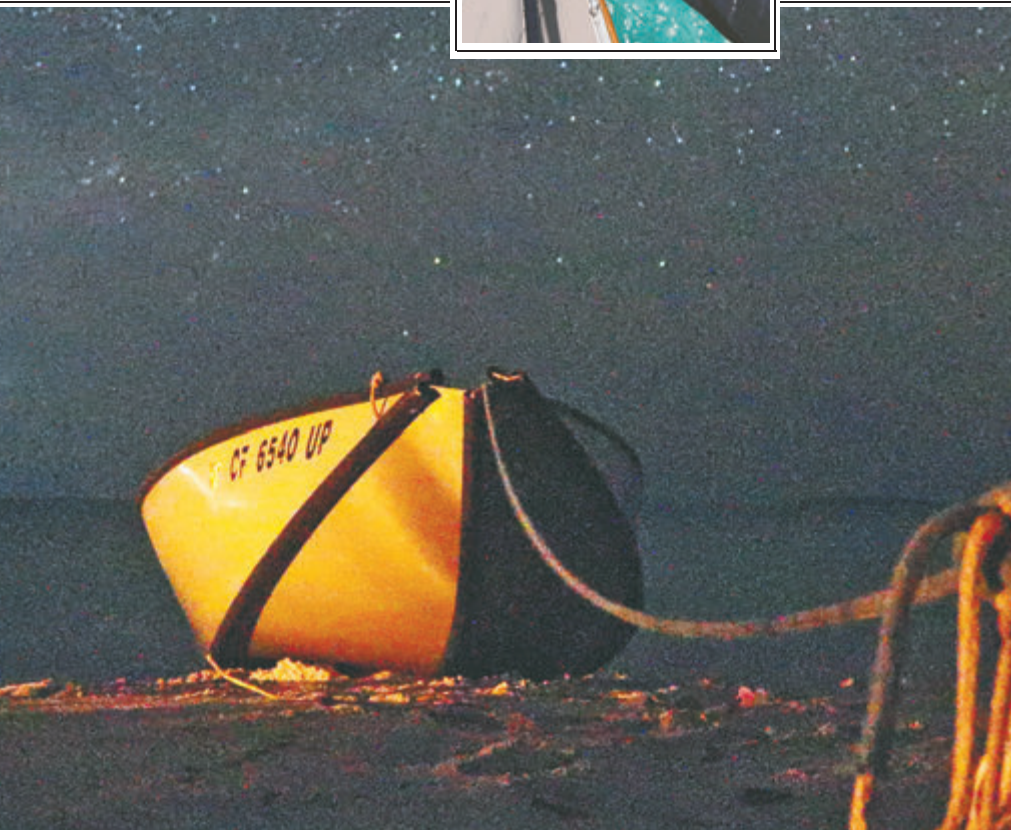
SONRISA

IN LATITUDES



The problem is, the borders for all these countries are now closed. They aren't issuing visas, and we're not allowed to enter and explore while we wait for safe sailing weather to arrive.

This debate — sail east or west — scarcely matters as neither is possible. As sail-



It turns out Katty Hepburn cheats at cards. Andrew may be in on it.

ors we know our plans were written in sand. However, as sailors we also expected the tide that wipes away our plans to recede. But the waves of these border closures flooded in and stayed. Unable to move forward or back, here we wait.

— Leslie 6/4/20

www.oddgodfrey.com

TBA — Wilcox 38

Wendy Hinman and Garth Wilcox

No More Excuses

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, isn't boating all about adjusting to plan B or C? When the weather deteriorates abruptly, when you can't point high enough or make landfall before

Yes, this photo did run last month. Garth is still hard at work making the sawdust fly.



ALL PHOTOS SONRISA

WENDY HINMAN

Shades of Robinson Crusoe, Jack Sparrow, Tom Neale and Wilson the volleyball — some scenes from a small group of uninhabited islands where 'Sonrisa' and up to a dozen other cruising boats were quarantined for several weeks during the Coronavirus pandemic.

bound, it seems like stopping in place is the most disconcerting challenge of all.

Our friends and family send us notes. "Do you have a plan yet?"

Thoughts boil and steam like a lava lamp inside me. I want a plan to grasp onto. The plan can change, but I need at least the skeleton of a plan to hold my hand. Recently, Andrew began to favor turning around and sailing back to Asia if they open their borders in time to safely sail that route. He likes the idea of restocking supplies of spare parts there before trying to push west for a second time. I, on the other hand, struggle to accept retreat. "Let's think this through again," I say. "Isn't there any way we can still keep moving forward?"

The Captain scowls over his evening ration of rum. "There's just too much time

to kill between here and the South African summer."

Andrew's point about seasons is key. This year's route was carefully timed to see us through various cyclone seasons. We planned to sail across the Northern Indian Ocean (February-April), then drop into the cyclone-safe Equatorial Zone (where we are now) to explore the Maldives southward. We would use the British Indian Ocean Territory (commonly known as Chagos) as a stopping point to wait until the Southern Hemisphere cleared its cyclone season. Then, we planned to spend a few months enjoying Mauritius, Réunion, and Madagascar (July-October) while the weather is good there. We would escape the South Indian tropical latitudes sailing into the start of South Africa's temperate summer.

CHANGES

dark, when things break — sailors deal with it.

During our 34,000-mile



WENDY HINMAN

Wendy and Garth in Saipan a few years ago.

adventure around the Pacific from 2000 to 2007, my husband Garth Wilcox and I had plenty of opportunities to change tactics. There was the time the winch came flying off the boom and bounced over the side while we were reefing off the coast of Fiji. During a windy passage in the South China Sea, a huge wave shredded our dodger and flooded our cockpit. We abruptly aborted an overnight stay when a reef flirted with our transom on a moonless night in the Philippines. My harness inflated and popped in blustery conditions halfway between Kiribati and the Marshall Islands. And — most disheartening — a typhoon that delayed our departure from Japan rendered us unable to avoid fall storms off the coast of North America, and thereby forced us to go back out to sea after a 46-day passage.

We do our best to make light of challenging situations like this, though it's not always easy. At sea, I try to readjust my focus to be more introspective and transition into a meditative, Zen-like state: watching wave patterns, noticing the shapes of clouds, and measuring time with the movement of the constellations. We may not be able to change the direction of the wind, but we can usually adjust our sails — and our attitudes. Offshore, it's often the only option.

Innovation is essential: In a remote anchorage in Vanuatu, on the fly we built a sailing rig for our dinghy using two oars

Garth and Wendy liked everything about the Wylie-designed 'Veleva' — except the headroom.



WENDY HINMAN

lashed together for a mast and an old awning for a sail. In the Solomon Islands, when a voltage spike fried our electronics, we jury-rigged a borrowed depthsounder using PVC pipe and a broom handle and sailed on to Kiribati. In Kwajalein, we built a hard dodger from Styrofoam packaging material and sealed it with fiberglass. Creativity is a survival tactic many sailors know well. During a race to Macau, when our traveler blew into pieces, we convinced our crew not to abandon the race, rerigged around the broken block, and carried on.

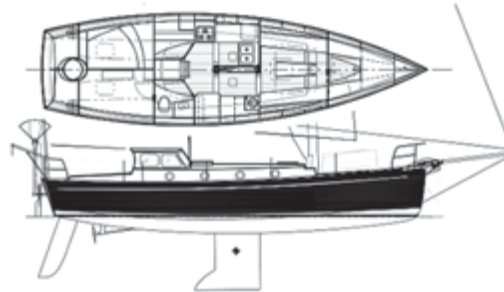
The COVID-19 pandemic is another situation forcing us to change course. Lacking reliable information about who might be infected and with no cure available, we've seen many businesses close and events get canceled to help slow the spread of this contagious virus. Sailing and boating activities have come to a standstill.

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

One of the reasons we returned from our extended voyage was that *Veleva*, our 31-foot Wylie-designed cold-molded wooden boat — as capable as it was — was just too small. My husband, who is 6'1", was unable to sit or stand comfortably inside. Though we lived aboard for nine years and had many wonderful adventures, he grew weary of living in such a cramped space and complained that he might soon resemble Quasimodo if we didn't stop. Plus he has dreamed of designing and building a boat since his boyhood family voyage around the world.

A trained naval architect with many miles of "research" behind him, he's employed his skills to design an ocean cruiser that suits us and our building capabilities: a 38-foot, cold-molded plywood hull with a lifting keel and an unstayed carbon fiber rig. And, yes, it has 6'2" of standing headroom. Though initially reluctant, I knew that denying this dream would be like trying to stem the tide.

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 had any excuses. With boatbuilding supplies stockpiled and few diversions, we have everything we need and plenty of time. And it's a perfect activity in a time of social distancing. When my husband finishes working online and leaves "the office" (aka the spare bedroom) and I, too, close my computer at day's end, a quiet evening stretches before us. No dinner parties with friends, no concerts, and, certainly, no sailboat races to rush off to. Now we make a quick dinner from the vast pantry of groceries that years of voyaging have encouraged me to keep on hand. Then we head out to the workshop.

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

Over the past month and a half, we've built dorade boxes for vents we bought

IN LATITUDES



Talking shop. Below: Framing up bases for the dodger and hatch. Below left: Interior finish work has begun. Center left: Garth's design looks both pretty and practical. Above left: Garth in the shop. Above: The dorades go in.

more than a year ago, and frames for hatches that have leaned against the workshop wall for two years. We cut and placed the toerail to make walking around on deck a little less risky. Most exciting of all was cutting the holes for our port lights. Framing for a hard dodger is next.

We tick items off our 'to do' list and grow ever closer to our goal. We're even flirting with paint colors. We still can't answer the pressing question everyone asks, "When will the boat be finished?" but the longer this pandemic quarantine remains in place, the closer we come. (If such a thing as "finished" truly exists.) We hope that cruising still seems like a good idea by the time we are ready to set sail.

As the saying goes, "In the middle of difficulty lies opportunity."

— Wendy 5/19/20

www.wendyhinman.com

Readers — Wendy and Garth have appeared regularly in these pages over the

years. For more on their 2000-2007 Pacific Rim cruise aboard Velella, check out Wendy's book, *Tightwads on the Loose*, available in paperback, eBook and audio.

Escapade — Catana 52

**Greg Dorland and Debbie Macrorie
Shall We Stay or Shall We Go (Pt. 2)
Lake Tahoe**

Last month, we caught up with Greg and Debbie midway through a 'quickie' summer in the Med. They had made stops in Cartagena and Spain's Balearic Islands, ending up in Port Andratx on the western tip of Mallorca. In this second installment, we find them heading north and east.

In settled weather there are many suitable nooks and crannies where you can drop the hook. In bad weather you have to stay in Port de Soller or make for the stunning south coast of Menorca. After resting up in the very protected harbor at Mahon at the far east end of Menorca,

you jump off for the overnight 200-mile passage to Sardinia and Corsica. In settled weather, the Strait of Bonifacio and the Corsican islands of Lavezzi make for wonderful, wild anchorages and beautiful waters for swimming.

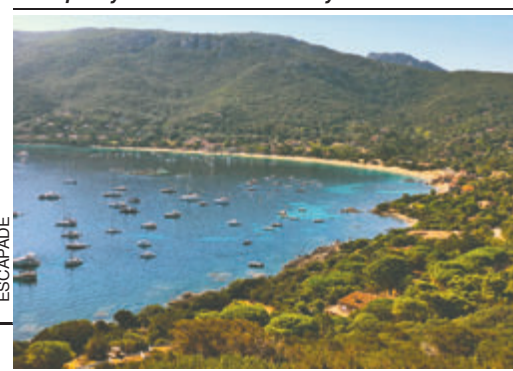
Working up the west side of Corsica, we were pleased to find well-protected natural anchorages, as the usual summer breeze here comes from the northwest. But to sail around Corsica properly, we should have continued through the Straits and gone up the east side of the island first and then sailed down the western part, as going counterclockwise you find the best wind for sailing. At the risk of a hit by the Corsican mafia, I will say that both Debbie and I were generally underwhelmed by the local food and wine.

Campomoro and the Gulf of Girolata are gorgeous little anchorages, and Calvi is a very pretty seaside city with an imposing citadel guarding the entrance by sea. Port Saint Florent provided a calm anchorage and a good night's sleep before rounding Cap Corse and venturing into one of our favorite anchorages in Italy — Porto Venere, located just south of the famous Cinque Terre.

Porto Venere is a 16th century Italian seaside town with a spectacular church set on a rock promontory connected to the west end of the town by a stone walkway. There is a small island just to the south providing good protection to the anchorage, as well as a wonderful place for a strenuous hike or just to stretch your legs after a fabulous lunch at Locanda Lorena. The town is a visual splendor of rock and bougainvillea, and narrow walking 'roads' lined with tourist shops, food stores and restaurants. This is the southern end of Liguria, the Italian province well known for pesto sauce. Porto Venere has a little different vibe than so many of the busy tourist towns of summer because, for whatever reason, the tourists are mostly Italian.

After lingering in Porto Venere, we

Once raided regularly by Barbary pirates, the pretty Campomoro anchorage in Corsica has been pretty calm for the last 500 years.



ALL PHOTOS WENDY HINMAN

ESCAPADE

CHANGES

stopped in Elba, but again, didn't spend enough time here to do it justice as we wanted to get back to southern Spain ear-



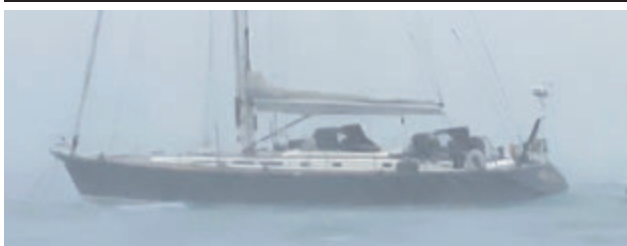
Above: 'Escapade' in the Caribbean. Right: The spectacular Church of St. Peter at Porto Venere. Inset: Debbie and Greg.

lier than we had the year before, when we had run into some stormy days. Our plan for the summer had mostly been accomplished; we wanted to revisit the western Mediterranean in a more leisurely time frame than five years before, and not try to do too much before retracing our track to Cartagena, where we would leave *Escapade* for a few weeks while returning to California to visit our aging mothers.

Returning from California to Cartagena, we both came down with the worst flu of our lives, sick in bed for a month while *Escapade* was being repowered with new Volvo D2-75 engines. (We believe we caught it in Spain in December, long before we'd heard anything about COVID-19.) This all made for a late departure for the Caribbean just after the new year, via the Canaries and Cape Verde Islands, leading back to where we are now.

'Now' is Grenada and the totally unexpected quarantine. We know this 'life interrupted' could be a lot worse, but we are really wrestling with the idea of trying to continue our planned summer in New England or remaining in the Southern Caribbean — just in the lower latitudes of the normal hurricane belt. There are compelling reasons for each course of action. Stay away from the COVID-19 pandemic to the greatest degree possible by remaining on the boat in the Caribbean and playing tag with the tropical storms forecast to be numerous and strong for the 2020 season — or head to New England (when we can find a pathway of open islands), away from hurricanes and closer to family, friends, and good medical at-

View out the window — 'Escapade's' buddy-boat 'Nai'a' rides out a blow in Bermuda.



tention should we need it.

In late April and May, more than 250 boats returned to the US in flotillas organized by the Salty Dawg Rally folks, who were helping to repatriate US and Canadian citizens back to North America. By that time we had almost decided on the wait-it-out-in-the-Caribbean option. But a possible buyer for *Escapade*, and the realization that it was finally time to get that long put-off back operation, got the better of us, so we sail for Bermuda in the company of our old friends Bob and Kristein Beltrano (formerly of Alameda) and their beautiful Swan 60 *Nai'a*.

I'm writing these last paragraphs from Bermuda quarantine in the Powder Hole anchorage, where it is gusting to 40 knots and dumping rain — happy to be tucked into this safe harbor for the next few days. We will leave with *Nai'a* on the first available weather window, across the Gulf Stream and on to Newport later this week.

— Greg 6/7/20

Galene — Cooper Seabird 37 Greg and Laurie Yellenik Running, Hiding, and Dreaming Vancouver

In 2016, we made a three-year plan to buy a boat, sell everything, and sail away. By May 2019, we completed the first two parts of that retirement dream when we moved onto our 1982 Cooper Seabird Pilothouse, *Galene*. Now came the fun part.

The first legs of our cruising schedule included visits to Gwaii Haanas National Park, a large protected archipelago off the west coast of British Columbia, and on up to Petersburg, Alaska, to make iced tea with bergy bits off the Le Conte tidal glacier. Then it was back to BC for one more rendezvous with friends in Desolation Sound before the Big Chal-

lenge: open ocean.

We harbor-hopped down the west coast, culminating this first phase of our voyage with participation in the 2019 Baja Ha-Ha Rally. We ended the year in La Paz, falling in love with this vibrant, beautiful, low-key Mexican city. Our original plan was complete. Life was grand!

The next phase of our new life included a trip back to Canada for a couple of weeks to celebrate Laurie's father's 90th birthday in early May. During this visit, we would apply for Mexican residency at the Mexican Consulate in Toronto.

Then came COVID-19.

At first, people seemed to think the Baja Peninsula was isolated enough from the rest of the world, but infected tourists continued to arrive despite many agencies urging otherwise. Before long, the situation seemed to change daily.

Many cruisers were taking things in stride. Living on a boat is like that. You "go where the wind blows," even if you mostly travel when it doesn't. But as the impact of the pandemic progressed faster than in a bad sci-fi movie, airlines were suspending international travel, and governments started recalling their citizens. Many cruisers batted down their boats to return home indefinitely.

Our priorities changed, too. We had begun the process of applying for residency in Mexico, but was it better to stay or head home ourselves? Bashing back up the coast to Canada just didn't make sense. If we flew home, we would have to quarantine in a hotel for two weeks prior to visiting any friends or family. Little was known about the virus and we didn't want to gamble with infecting our elderly family members.

Eventually, our best informed decision at the time was to ride this out "sheltered in place." Now what?

With so many cruisers repatriated and

local tourism shut down, we found ourselves sharing pristine anchorages with only a few other boats. The weather was spectacular. For a few days, we enjoyed walking the beaches and hiking trails with only occasional interaction with fellow cruisers. Then word came down that all beaches were now closed: no camping, no hiking, no fun. We now knew for sure that we weren't going back to Canada for the birthday celebration, our consulate appointment, or anything else.

But maybe we could move somewhere else with fewer restrictions — and a more tolerable summer climate. Which is how we found ourselves in the well-protected Puerto Escondido Marina in mid-March. This seemed like a great location, but things were still developing and changing swiftly. And our only sources of news were sketchy internet and the morning VHF net. Pretty soon came mask wearing and social distancing. Within a few days, Mulege closed to visitors and boats were not welcome in Bahia de Los Angeles or many of the other small coastal towns.

The Marina worked hard to service their stranded guests. The excellent restaurant was mandated to offer only take-out, but the quality and service did not suffer. The small store kept good supplies and began to offer custom grocery orders. We could still enjoy the local hiking trails, swimming pool and spectacular mountain views, as well as do a little island hopping and reprovisioning on a calm day anchored off Loreto. They even stationed

be like, but even we had to admit it was a little like being "sentenced" to an island dream vacation.

Not knowing if moving privileges might disappear at any moment, we made visits to Isla Coronado (or 'Corona Dos' as I began calling it) and Isla Carmen. We met new friends, at a distance, and discovered the National Park Islands at their uncrowded best. A provisioning trip into the



ALL PHOTOS GALENE



Above: 'Galene' at a pit stop in California. Inset: Laurie and Greg at Le Conte Glacier, Alaska. Left: Enjoying the almost-deserted anchorage and hiking trails at Isla Carmen.



full-time attendants at the washrooms to assure a clean and virus-free environment. The only downside was the lack of cellular coverage and a marina Wi-Fi system that never worked right. It was definitely not what we'd expected cruising to

picturesque but now barren town of Loreto showed the strain on the local economy as the locals were desperate for business. It also brought out a bit of the yin-yang of the situation: tourism money keeps families fed, but it's the tourists who were bringing in the virus.

(As cruisers we did not feel we fit into this definition of 'tourists.' Living something of a quarantine lifestyle to begin with, we feel we are the least likely demographic to spread COVID-19.)

Then the belt tightened a little more. Authorities declared there would be no more moving around; no anchoring; and transit allowed only port to port. It looked as if we might be stranded in remote, off-line Puerto Escondido for months.

A few fellow cruisers we know had

headed to the mainland and badgered us to cross over and join them. "It is so much better here," they said. So when a good weather window opened up on April 16, we motored 22 hours overnight to join them in San Carlos.

If you're keeping track, I think we're now on Plan D, which is to stay sheltered in place here in San Carlos. The anchorage is well protected and has excellent

Sheltering in place at San Carlos. Laurie and Greg were glad to be 'here' rather than 'there.'



CHANGES

cellular coverage, and the morning Cruisers' Net is very informative. We are welcome at the marina dinghy dock, and allowed to travel through town to access a variety of well-stocked grocery stores and shops. There is no problem swimming off the boat, and we have access to a nearby hiking trail.

We do wish we could explore the surrounding communities a little more, but we're grateful for the freedoms we have. Some days we get a bit melancholy, but believe we are much better off than some cruisers we have read or heard about. Or as one Net controller put it, "Just be glad you're here, cause you could be there."

Part running, part hiding, and part living the dream. This certainly wasn't how we thought it would be. But we are embracing all of it.

— Greg 5/29/20

Cruise Notes

- Becoming 'commuter cruisers' — cruising for part of the year, then leaving the boat and flying home for work or other commitments — takes a little getting used to. Like most sailors, Rich and Laura Bra-



With COVID-19 keeping them landbound for the moment, Rich and Laura are happy to know that 'Tally Ho' is being well cared for in Mexico.

zil were reluctant to leave their Pt. Richmond-based Nauticat 43 **Tally Ho**, even in a well-established marina with a good reputation like Paradise Village in Nuevo Vallarta.

Also like most, Rich notes, "Our worries vanished as we saw *Tally Ho* looking better than ever. We are happy to report she is in good hands with our wonderful caretaker Horacio, who keeps us current via WhatsApp."

The commute part isn't looking so rosy. Another victim to the pandemic, Rich says, "We are on a 'shelter-in-place-and-wish-for-the-day-to-reunite-with-Tally-Ho' status." When that happens, they'll head to Yelapa for a few days before hopping off for a beam reach to Ban-

deras Bay. "The upcoming hurricane season will have us converting the boat into our floating condo/powerboat as we get her storm-ready and tucked into one of the safest marinas in Mexico. This will be her first hurricane season in Mexico."

- Since sailing south from Everett, Washington, to join the 2017 Baja Ha-Ha, Risto and Liz Lappala of the Pearson 36 **Silver Wings** have enjoyed doing 'the circuit' and meeting other cruisers, some of whom have become lifelong friends. They spent the first two years cruising almost full-time and nonstop — including a summer — in the Sea of Cortez. "We love the area between La Paz and Loreto and enjoyed our stops at Agua Verde, V Cove on Isla Carmen and all the other anchorages," says Risto. They've also crossed to the mainland and back a couple of times, venturing as far south as Manzanillo, with stops in Chamela, Tenacatita, Barre de Navidad, and Melaque along the way.

Among the highlights — and concerns — for this cruising couple is the sealife. "While snorkeling, we have seen many healthy coral beds, although it is painfully obvious that the Sea of Cortez has

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about when it will be safe to hold this event.

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been overfished," says Risto. "It is encouraging to have met some of the local panga fishermen who are taking an active



SILVER WINGS

Rather than head for El Salvador, Liz and Risto will split their 2020 cruising between Mexico and the Pacific Northwest.

This was the year they had planned to head farther south to El Salvador and beyond, but are now glad that they didn't due to the pandemic restrictions. Instead, they've decided to split the year into more Mexico cruising on *Silver Wings*, and exploring the Pacific Northwest on the newest addition to the fleet, a Bayliner 3288 named *MY Williawau*.

• "Don't throw out those boat cards! You never know when you'll need one!" says Marina Eizenzimmer of the Swan 44

Mykonos. A few months ago, she and Myron were planning to head down to Mazatlán to bring the boat back to the Bay Area before hurricane season started. But the COVID-19 pandemic resulted in both the El Cid Marina and Hotel closing. "I needed to pay my bill and check out for Cabo," she says. "But no one answered the phone or responded to email. What's a cruiser to do?"

Then she remembered a woman she met on a previous Baja Ha-Ha, who also stayed at the El Cid Marina before moving on to Marina Mazatlán. "I found her boat card and emailed asking if she knew any cruisers at the El Cid I could contact. She emailed the contact information of a guy on our dock who, coincidentally, I had met in the pool! After emailing him, I got the name and personal email of a woman in the Marina office." From there on, it was easy to set up a day and time to meet when she and Myron returned to Mazatlán. "When we arrived back at El Cid Marina, we met Raisa at the office,



MYKONOS

Marina and Myron played their cards right to check out of Mexico just as COVID was checking in.

paid our bill, received the checkout papers, and left the next morning."

• As you may recall from a *Changes* feature in the February issue, the Fennell family — Vikki, Rowan and daughters Emmy and Lucy — have been steadily making their way south aboard their Tiburon-based Bavaria

468 **Taliesin Rose.** When we left them last, they were wrapping up a list of projects on the hard in Panama City, Panama, in preparation for joining the 2020 Pacific Puddle Jump fleet headed for the South Pacific. "Then the world changed, our crossing is kaput, and we are considering our options," says Rowan.

Like many cruisers currently in "pandemic exile," Rowan observes that the cruising lifestyle itself makes isolation easier. "We have mostly functioning systems and are capable off living off-grid for many months if necessary — a benefit most cruisers share."

Taliesin Rose is currently berthed in Barra de Navidad for a little while Vikki

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CHANGES IN LATITUDES



Valiant 42 **Fellowship**, the COVID scare has actually worked to improve their health and relationship!



PHOTOS TALIESIN ROSE

Top, the Fennell clan (l to r): Lucy, Rowan, Emmy and Vikki (way in the back, steering). Above: 'Taliesin Rose' rides the wild surf over the bar at Bahia del Sol, El Salvador.

and Rowan figure out what comes next. "North and dodge hurricanes? Stay put? Head west? French Polynesia announced just today that they are easing their regulations."

• Lots of stories out there of how the pandemic has negatively impacted cruising plans. But it's not all bad. In fact, in the case of Kathy and Greg Kircher of the

a swimsuit," says Kathy. "Because Greg and I had a lot of time on our hands, food and meal planning became a major focus. We got pretty creative with our limited supplies, and going ashore to provision at the nearest market was considered a major outing! When we created something especially delicious we called it 'cruise.' We made it a point to greet our Mexican neighbors with a friendly *buenos dias*, as well as being just generally friendlier to strangers."

"I also found myself exercising and

taking better care of my health while shelter-cruising, mainly because I don't want to get sick and have to find emergency medical care. On *Fellowship*, this took the form of swimming laps around the boat every day. When we returned home to Ventura, I kept up, riding my bike

more than ever as a way to stay well and avoid the doctor's office. I've also had more time to pursue hobbies like sewing, drawing, or beachcombing to pass the time, not to mention the endless opportunity for more reading. Greg and I also learned how to enjoy each other's company more. We took up scuba together, and got in the habit of playing backgammon every night.

"I try to enjoy the simple things in life and keep an attitude of gratitude. I look forward to the day when we can all reunite with loved ones."



Kathy and Greg found silver linings during the COVID pandemic.



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THE PASSING OF A SAILING LEGEND: WAYNE SCHAFER

WAYNE PENN SCHAFER
January 31, 1929 – June 1, 2020

We have lost a true legend in the passing of beloved Hobie Cat Sailor and Icon Wayne Schafer. Wayne was one of Hobie Alter's biggest supporters and lifelong friends and was an absolute evangelist of all things Hobie. Wayne was a true Ambassador to the sport of Hobie Cat sailing. He was invited to speak at Hobie Regattas around the world through the years because of his knowledge, generous spirit, and contagious passion for Hobie sailing.

Here at home, Wayne was every bit as much the rock star, and he was always available with his warm smile and generous spirit to welcome someone new to the sport and to share tips on how to make their Cat fly!

Wayne lived his entire adult life on his cherished Poche Beach in Capistrano Beach, California. It was on this very beach that the Hobie 14 was conceived by Hobie, Wayne and Sandy Banks with

a stick in the sand to draw out their vision of the perfect beach cat. Little did they know that their casual, care-free lifestyle would become a global phenomenon: 'The Hobie Way of Life.' It only fits that Wayne, at the tender age of 89 years young, was crew on a Hobie 16 in October of 2018, for Hobie Cat's 50th Anniversary Regatta held off of Doheny Beach in Dana Point, CA, an easy broad reach from his beachfront home on Poche Beach. Surf launching at 89 ... always inspiring. Our Hobie treasure.

Whether hosting his legendary 'Wednesday at Wayne's' all summer long at Poche or nimbly racing his Hobie 14 in events around the globe, Wayne embodied all that we love about Hobie sailing. The



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9-FT WALKER BAY TENDER, 2006. Sacramento. \$2,000/obo. Walker Bay Tender, 8'10", 4 persons, in original bag (Odyssey 270, air floor, 2006, 70 lbs.) with 6hp Nissan 4-stroke OB (2003, 60 hrs). All in like-new condition. (916) 799-0286.

24 FEET & UNDER

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. Contact jamesgrabow@yahoo.com or (530) 215-1965.



22-FT MERIT, 1983. Alameda. \$5,000. Well outfitted, 5hp Honda long shaft. Functional trailer. Modified for heavier air. Lots of sails. Raymarine self-steering. Contact heartsent@earthlink.net or (510) 501-2164.



23-FT WESTERLY PAGEANT, 1972. Alameda. \$4,000/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.



23-FT BE... #54, 1952. Point Richmond. To health, best offer. Fiberglass deck, and safety equipment. Good condition.



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 Evenrude 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.



15-FT CATBOAT, 1979. San Rafael \$3,500. Cute classic gaff-rigged catboat, hard chine, steel centerboard. Marine plywood with gelcoat. Never leaked! Replaced tabernacle mast, sail and rigging. Full cover and equipment. Newly painted. With trailer (needs refurbishing). Contact AliceCochran.com or (415) 457-8997.



22-FT SANTANA 22, 1978. Santa Cruz YC, Dry Storage. \$5,950. Santana 22 #743, Hot Tip. Original owner, very well maintained. UK sails, spare sails. Trail Rite trailer. New standing rigging in 2014. Always dry sailed. Beautiful boat! (831) 345-9606 or kurt.hoffmann@att.net.



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22-FT CATALINA 22, 1985. Sebastopol. \$5,900. Sleeps 4 with galley, great shape with lots of extras. 3 sails, newly painted teak and trailer. 4-stroke Honda 8. All lines led aft. (707) 291-3875, (707) 829-9102 or silverwoodprod@sbcglobal.net.



24-FT SOVEREIGN 24, 1997. Gashouse Cove, San Francisco. \$10,500. Miya is a bluewater 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 hrs. 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.

25 TO 28 FEET

28-FT WYLIE HAWKFARM, 1978. Seattle, WA. \$5,000. The boat has new wiring, compasses, VHF, stereo, cushions. 150, 120, 90, storm jib and two spinnakers. One-cylinder Yanmar engine needs to be installed. Boat has been dry stored. (562) 964-5444 or kainoanw@aol.com.



OLSON 25, 1985. Berkeley. \$8,000. #74, Pacific Boats. Well equipped for racing and cruising. Mercury 3.5. Great Bay boat, sails like a dream, pics and equipment list on request. Contact (650) 703-2727 or dcole328@yahoo.com.



26-FT HUNTER, 2001. Lakeport, CA. \$12,500. Clean, lightly used. 3 sails. Bimini, winter cover. 18hp OB, pulpit seats, water system, stereo. Remote throttle, bottom paint, VHF and trailer. Contact daniel.christensen@mchsi.com or (707) 245-8264.



27-FT CATALINA 270 FIN KEEL, 1994. Alameda. \$21,400. Great Bay sailing and overnighting. Wheel helm, roomy cockpit with rail seats, two-burner stove, hot pressured water. New dodger with covers. Inboard Perkins 18 in great shape. See <http://tinyurl.com/s7fc457>. Contact (650) 740-5964 or 8sailors@gmail.com.

29 TO 31 FEET



30-FT 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 Wylicat 30's out there! Maintenance logbook and additional photos upon request. Contact (808) 895-0480, (808) 495-5511 or tim@valleymaritime.net.



30-FT CATALINA, 1978. Stockton. \$8,000/obo. Std rig self-tacking. Jib, asymmetrical, wheel, Stockton Sailing Club D-11. (209) 329-4443.



TARTAN 30, 1978. Burlingame, CA. \$13,500. Frisky is a 30-ft sloop built in 1978. Rugged 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.



31-FT VAN DE STADT BLACK SOO. 1968. Point Richmond. \$8,500. ULDB Starbuck 27.5 LWL 4500lbs. Symmetrical and asymmetrical spinnakers. New Tohatsu 3.5. X5 and ST2000 autopilots. Plotter w/AIS. E-rudder. Solar. 95AH Lithium battery. Double-axle trailer. (415) 647-7387 or buckingham@sonic.net.

32 TO 35 FEET

SANTANA 35, 1979. Balboa Yacht Club. \$19,000. 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. Call (714) 662-3467 or (714) 936-4304.

33-FT HANS CHRISTIAN CUTTER RIG. 1981. Alameda, CA. Make an offer. New Beta engine, 37hp. To be seen at Grand Marina. Needs work. Call for more information. (510) 217-8497.



32-FT CATALINA, 1994. Brickyard Cove Marina. \$49,900. Excellent, 2 stateroom, Perkins M30, standing rigging 3/2019, bottom paint 12/2018, Raymarine A75MFD, speed, wind, depth, autopilot, dodger, auto charging relay, galvanic Isolator, electric toilet, charger/inverter, VHF w/DSC, AIS and remote mic, refrigeration, cockpit cushions, 20gal fuel, 40gal water, 20gal waste, Macerator, water heater, pressure water, furler w/135 and 95% windlass, 6 Lewmar winches, Dutchman Flaking System. See <http://sfbay.craigslist.org/sfc/boa/d/richmond-catalina-c3207142330897.html>. (530) 409-2086 or delandz@comcast.net.



35-FT CHALLENGER, 1974. Ventura, CA. \$8,000/obo. Good fixer-upper. New prop, shaft, rebuilt cooler and exhaust. Needs top paint, rigging, sails. Lived aboard 10 years. As is! Best offer by July 31. Engine rebuilt on top. Nissan forklift 62hp. Lots of manuals. Contact (805) 698-4008, (951) 526-1016 or clawrence@agnetllc.com.



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.



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32-FT WEATHERLY, 1983. Vallejo Marina. \$35,500. Mexico? Pacific Puddle Jump? This is the year, this is your boat. Beautiful, Gilmer-designed bluewater cruiser is ready to cast off and set sail! See <http://sites.google.com/site/donscottensboat>. (360) 316-1421 or Scotten6@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 svochoices@att.net.



CATALINA 34 MKII, 1997. Redwood City. \$62,000. Beautiful balance of performance and comfort. Fin keel, well-maintained, Garmin chartplotter, AIS, autopilot, folding wheel, upgraded dodger, upgraded V-berth mattress, and more. Must see! Email wefishes@gmail.com.

34-FT PETERSON, 1977. Sausalito. \$28,000. Offers a wonderful mix of classic beauty, sailing ability and accommodations. This racer/cruiser was configured for distance cruising; she is well-known for her performance and high-quality build. See www.peterson34.com. (415) 332-4810 or lat38@magewind.com.



HUNTER 340, 2002. Isleton, CA. \$55,000. Well maintained. New interior cushions, GPS, auto pilot, 27hp, 10-ft Watermaker, AIS, radar, and sailing rig. 4ft, 6in, Model 3GM30F engine, water 80, fuel 30, holding 30. Honda 2000 gen.

SOLD

36 TO 39 FEET



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.

39-FT FREYA, CANDIDE, 1978. Brisbane. \$55,000/obo. *Candide* is a Hawaii and Mexico vet. Yanmar diesel, ProFurl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. Contact (650) 728-9528, (650) 773-3834 or hogancanoes@aol.com.



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 or (805) 320-5600.

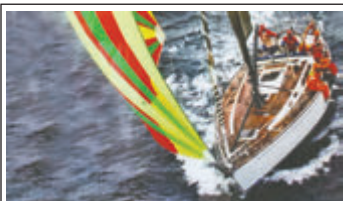


CAL 36, 1967. La Paz. \$44,000. Classic fast passagemaker. Lovingly maintained, refit and equipped for offshore cruising. 2009 Westerbeke. 2011 sails. Pelagic autopilot, cutter stay, Lazy Cradle, windvane, watermaker, SSB, AIS, radar, solar, dinghy, updated electronics. Ready. See more at <http://laiholokai.com>. Email svlaiholokai@gmail.com.



37-FT TAYANA, 1983. Redwood City, Westpoint Marina. \$69,000. My plan has changed. Nice opportunity to for you get her! Reconditioned sails by Hood with Kevlar battens, factory rebuild Lighthouse windlass/foot switch. NEW: standing and running rigging by KKMI, bottom/hull/topside/nonskid paint, Victron inverter plus associated gadgets, 350W solar panel, electric toilet, Samson post, Alpenglow LED lights, masthead lights/wire, transmission and steering cables, uninstalled dodger, sail cover, bimini, staysail bag, new uninstalled diesel heater can be installed in place of old, fuel tank inspected fuel polished, heavy-duty pulpit with dinghy davits plus seats, solar panel arch. Have work history from KKMI plus miscellaneous receipts. Like to see her go to the right person! (650) 924-0777 or kovi95050@gmail.com.

40 TO 50 FEET



WARWICK CARDINAL 46, 1983. San Diego. \$149,000. Fully equipped fast cruising sailboat. Just add food and fuel and be ready for the Ha-Ha. Contact (949) 285-9272, (949) 285-9273 or edcquesada@aol.com.



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 more at <http://Explorer45.com>. (805) 320-8523 or Windblown13@outlook.com.



48-FT HANS CHRISTIAN, 1987. Marina del Rey. \$205,000. Center-cockpit cutter. Mercedes 85hp diesel w/140 gal fuel. Northern Lights 6kW generator plus inverter. Bow thruster, watermaker, full-batten main, furling headsails, electronics and properly maintained. (310) 430-1769 or rtdnathanson@aol.com.

GARY MULL WILDERNESS 40, 1981. Berkeley. \$22,000. Tiller, racer/cruiser, excellent Mylar racing sails, Dacron set, staysail, spinnaker, roller furling, ST winches, anchors, electric windlass, AIS, radar, solar panel, Monitor windvane, documented, marine surveyor's estate sale. Email dshotton88@gmail.com.



CATALINA 42 MKII, 1996. Ventura, CA. \$124,000. Beautiful C-42 loaded for cruising. Refit 2018-2020, new electronics B&G, AP, radar, watermaker, solar, davits, SSB, 950 original hrs. Much more. (805) 340-1232 or capt.kelly7@yahoo.com.



50-FT COLUMBIA SLOOP, 1970. Alameda, Oakland Yacht Club. \$60,000. Hull #58, William Tripp design. A seaworthy cruiser that has sailed to New Zealand and Mexico. As the second owner, it has been meticulously maintained and upgraded. New paint, new sails, new sea-cocks, new B&G electronics, furlboom, electronic winch, Autostream prop, to name a few. Perkins engine with 2442.5 hrs; it has new injectors, duel Raycor filters, new hoses, and new exhaust and cooling system. If any questions, feel free to contact: kvanbrock@gmail.com or (925) 324-0710.



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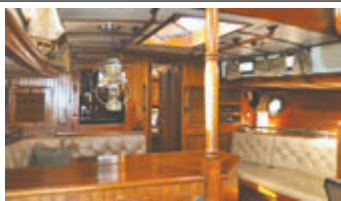
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47-FT VAGABOND CRUISING KETCH. 1985. Redwood City, CA. \$98,000. Take advantage of the current environment to take possession of a proven transoceanic cruising sailboat at a great price! This is a very comfortable sailing "yacht" designed for serious 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.



ISLAND PACKET 420, 2005. Monterey, CA. \$289,000. Excellent condition. 560 hrs on Yanmar 4JH3-TE 75HP Turbo. Interior very clean, new 310 Hypalon aluminum RIB with 9.9 Mercury OB. (206) 484-1699. Email for more information: terry.tmora@gmail.com.



49-FT CAL 2-46, 1973. San Carlos, Sonora, Mexico. \$34,950. Price reduced. Sloop, major refit '89, added bowsprit. Great liveaboard w/Cal 40 heritage. Perkins 4-236 diesel. Large private cabins fore/aft with enclosed heads and showers. Aft settee converts to bunk beds. Great storage, tankage, headroom throughout, engine room w/workbench, large salon with galley and raised table seating 8. Owner motivated, downsizing. Located in gateway to Sea of Cortez cruising. Email ebinz@earthlink.net.

51 FEET & OVER



63-FT MASON, 1984. Oahu, Hawaii (Ko'Olina Marina). \$299,000. *Te Vega* had a full refit completed in April 2019 and is ready to go. See all details with pictures on our website: www.sailingtevega.com. Contact (619) 392-7605, (619) 410-1164 or mmcdadecc@gmail.com.



63-FT DEERFOOT, 1989. Annapolis. \$425,000. *Kailani*, the last of the Steve Dashew-designed Deerfoots and the best sailing yacht of the lot. Built in NZ by Salthouse she has it all: safety, comfort and speed. 200+ nm/day off the wind in the trades is the norm. Owners reluctantly moving to power for a stint after winding up their last circumnavigation, but they wouldn't hesitate to take her back to NZ tomorrow. See www.sailkailani.com. (208) 271-1445 or captharl@manukai.com.

MULTIHULLS



40-FT NORMAN CROSS TRIMARAN. Custom, 1978. Honolulu, HI. \$69,000. This is a Norman Cross 40 trimaran that has been heavily modified. This trimaran has a sugar scoop and steps to the water. Aft hatch was created from scratch allowing entry and exit into the aft cabin. All the systems of the boat are modern and functional. Brand-new Engel fridge, Yanmar diesel runs great. Super-stable and functional trimaran. Large cockpit and flat decking make for a massive deck plan. All offers considered! (415) 272-7890 or jaynebrody@gmail.com.



21-FT HOBIE, 1996. Auburn. \$4,500. This is the fast 1996 Hobie. *Sailing Magazine* "Boat Of The Year." One of the fastest, most exciting and reliable 21-foot sailboats on the water. Email for details: Timothy@Inspired-Environments.com. (415) 250-1942 or (530) 492-4654.



55-FT TRIMARAN. Horstman-inspired, 1989. Panama City, Panama. \$90,000/obo. Must sell majestic comfortable liveaboard, 62' LOA X 27' W. New-ish sails: Norseman System main; furling genoa. Dinghy/OB. 800w solar, Outback VFX2812. 15kW Westerbeke generator. Needs motor (?). Refrigerator, large freezer. Watermaker. 2 kayaks, Brownie's Hookah, fishing equipment. 3 heads, sleeps 6+. Custom SS lifeline, large brass portholes in V-berth, teak table in large covered cockpit. Includes 20-ft Novurania Equator 600 w/trailer in dry dock. Contact (775) 350-4935, (775) 782-7035 or bssevers@msn.com.



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.



46-FT CATAMARAN. Santa Rosa. \$70,000. Catamaran project, fiberglass hulls, most gear to finish, needs interior finished, aluminum mast, boom, sails, engine, 20+ new Lewmar ports and hatches, 24' container, pulpits, stanchions, lifelines. Temp yard to finish, easy move. (707) 696-3334 or john@windtoys.net.

CLASSIC BOATS



35-FT WARNER YAWL, 1939. Owl Harbor. \$13,000. Low hours Yanmar diesel. NEW: worm drive steering, SS fuel tanks, solar panels, air head, Simrad plotter and more. Completed extensive boatyard overhaul. Master Mariner race winner, Transpac vet. Contact (206) 384-1175 or sagieber@gmail.com.

POWER & HOUSEBOATS



GRAND BANKS 36 CLASSIC, 1982. Pier 39, San Francisco. \$90,000. This boat has the 3-cabin layout with 2 heads both with showers. The teak interior is all original and in beautiful condition. This boat has been lovingly maintained throughout its life and it shows. For power she has twin Ford Lehman (Model 2715E) with less than 1700 hrs each. Both engines and transmissions just completed major service and refresh of cooling systems. I also completely replaced the electronics with all new Raymarine equipment. This is one of the best maintained GB36's on the West Coast. More info as well as a complete equipment list and recent survey is available on request. Email popeye.gb36@gmail.com.



49-FT HAMPTON. With slip included, 2002. Slip G6 Pier 39, San Francisco. \$425,000. Getaway apartment on the Bay! Imagine your own private Bayfront yacht. This is not a liveaboard, but a retreat for getting away from the everyday humdrum of city living. Weekends will take on a whole new meaning. Visit website to see details and pictures of yacht and views from yacht: <http://hampton49onpier39.com>. (707) 287-5632, (707) 294-7777 or garylrichaud@gmail.com.

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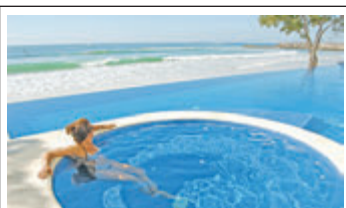
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38-FT DEHLER 38, 2016. Marriott Marquis Marina, San Diego. \$80,000. Looking for something innovative in yacht design and style? Rare opportunity to purchase a 33% partnership interest in a like-new Dehler 38, winner of numerous BOY awards. Excellent condition, low hours, sleeps 8. Well equipped, beyond the standard configuration. (602) 692-5144 or srudgear@gmail.com.



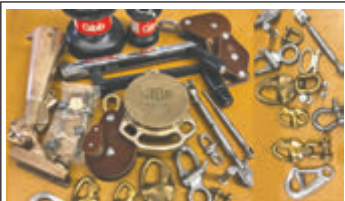
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CREW

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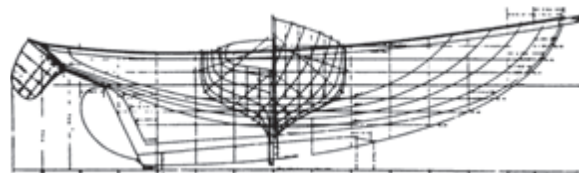
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