

# Latitude 38

VOLUME 518 August 2020

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Cover:

The crew aboard Paul Dorsey's new-to-him Carkeek 40 *Adjudicator* model the latest in sailing fashions. Learn more about the boat in *Racing Sheet* on page 84.

Photo: Christopher 'Lew' Lewis

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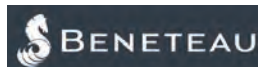
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Beneteau 473 47' 2002.....\$174,000  
Oceanis 46.1 46' 2020 .....N/A  
Beneteau 46 46' 2007 .....\$215,000  
Lagoon 40 40' 2020 .....\$541,584  
Dufour390 39' 2019 .....\$299,000

Oceanis 38 38' 2017 .....\$215,000  
Oceanis 37 37' 2013 .....\$134,500  
Catalina 350 MK235' 2008...\$119,000  
Beneteau 34334' 2006.....\$79,900

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*we go where the wind blows*

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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 July 20. As the shelter-in-place orders shift, event plans change weekly.

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

### Non-Race

**Aug. 1** — Virtual Chantey Sing Live, 2 p.m. Hosted by the S.F. Maritime National Park Association. Free; donations accepted. Info, [www.givebutter.com/ChanteySing](http://www.givebutter.com/ChanteySing).

**Aug. 1** — Sail Benicia. BenYC, [www.beniciayachtclub.org](http://www.beniciayachtclub.org).

**Aug. 1-29** — Small Boat Sailing, 9:30 a.m.-4 p.m. every Saturday with BAADS at South Beach Harbor in San Francisco. Free. No sailing during SIP. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Aug. 2-30** — Keelboat Sail, noon-4 p.m., every Sunday with BAADS at South Beach Harbor in San Francisco. Free. No sailing during SIP. Info, [www.baads.org](http://www.baads.org) or (415) 281-0212.

**Aug. 3** — Full moon on a Moonday.

**Aug. 5-26** — Wednesday Yachting Luncheon Series, StFYC, 11:45 a.m.-1:30 p.m. Via YouTube during SIP. Info, [www.stfyc.com](http://www.stfyc.com).

**Aug. 9** — Delta Doo Dah Party & ArtFest, Delta Bay Marina, Isleton, noon-6 p.m. Live music, free food. Wine tasting, \$10, benefits a local nonprofit. Info, [www.deltadoodah.com](http://www.deltadoodah.com). Dock reservations, (916) 777-4153.

**Aug. 14-16** — US Sailing Adaptive Instructor Course, South Beach YC. \$370-\$420. Info, [www.ussailing.org](http://www.ussailing.org).

**Aug. 14-Sept. 4** — Virtual Excellence, Lake Tahoe Concours d'Elegance goes online. Info, [www.laketahoeconcours.com](http://www.laketahoeconcours.com).

**Aug. 15-16** — Wooden Boat Show and Waterfront Festival, Marina and Waterfront Park, Port of Toledo, OR. New & vintage wooden boats, boat building, live music, kids' activities, food & craft vendors, boat rides, more. Free admission! Info, [www.portoftoledo.org/wooden-boat-show](http://www.portoftoledo.org/wooden-boat-show).

**Aug. 29** — I Bought a Boat. Now What? Webinar, 10-11 a.m. Free. OYC, (510) 522-6868 or [www.oaklandyachtclub.com](http://www.oaklandyachtclub.com).

**Aug. 30** — Hausmann Quartet, aboard steam ferry Berkeley, San Diego Maritime Museum, 4 p.m. \$10-\$60 Info, [www.sdmartime.org/visit/public-events/concert-series](http://www.sdmartime.org/visit/public-events/concert-series).

**Sept. 5** — California Free Fishing Day, statewide. Info, [www.wildlife.ca.gov/licensing/fishing/free-fishing-days](http://www.wildlife.ca.gov/licensing/fishing/free-fishing-days).

**Sept. 5** — Barron Hilton's Fireworks Extravaganza, Mandeville Tip, San Joaquin River, 8:30 p.m.

**Sept. 5-26** — California Coastal Cleanup, every Saturday in September. Clean up a street, park, shoreline or happy place close to you. Info, [www.coastalcleanupday.org](http://www.coastalcleanupday.org).

**Sept. 7** — Labor Day.

### Racing

**Aug. 1** — Doublehanded Race. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Aug. 1** — Kay & Dave Few Regatta. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Aug. 1, 22, Sept. 13** — Quarantine Cup Races. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Aug. 1-2** — Tunafest. OYC, [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**Aug. 1-2, 22-23** — Races on Tomales Bay. InvYC, [www.invernessyachtclub.com](http://www.invernessyachtclub.com).

**Aug. 2, 30** — Club Series. CYC, [www.cyc.org](http://www.cyc.org).

**Aug. 7-9** — San Diego Olympic Classes Regatta. Info, [www.sdy.org](http://www.sdy.org).

**Aug. 8** — Round the Rocks, with separate courses for singlehanders and doublehanders. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

**Aug. 8** — Classic Boat Invitational Series. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).





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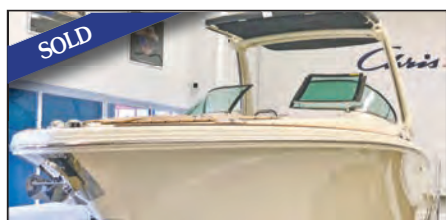
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## CALENDAR

**Aug. 8** — 49½ Un-Shaw Island Sailboat Race, starting and finishing in Friday Harbor, WA. San Juan YC, [www.sjiyc.com](http://www.sjiyc.com).

**Aug. 9** — Commodore's Cup. SLTWYC, [www.sltwyc.com](http://www.sltwyc.com).

**Aug. 14** — Friday Night Laser Regatta in Santa Cruz. SCYC, [www.scyc.org](http://www.scyc.org).

**Aug. 14-16** — Laser Masters North Americans in Santa Cruz. SCYC, [www.scyc.org](http://www.scyc.org).

**Aug. 15** — Around the Rock. BVBC, [www.bvbc.org](http://www.bvbc.org).

**Aug. 15** — Catch Me if You Can. SFYC, [www.sfyyc.org](http://www.sfyyc.org).

**Aug. 15** — Andy Byrd Memorial Pursuit Race. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Aug. 15-16** — Laser NorCals. SCYC, [www.scyc.org](http://www.scyc.org).

**Aug. 16** — Summer Series on Spring Lake. SRSC, [www.santarosasailingclub.org](http://www.santarosasailingclub.org).

**Aug. 16** — Baxter Judson Series Race #6. PresYC, [www.presidioryachtclub.org](http://www.presidioryachtclub.org).

**Aug. 16** — Gracie & George, a coed doublehanded race. Gracie drives. EYC, [www.encinal.org](http://www.encinal.org).

**Aug. 21** — Aldo Alessio. StFYC, [www.stfyyc.com](http://www.stfyyc.com).

**Aug. 22** — Women Skippers Regatta. SYC, [www.sausali-toyachtclub.org](http://www.sausali-toyachtclub.org).

**Aug. 22** — Fall One Design #1. SCYC, [www.scyc.org](http://www.scyc.org).

**Aug. 22-23** — Phyllis Kleinman Swiftsure Regatta. StFYC, [www.stfyyc.com](http://www.stfyyc.com).

**Aug. 22-23** — OYRA/SSS Drake's Bay Race. Info, [www.yra.org](http://www.yra.org) or [www.sfbaysss.org](http://www.sfbaysss.org).

**Aug. 21-23** — Match Race event. SDYC, [www.sdyyc.org](http://www.sdyyc.org).

**Aug. 21-23** — Moore 24 Nationals on the Richmond Riviera. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Aug. 23** — JustaRace. SLTWYC, [www.sltwyc.com](http://www.sltwyc.com).

**Aug. 27** — Ronstan Bridge to Bridge for kiteboarders and windsurfers. StFYC, [www.stfyyc.com](http://www.stfyyc.com).

**Aug. 29, Sept. 12** — YRA Summer Series races. Info, [www.yra.org](http://www.yra.org).

**Aug. 29-30** — Millimeter Nationals on the Estuary. EYC, [www.encinal.org](http://www.encinal.org).

**Aug. 30** — Fall SCORE #1. SCYC, [www.scyc.org](http://www.scyc.org).

**Sept. 3-7** — Redwood Regatta on Big Lagoon. Humboldt YC, [www.humboldtyachtclub.org](http://www.humboldtyachtclub.org).

**Sept. 4-6** — Helly Hansen NOOD Regatta in San Diego. Info, [www.sailingworld.com/helly-hansen-nood-regattas](http://www.sailingworld.com/helly-hansen-nood-regattas).

**Sept. 4-7** — Labor Day Invitational Regatta on Tomales Bay. SRSC, [www.santarosasailingclub.org/regatta](http://www.santarosasailingclub.org/regatta).

**Sept. 5** — Jazz Cup Race to Benicia. SBYC/BenYC, [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org).

**Sept. 5** — Hog Island Race on Tomales Bay. InvYC, [www.invernessyachtclub.com](http://www.invernessyachtclub.com).

**Sept. 5-6** — Thunderbird West Coast Championships hosted by Port Townsend Sailing Association, WA. Info, [www.regattanetwork.com/event/20490](http://www.regattanetwork.com/event/20490).

**Sept. 6** — Day on the Monterey Bay Regatta, benefiting Big Brothers Big Sisters of Santa Cruz County. SCYC, [www.scyc.org](http://www.scyc.org).

**Sept. 6** — Commodore's Cup. EYC, [www.encinal.org](http://www.encinal.org).

**Sept. 11-13** — SC27 Nationals. SCYC, [www.scyc.org](http://www.scyc.org).

**Sept. 11-13** — Tahoe Laser Fleet Championships. Tahoe YC, [www.tahoeyc.com](http://www.tahoeyc.com).

**Sept. 12** — Half Moon Bay Race. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

**Sept. 12** — Fall Race #1. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Sept. 12** — Frank Ballentine. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Sept. 12-13** — Limited Dinghy Regatta/Wylie Wabbit Nationals. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Sept. 12-13** — Multihull Regatta. SFYC, [www.sfyyc.org](http://www.sfyyc.org).

**Sept. 12-13** — California Cup Melges 24 Regatta. SCYC, [www.scyc.org](http://www.scyc.org).





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## CALENDAR

**Sept. 12-13** — Perpetual. SLTWYC, [www.sltwyc.com](http://www.sltwyc.com).

**Sept. 12-13** — Finn PCCs. SDYC, [www.sdy.com](http://www.sdy.com).

**Sept. 13** — Fall Series on Tomales Bay. SRSC, [www.santarosasaillingclub.org](http://www.santarosasaillingclub.org).

**Sept. 17-20** — Rolex Big Boat Series for ORR and invited one-design classes. StFYC, [www.stfyc.com](http://www.stfyc.com).

### Beer Can Series

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

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

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

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

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

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

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

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

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

**FOLSOM LAKE YC** — Beer Cans: Every Wednesday night through August. Summer Series: Friday nights, 7/31. Info, [www.flyc.org](http://www.flyc.org).

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

**ISLAND YC** — Island Nights. Fridays: 8/7, 8/21, 9/11. Info, [www.jibeset.net](http://www.jibeset.net), [iycracing@yahoo.com](mailto:iycracing@yahoo.com) or (415) 845-2673.

**KONOCI BAY SC** — OSIRs (Old Salts in Retirement) every Wednesday, year round. Info, [www.kbsail.org](http://www.kbsail.org).

**LAKE WASHINGTON SC** — Every Thursday night through 9/24. Mark, [owing78@yahoo.com](mailto:owing78@yahoo.com) or [www.lwsailing.org](http://www.lwsailing.org).

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

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

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

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

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

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

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

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

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

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

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



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## CALENDAR

**ST. FRANCIS YC** — Thursday Night Kites: 8/6, 8/13, 8/20, 9/3, 9/10, 9/24 (reserve). Info, [www.stfyc.com](http://www.stfyc.com) or (415) 563-6363.

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

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

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

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

### August Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
8/01 Sat	0442/-0.7	1154/4.9	1620/3.0	2229/6.7
8/02 Sun	0526/-0.8	1238/5.1	1710/2.9	2315/6.6
	HIGH	LOW	HIGH	LOW
8/08 Sat	0247/4.9	0903/0.8	1559/5.2	2149/2.2
8/09 Sun	0337/4.4	0940/1.4	1632/5.2	2248/2.0
	LOW	HIGH	LOW	HIGH
8/15 Sat	0336/0.2	1057/4.5	1512/3.2	2114/6.2
8/16 Sun	0418/-0.2	1135/4.7	1559/3.0	2202/6.4
	HIGH	LOW	HIGH	LOW
8/22 Sat	0214/5.8	0818/0.2	1509/5.9	2056/1.2
8/23 Sun	0315/5.3	0902/0.9	1551/6.1	2201/1.0
	LOW	HIGH	LOW	HIGH
8/29 Sat	0338/-0.2	1048/5.0	1530/2.9	2131/6.3
8/30 Sun	0425/-0.3	1130/5.2	1621/2.6	2221/6.3

### August Weekend Currents

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

date/day	slack	max	slack	max
8/01 Sat		0212/2.4E	0636	0936/3.5F
	1300	1512/1.3E	1748	2106/3.1F
	2354			
8/02 Sun		0306/2.5E	0724	1024/3.7F
	1348	1600/1.5E	1848	2154/3.2F
8/08 Sat		0142/2.1F	0442	0742/1.6E
	1042	1412/2.8F	1742	2006/1.4E
	2306			
8/09 Sun		0230/1.7F	0548	0830/1.2E
	1112	1454/2.5F	1818	2042/1.3E
8/15 Sat		0054/1.7E	0530	0848/2.3F
	1224	1424/0.7E	1624	2000/2.3F
	2248			
8/16 Sun		0142/2.0E	0606	0924/2.7F
	1254	1506/1.0E	1718	2048/2.6F
	2330			
8/22 Sat		0048/3.1F	0336	0630/2.4E
	0948	1318/3.7F	1618	1848/2.1E
	2206			
8/23 Sun		0142/2.9F	0436	0724/2.1E
	1030	1400/3.5F	1700	1936/2.1E
	2306			
8/29 Sat		0106/2.0E	0524	0830/3.3F
	1148	1406/1.4E	1654	1954/2.7F
	2254			
8/30 Sun		0212/2.1E	0612	0918/3.5F
	1230	1454/1.6E	1748	2054/2.9F
	2348			



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## LETTERS

### ↑↓ PASSING TIME, SIPPING RUM, AND READING A MAGAZINE DURING THE QUARANTINE

We left San Francisco in October 2019 and are currently sitting out the quarantine in Banderas Bay, Mexico. Like all

you expat sailors out there, we had plans upon plans, and then watched things shut down all over Mexico. Recreational sailing is still discouraged, and some ports and parks are closed. Beaches are still closed here in Nayarit, but, luckily, the second pastime for sailors is again available after a short hiatus in March: drinking alcohol. These beautiful mai tais were made by a dock neighbor and consumed eagerly



MARIE TOLER RANEY

'Latitude 38' has long doubled as a coaster for cocktails. Just BYOB.

by us. Luckily the third pastime — reading *Latitude 38* — is possible here as well, even in the paper form. Greetings to all our friends in San Francisco.

Marie Toler Raney and Jonathan Raney  
*Eurybia*, 1991 Huntingford Sea Maid 45 Ketch  
Currently in Mexico

### ↑↓ FAR FROM NORMAL IN MEXICO . . .

Passing into July here in the heart of the Sea of Cortez, we hoped we would enjoy a reprieve from the virus restrictions. But no, they are still in effect, with no confirmed end in sight. It's been a tedious, frustrating, and at times scary place. Collectively, from Loreto, La Paz and Cabo, rumors and confusing information are all we have.

All has been quiet here in La Paz, too quiet. Many boaters chose to pull their vessels from the water and get back home; yet others sailed to points north in the Sea. Some decided to tough it out onboard and attempted to get some projects done and wait out the 'storm'.

At Marina de La Paz, the gates to the outside world have been locked, and the parade of dockworkers has ended. Masks are the rule of the day, and my beloved dog Allie is still not comfortable not seeing people's faces. The morning net on Channel 22 is really boring — no one coming or going, no activities, no parties, not even people to carry the mail back to the States. Daily arguments about the virus, and the government response, can become heated, and sometimes entertaining. The islands, beaches, restaurants, bars and hotels are still closed or off limits, and information is hard to come by. Our Malecon is finally open to pedestrians and bike riders, but nothing — not the parks or seating areas — is open. Some of our favorite hangouts have closed permanently: Tail Hunter, Harkers and the Art Bar have all said farewell.

As of late, we are hearing that September may see the reopening of the parks, beaches and the islands, but who knows? The charter fleets — everything from the day-trip pangas to the largest megayachts — are all sitting idle. The





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## LETTERS



GLENN TWITCHELL

*Caleta Partida in the Sea of Cortez, as seen in 2009. We've heard mixed reviews about being locked down from various cruisers throughout the world. If ever there was a demographic that was equipped to self-isolate and social-distance, it should be sailors. But even cruisers need to go to port and provision and need society to function in a normal way.*

park offices are closed, and several of the large liveaboard dive boats are anchored offshore.

For those of us who chose to remain in La Paz, the overall impression is that it's better here than back in the States. We know the local population is struggling, but the outpouring of charity from the cruising community has been very heartwarming. Everyone is doing their best to support local businesses and help those in need.

Hoping that things return to as normal as they can be in the near future.

Kenny Knoll  
Jersey Girl, Irwin 65  
La Paz

### ↑↓ WHEN IT'S TIME TO JUST GO FOR IT

After staying at the dock for over 100 days, I decided it was time to take my boat out on the Bay. The COVID sailing rules of S/V *Freyja* include keeping the crew size to a max of four (*Freyja* is a 35-ft sailboat), wearing masks at all times and using hand sanitizer when appropriate, and each crew bringing their own food and drink (no sharing).

We found that wearing masks was no big deal. It was a beautiful, breezy day on Sunday, June 21, and having a mask on did not impair our enjoyment! A doctor friend of mine says wearing masks when outdoors in windy conditions is not necessary, but still, better safe than sorry.

*Freyja* is a well-found boat with full emergency equipment and a crew with years of safe sailing history. I didn't feel there was any real potential for burdening the Coasties or other emergency services. After all, riding a bicycle certainly has greater potential for adding to the emergency-services burden than sailing, and no one seems to question the mental and physical benefits of riding a bicycle these days.

I say, "Sail on sailor!" (But make sure you do it safely and conscientiously.)

George Scott  
*Freyja*, Cal 35 MkII  
Sausalito

### ↑↓ REAL, ACTUAL (NON-VIRTUAL AND NOT A ZOOM CALL) RACING RETURNS TO THE BAY

So glad to see racing getting going again. Boat racing is just one small part of getting people back out having fun, and even more importantly, spending money at the boating businesses that support sailing.

I come from a family of sailors and commercial fishermen from the old days, who were always faced with tough decisions on the water — decisions made to support their



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## LETTERS

livelihood and passion on the water for both themselves and their families. They made good, common-sense judgments, pushed through, and went for it. Thank you to all the yacht clubs and sailing organizations, and to people for getting back out there on the water. Let's beat the upcoming economic pandemic!



SUSAN BURDEN

*A group of beer-cannors out of Richmond Yacht Club approach the finish line in late June.*

Memo Gidley  
Basic Instinct, Elliott 1050  
Sausalito

### ↑↓ ANOTHER HEARTFELT THANKS

After weeks of being batted down, young people now have a great opportunity to get out in the fresh air, explore, and learn something new. Thanks to all of these organizations for quickly changing course and offering programs that meet public-health guidelines.

Steven Woodside  
Call of the Sea  
Sausalito

### ↑↓ A FAMILY AFFAIR IN RICHMOND

We had a great time at the RYC Wednesday Night Beer Can races [in mid-June]. The RYC beer cans always emphasize fun over competition, and with the new restriction of crew being from the same household, this was even more the case, as almost all crew on the boats were family. Great night of family fun racing!

Tony Bourque  
Circe, Freedom 40/40  
Point Richmond

### ↑↓ SO . . . HOW DOES RACING WORK NOW?

I would love to know if any particular requirements are used, such as distancing, the number of allowed boats, masks, etc.

John McNeill  
Schooner Yankee  
San Francisco

*John — As always, we'll point you to the Sailing Instructions for each race you're interested in. They now spell out in great detail requirements for meeting COVID-related health orders, such as sailing only with members of your own household, or wearing masks and practicing social distancing aboard.*

### ↑↓ THERE ARE NO DRONES QUITE LIKE SAIL DRONES

I am privileged to have Richard Jenkins and his family as neighbors. He is a brilliant engineer and a passionate sailor — and a great neighbor! He made his first transatlantic voyage at age 16. He holds the world speed record for a sail-powered land craft: *Greenbird* reached 126.1 mph in the Nevada desert in 2009. And I've watched Saildrone grow from just a few employees to now about 100, right down the road from the USS *Hornet* museum ship. As an engineer myself, I am just astounded to see the brilliance — and usefulness — of





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## LETTERS



SAILDRONE

**A pair of sail drones are towed from Saildrone headquarters in Alameda out to sea. The engineless, autonomous sailing vehicles have been doing science all over the planet for the past several years.**

Saildrone's products. Look Richard up on Wikipedia to see the full story on this incredibly brilliant man.

Lu Abel  
Alameda

*Lu and Readers — We profiled Richard Jenkins and Saildrone in the August 2018 issue of Latitude 38.*

### ↑↓ **TO BOLDLY GO . . .**

I adore robotics. My father was the navigator of *Voyager I*, the first man-made spacecraft to enter deep space. Go, Saildrone!

Milly Biller  
Big Pink, International 110  
Inverness

### ↑↓ **TO OR FROM THE DELTA?**

There were a lot of nice memories brought up in this article [the June 3 'Lectronic *Latitude*, *Cruising Close to Home*], but, "Traveling through San Francisco, San Pablo and Suisun Bays was a grueling slog," was sure not anything I have ever experienced going to the Delta. Sure, coming home can be grueling, but getting there is some of the greatest sailing anywhere.



JACKIE PHILPOTT

***Of all the conditions the Delta can throw at you, what you see above are certainly among the most mild and inviting. With international cruising at an indefinite standstill, the Delta is the new place to be.***

Chris Boome  
Rhapsody, J/32  
San Francisco

### ↑↓ **LET'S KEEP IT A SECRET**

Don't let anyone know about the Delta! Just kidding. We have been cruising the Delta for about 25 years now, and it is exactly as you describe. Next time, go down to Stockton and enjoy.

Anneke Dury  
Paramour, Offshore 66  
San Francisco



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## A Few Upwind Tacks

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

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## LETTERS

### ↑↓ A TON OF ADMIRATION FOR EMILY ZUGNONI

I have been an admirer of Emily for ages. She is an amazing sailor, fierce competition and an inspiration to fellow women sailors/aspiring women sailors. It was a joy to read this article about her and her grandfather's relationship!

Kathy W.

*Readers — Kathy is referring to the May 20 'Electronic Latitude, Emily Zugnoni: Lessons from my Grandfather.*

### ↑↓ INSPIRING CONNECTIONS

Emily is an excellent instructor. I met her at an all women's race-training regatta at WOWZR [Women On the Water — Zonie Regatta] last November at Lake Pleasant, Arizona, where we were both guest coaches. She inspires her students and readily connects with them, giving them confidence and building camaraderie on her team.

Linda Newland  
Port Hadlock, WA

### ↑↓ ALL IN THE (ESTUARY) FAMILY

Emily — I enjoyed sailing with your grandpa. I raced against him and crewed for him, and he crewed for me. He even let you come with me a couple of times in Estuary racing (I enjoyed sailing with you too). Good to hear what a great job you are doing with kids at the Alameda sailing school.

George Gurrola  
Bandido, Merit 25  
Alameda

### ↑↓ NEVER YELLS

I love that you commented on your enjoyment watching people overcome their fear and trepidation after having been yelled at by others who were perhaps compensating (yelling) because of their own lack of confidence. I had this experience too when I taught at John Beery Sailing School many decades ago. I actually had a class devoted to sailing 'battered wives' who wanted to learn to sail without being yelled at. We had a Ranger 33 to sail (still one of my favorite boats), and we had a blast together. Good on you!

Milly Biller  
Her second letter this *Letters*

### ↑↓ FOND AND HUMBLING MEMORIES

It's been great to race with *Lelo Too* these past years. Emile (and George) are among the octogenarians who contested in Estuary races. It's humbling to have somebody who was a club member longer than you've been alive thrash you with better knowledge and skill. Keep going, Emily!

Sheldon  
Planet Earth



SUSAN BURDEN

*'Latitude Nation' gave high praise to Coast Guard Merchant Mariner licensee and instructor at the Alameda Community Sailing Center (ACSC) Emily Zugnoni.*





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## LETTERS

### ↑↓ **WOWZERS IT WAS FUN TO SAIL WITH EMILY**

I had the pleasure of sailing with Emily on a WOWZR! race-training boat. Even though she was coaching racing with a woman crew of various skill levels, it was *fun* for all aboard her boat. The students adored her. The event organizers did too. *Attagirl Emily!*

Debbie Huntsman

### ↑↓ **THE ALL YOU CAN EAT JIMMY BUFFET**

A few years ago I was driving on Ocracoke Island, North Carolina, with my daughter when we passed a business with a sign that we read, "Jimmy Buffett on Wednesday." We thought, "Awesome!" But later, when we drove back, we reread it, and saw that it really said, "Jimmy's buffet opening Wednesday."

Michael Nolan



RICHARD SPINDLER

*This picture, shot by 'Latitude 38' founder Richard Spindler last year, features (from left): Eddy of Eddy's Restaurant in St. Barth, Jimmy B., Jean-Marc Lefranc, owner of the famed Baz Bar, and Doña de Mallorca.*

### ↑↓ **FOR A GOOD TIME . . .**

For a great Jimmy Buffett fix be sure to see *Tarpon*. Nice music from Jimmy that stars a few writers on a fishing trip. I think you might enjoy it. I did. Smooth sailing and stay well,  
Mary Westlake

### ↑↓ **I LOVE JIMMY B, BUT I FEEL LIKE HE SOLD OUT**

I was fortunate to meet Jimmy and be backstage at a few concerts in the late '70s. It's very sad that he sold out. [Face-palm emoji; hear-no-evil emoji.]

Robert Cleveland  
Farrier Trimaran  
Queensland, Australia

Robert — We don't agree that Jimmy Buffett "sold out," though the term is broad and highly subjective. Did Jimmy B. take every opportunity imaginable to make money? Yes. Is he a branding and marketing genius? He is. Has he managed to build a vast, diversified empire off his twangy 1970s hit? He has. If any of us were in the same position, wouldn't we take advantage of the same opportunities? We would. Every last one of us absolutely would. Who knew that Margaritaville would be the ideal marketing vehicle for restaurants, blenders and retirement homes? But that's the lightning that happened to strike.

We also think Mr. Buffett, whose estimated wealth is somewhere around \$500 million, keeps it pretty low-key. He usually cruises the Caribbean on a 50-ft sailboat looking for surf (but he does own a megayacht, too), and grills his own cheeseburgers.



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## LETTERS

*It is completely natural for fans to want our favorite artists to stay simple and humble — whatever our perceived version of those qualities might be. Some of us might also want Mr. Buffett to consider leaving a good chunk of his wealth to charitable causes when he finally moves on to that Great Tiki Bar in the sky.*

### ↑↓ ON MAX AND LEE

I love the parody of the protagonists' names Max Ebb and Lee Helm, and the article about anchoring. Also, this 66-year-old mariner of many years learned a new word and concept: amphidromic. Handy, since I am usually the guy delving deep into tides and currents.

I thought Lee Helm would have called a spade a spade, i.e. used the term "kedge" to define the process of winching on a distantly set anchor. Ms. Kedge is definitely not a 'fair weather' friend; her 'come hither' has saved me several times in Narragansett Bay and Smith Island in Chesapeake Bay from missing cocktails at the dock.

Dan Hazard  
Spent some time on the East Coast

### ↑↓ THE TABLES, AND SHIPS, ARE TURNING IN THE OAKLAND ESTUARY

I was privileged to hear a talk by a San Francisco Bay bar pilot (the guys who bring the ships in). The Oakland Estuary Turning Basin is 1,400 feet long and some of the ships they turn in it are over 1,200 feet long! If you do the math, one knot of speed is 100 feet per minute. Not much margin to turn one of these ships in the Turning Basin!



LATITUDE / TIM

**A big ship, and a flock of tugboats, does a 180 in the Oakland Estuary back in early July as we sailed past. Did we get too close? Maybe.**

The pilot also told us that you sometimes see tugboats holding the ships back(!). They need the prop wash to push water past their rudder, but don't want to go tearing up the Estuary at 5 or 6 knots.

I left the talk with a profound respect for the pilots who bring ships into the Bay and safely dock them.

Lu Abel

### ↑↓ I'VE NEVER BEEN THAT CLOSE

The Turning Basin requires amazing coordination from all vessels involved. But I've never been that close!

Mark Simons

### ↑↓ THE WHOLE OPERATION

Since our boat lives in Alameda, we have seen this several times, including when we have stopped (well clear) and watched the whole turnaround process. It's always very well



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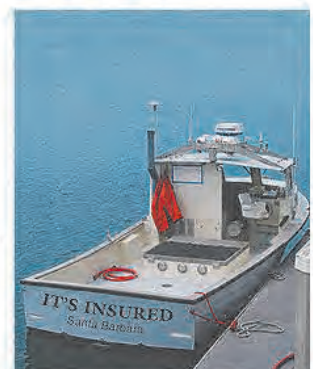
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## LETTERS

choreographed between the big ship and the two to four tugs helping her.

Mike Bennett  
Cupertino

### ↑↓ THE EVOLUTION OF MY SAILING

I started sailing on a raft (with a sad-looking sail) in the kiddie pool, adjacent to the old stone refreshment stand, not far from the old StFYC building. Then on to a Penguin, Finn, Kite, Snipe, Cal 20, Cal 29 and finally a Swan 51, with a price-less unsolicited invitation to the StFYC Big Boat Series a few years ago. I've often been re-galvanized by your magazine!

(P.S.: I always was in love with the Cal 40.)

John and Lee Ann Harris  
Harlot, Swan 51  
Alamitos Bay, Long Beach Harbor

### ↑↓ WOULD GETTING RID OF THE WORD 'YACHT' BE BETTER FOR THE SPORT AND LIFESTYLE OF SAILING?

Just as an exercise, try renaming every yacht club, yachting association, yachting magazine, etc., replacing the word yacht/yachting with 'sailing', and see who is left out.

I'm not dead yet, just older.

And still sailing.

Mabelle Lernoud  
Monterey

*Readers — Mabelle is referring to a long-running discussion about trying to 'de-elite-ize' sailing by simply removing a word that conjures images of Thurston Howell III sipping martinis.*

### ↑↓ NO REGRETS, BUT A DESIRE FOR MORE TIME

I only wish I'd had the time earlier in my life to learn to sail. My son and I have taught more than 15 people how fun sailboats can be. We are on a mission to bring more people to the marina and take them sailing.

Roger Nunez  
Reliable Marine Electronics  
Alameda

### ↑↓ THE MAGAZINE, AN OLD FRIEND, AND A TINY BOAT

I am 92 and passionate about sailing, albeit not doing much any more. I am on the board of Northern Lights Sailing Club in Minneapolis. My grandson John lives in Martinez and races in Berkeley. He took me to the boat show last year, and I picked up a *Latitude 38* and saw a picture of our friend from White Bear Lake, Minnesota, named Gerry Spiess.

I have been following your stories of *Chubby Girl*, and have suggested our members also follow them.

July is coming up, and I'm wondering if Mr. Wilbur Spaul [*Chubby Girl's* designer and skipper] has set sail for Hawaii yet.

Dorothy Zimmermann  
Minneapolis, MN



*That's Gerry Spiess (middle) with his wife Sally when they visited President Jimmy Carter in August 1979. Spiess built the 10-ft 'Yankee Girl' and sailed solo across the Atlantic Ocean in 1979, then across the Pacific in 1981.*

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## LETTERS

### ↑↓ A RESPONSE FROM WIL SPAUL

Dorothy — I went to Minneapolis and saw *Yankee Girl* in March 2019. The director of the museum was kind enough to pull her out of archives and allow me to climb all over her and take pictures. (I am in the process of drafting a paper on three grand little ladies — *Yankee Girl*, *Acrohc Australis* and *Father's Day*.) I had hoped to meet Gerry, but when I was there, I was told he was in pretty bad shape, so I passed on that.

The original *Chubby Girl* ended up in the dumpster in February 2020 because I had built her too heavily and she sailed poorly. I have since built a new *Chubby Girl*, launched her on June 29, 2020, and was very favorably impressed with her initial sea trials.

I am setting up [www.chubbygirlcruising.com](http://www.chubbygirlcruising.com), a blog, and am planning to leave in early September. I have dedicated this trip to Gerry Spiess.

Wilbur Spaul  
*Chubby Girl*, Custom-Built Tony Boat  
Berkeley Marine Center

*Readers — Gerry Spiess passed away in late June 2019, after a decades-long battle with Parkinson's disease, according to the Minnesota Star Tribune. He was 79.*

### ↑↓ THE 40-YEAR CLUB

I have owned my Santana 22 *Hot Tip* for more than 40 years this year. I purchased the boat new in 1979 from a Santa Cruz yacht brokerage. It is hull #743, and I believe it was manufactured in July 1978. The historic Gary Mull design has served me well for all these years. She's simple and easy to sail with one or two crew. She has provided me with many hours and days of sailing fun and enjoyment. I have kept her rigging very simple and never added a spinnaker or even a 150. Keeping her in as pristine condition as possible



KURT HOFFMANN

*Here's a hot tip: 'Hot Tip', a meticulously cared for, single-owner Santana 22, is for sale. Interested? Flip on over to the 'Classy Classifieds' to have a look.*

has always been my passion. As the saying goes: "A thing of beauty is a joy forever."

Even today, people are shocked when I tell them of the boat's age. *Hot Tip* has always been berthed in the dry storage yard of the Santa Cruz Yacht Club and sailed on Monterey Bay. Purchasing the boat led me to join SCYC, where I have been a member for 40 years this year, and a proud staff commodore. Most recently, I have relocated from the Santa





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## LETTERS

Cruz area, where I resided for 46 years, to the community of Mount Shasta to be near my boys and growing fleet of grandchildren.

Reluctantly, I'm looking for a new owner for *Hot Tip*; look for her ad in *Classy Classifieds*. It's been a great run with a great boat for more than 40 years!

Kurt Hoffmann

*Hot Tip*, Santana 22 #743

Mount Shasta, California

#### EXPOUNDING ON THE VIRTUES OF THE VINDO

I am writing in response to Captain Stephanie Teel and Jill Patton of the Vindo 35 *Noelani*, whose letter was featured in the May 2020 issue of *Latitude*, where the virtues of a Vindo 35 were discussed. I too had a Vindo, but it was the Vindo 65, which is actually 38.5 feet long. It was not the typical ketch produced in that size, but a cutter. This Swedish boat is rare on the West Coast, but an exceptional vessel! (Vindo went bankrupt in the '80s and was taken over by Hallberg-Rassy.) She was a dream, or I should say, she became one after a lot of hard work. The previous owner and his wife had taken their two kids, ages 5 and 7, on a five-year circumnavigation through the Pacific and around the world. I had the logs of their trip up to the Marquesas. It was a well-thought-out trip with a sailing dinghy for backup and over-the-side bags ready. I believe they had a terrific voyage, but upon their return to the US in San Pedro, they put the boat up for sale.

The boat had hard usage; the tropics were not kind to wood trims, rails, the cabin house or the teak deck, but as soon as I saw her, I knew she was the one. I named her *LaVida*. She had a wide beam and a center cockpit and was stable. The beautifully appointed cabins below had a lot of mahogany and brass, as well as a wood wheel, wood beams across the ceiling, two heads, tall headroom, a table that could seat eight, and a spacious captain's cabin in the stern that could sleep three comfortably.

The boat was featured in Ferenc Máté's *World's Best Sailboats*. I had to replace the engine, upholstery, plumbing, electronics, bimini, etc., but she sailed like a dream. Twelve tons made for a very comfortable ride, and a cutaway forefoot keel made her easy to handle. I loved working on her, as she was such a pleasure to sail and a beauty to look at. I had her for two years, when my ex-husband and I split up. But I kept the boat for another six and sailed her up and down the Southern California coast and to Catalina in all sorts of conditions all the time. I learned a lot about *LaVida*, but I learned a lot more about myself. Before, I was intimidated and fearful. But I became confident and loved my life with *LaVida*.

I had to sell her, as costs were getting too high and situations changed, but I look back on that boat as one of the things in my life that I was, and am, very proud of. I have had two more boats since then, and now have an Islander 28 (*LaVida II*) that makes me very happy. But nothing made me as happy as *LaVida*!

Barbara McKenna

*LaVida II*, Islander 28

West Coast

#### EXPOUNDING ON THE VIRTUES OF THE 'PEDESTRIAN' CATALINA 30

I'm one of the many people whom you write about in this magazine who has bought an old GRP boat that needed a lot of love for a very reasonable price. Our 1980 Catalina





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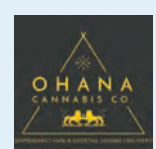
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## LETTERS

30 *Shenanegans* is about as pedestrian as they come, but we love her just the same. She sails well and can easily accommodate me, my wife and our two children (ages 8 and 5) for a few nights on the hook, which is exactly what we did this summer in beautiful Glorietta Bay, Coronado. I took this photo of *Shenanegans* with the Hotel del Coronado in the background on our afternoon dinghy row over to the beach.



JOHN HYSLER

*The Catalina 30 'Shenanegans' lookin' good in Glorietta Bay off the Hotel del Coronado this summer.*

You read that right: row, as in no outboard on the dinghy. *Shenanegans* has a good working diesel, but I still try to sail onto and off of the anchor whenever I'm confident that it's safe to do so. We don't have refrigeration, just a big removable cooler that I made a custom mount for in the spot originally intended for the marine stove and oven. Cooking is done on the grill hanging on the pushpit, or a single-burner butane camping stove in the galley. I think my single biggest luxury is the auto-helm, which allows me to singlehand much easier. She's our camper/cruiser, and for the time being, we like it that way.

I'm already saving for my next boat. If we continue to be lucky and maintain good careers, and the economy doesn't completely fall apart, our next boat will undoubtedly be more modern with more modern systems and creature comforts. But I don't think we will have any more fun than we do today on our modest yacht. Maybe by the time I feel ready to buy something shiny and new, I'll realize that I've fixed and upgraded everything on *Shenanegans* to the point where she's shiny and new enough for me. Time will tell. The best decision I made was to buy now, and not wait till I felt I could afford perfection. Right now we are making memories that our children will have forever, and we're having a great time doing it!

P.S.: I'm not sure why the previous owner decided to spell it *Shenanegans* instead of *Shenanigans*, but with a mischievous name like that, I felt no need to change it!

John Hysler  
*Shenanegans*, Catalina 30  
San Diego

#### ⬆️ A NUCLEAR WEEKEND ON THE BAY IN EARLY (AND FOR NEARLY ALL OF) JUNE

I totally agree with the "on/off" wind we had. [Steve is referring to the June 8 'Lectronic Dispatches from a Three-Day Gale in the Bay.] I was at Rio Vista on Friday, June 5, and the day was breeze on, breeze off. I didn't even bother.

Saturday I was at Shimada Park (Marina Bay), rode a 5.7, and had fun till the 'new' wind arrived from the northwest.



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## LETTERS



*A windsurfer sends it off one of the many ramps in front of 'Latitude's satellite office in San Quentin Village back in June. The entire month seemed to be filled with epic (and at times frightening) gale-force conditions.*

*www.iwindsurf.com called it correctly. Up and down/on and off. I was glad that I was on my windsurfer and not on any of my boats!*

Steve Cameron  
K6, Melges 14  
Point Richmond

### ↑↓ SHELTERING IN PLACE . . . FROM THE WIND

While I'm not a windsurfer, my weekend was spent sheltering in Monterey, where conditions were as challenging as on the Bay. Whitecaps everywhere!

Martin Eggenberger  
Gratitude, Hylas 46  
Oakland

### ↑↓ LOOKING FOR MY SPOT DURING THE GALES

I launched from the northeast corner of Treasure Island on Friday, June 5, at about 5 p.m. on a 4.0-meter sail and an 86-liter waveboard with thrusters — the ebb was just starting to kick in. As I was launching, my buddy, who is smarter than I am and had already given up, along with some of the other usual suspects, informed me it was averaging 37 mph with gusts in the mid to high 40s. I would have preferred not to have known it was so windy and was wishing I had brought my rarely used 3.6m sail, which was sitting in the rafters in the garage at home.

There was very large head-high-plus swell, and some violent cannon-shot gusts. Port tack was manageable, carving to scrub speed. Starboard was hard not to get launched. It lasted about an hour. An epic Victory At Sea.

I went home and loaded the 3.6 meter for more nuclear winds on Saturday morning at Sherman Island on the ebb, but it was on/off gusts — and of lesser force. Then I went to San Pablo Bay for an afternoon session. It's always desolate and easy to social-distance there (as in nobody else is around). I made sure the Icom 72 [a waterproof VHF] was fully charged. It was averaging 29 mph in the channel, and I went out on the 4.0m. I was rewarded with a long-spaced swell and big, scary straight-on views of the Carquinez Strait on starboard.

It's always nice to make it back home in time for dinner with tales to tell. Sunday was 4.5 at the Bay Bridge toll plaza launch. Fun to be on the water, but pedestrian by comparison to Friday and Saturday's adventures.

Rad Ross  
Shredtown, USA



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## LETTERS

### ↑↓ WHO ELSE WAS FEELING IT?

Interesting article! I thought it was just me who cursed the three-day wind hell.

Kandice Ann McDonald

Seriously! I thought it was just me feeling like it's been, gulp, too windy. I need to cut down two sails so I can go out in these conditions. And lots of gear repairs. I ripped the outhaul block completely off the mast last night trying to flatten my main in 20 knots.

Brandon Mercer  
Richmond

"Yeah, it has been a handful lately!"

@nouvellemacarons

Yes, that's the Instagram account for hand-crafted French macarons — good to know that we have that demographic locked up. Seriously though, Nouvelle, thanks for the follow.

### ↑↓ THE WORLD AROUND US WHILE WE SAIL

Glad you had fun sailing last weekend, but I hope you'll consider that while you were ripping and "getting frustrated" on Sunday June 7, the Golden Gate Bridge was occupied by peaceful protesters. I know you're a sailing magazine, but I've seen *Latitude* write about climate change and the homelessness problem around the Bay Area waterfront. I've also seen other sailing platforms speak out on this issue.

It's easy to sit on the sidelines and judge other people's actions or non-actions, and I don't think anyone expects *Latitude* to write about the roots of slavery and white supremacy in modern law enforcement, but, to me, writing about sailing feels a little tone-deaf and insensitive right now. I saw that you posted a black square on your Instagram last week, and good for you, but please don't congratulate yourself that you're part of a solution.

I'm sure it's not your fault that sailing, even in the Bay Area, is not very diverse, but is there anyone out there doing anything about it? Not just the lip service of showing brown people on a sailboat, but actually bringing people into the sailing lifestyle. If anyone can do it, the Bay Area can. But who is doing something?

Arne D.  
San Francisco

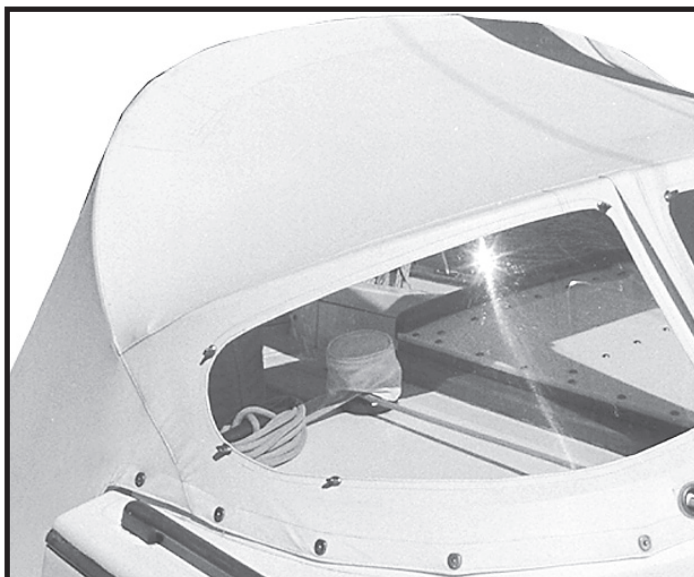
Yes, yes, yes! Thank you for saying this. #sailingsowhite

Mark Benioffy

### ↑↓ TREASURE ISLAND SAILING CENTER IS DOING SOMETHING ABOUT IT

More power to all of you at the Treasure Island Sailing Center! [Ros is referring to the July 13 'Lectronic, *Treasure Island Sailing Center Statement of Solidarity*.] So many organizations have gone without acknowledging that the sport of sailing on the West Coast is almost completely devoid of racial and socioeconomic diversity. At a time when many yacht clubs and sailing organizations are 'aging out', it's in all our interests to welcome the wider community — and in the Bay Area, that very much includes communities of color.

"Providing additional funding to support black and brown teens to return as Junior instructors and inspirational examples for younger children; our staff should reflect the diversity of our children," said TISC. *This. This alone will change everything. As a woman of color, this Statement of Solidarity energizes me so much.*



*"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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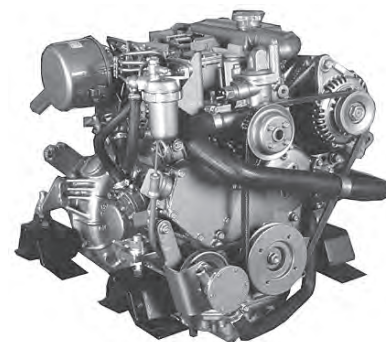
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## LETTERS

Continue the good fight, TISC! Everyone else, take note.

Ros de Vries  
*The Sunken Hat, J/24*  
San Francisco



TREASURE ISLAND SAILING CENTER

*Treasure Island Sailing Center has long supported diversity in sailing. But in a Statement of Solidarity, TISC said, "We can and will do better."*

### ↑↓ I AGREE WITH THE GOAL, BUT I DON'T LIKE THE LANGUAGE YOU'RE USING

"Privilege?" "Racial inequities in sailing?" Someone has been drinking too deep of the Woke Culture Kool-Aid. I support expanding sailing opportunities for everyone and recognize how imperative it is to get younger folk involved in sailing, but I think the ideological rhetoric is more for feeling self-righteous and not much of a help.

Jack Baker  
*Elixir, Island Packet 40*  
San Francisco

Jack — It might be helpful to look through the lens of "What does society look like?" vs. "What does my circle look like?" the next time your yacht club has an event. If you can first recognize that these inequalities and imbalances exist, then you can address them.

After COVID, I implore you to volunteer at a TISC youth event or Bluewater Foundation sail. Yes, the sailing and camaraderie are excellent, but . . . to see a teenager who has never stepped on board a boat before, suddenly seeing the Bay from a new perspective, totally overwhelmed by the power of wind and waves? You may not call it woke, but it is an awakening moment. And the only way they're getting that experience is because a nonprofit transported them from their world to our world, with stated intent.

Ros de Vries

Arne, Ros and Jack — In late May/early June, the staff of Latitude 38 grappled with a way to respond to the moment that came to a head in the United States. It's true, Arne, we are a sailing magazine that has always focused on people having fun with their boats. With that said, in Latitude's more than 43-year history, we've never shied away from expressing our opinion. Moving forward, we want to support the many organizations around that bring some semblance of diversity to the sport and lifestyle of sailing. These organizations include Pegasus Project, Call of the Sea and the Bluewater Foundation. But Treasure Island Sailing Center has long led the way in introducing sailing to underserved communities.



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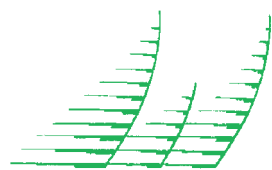
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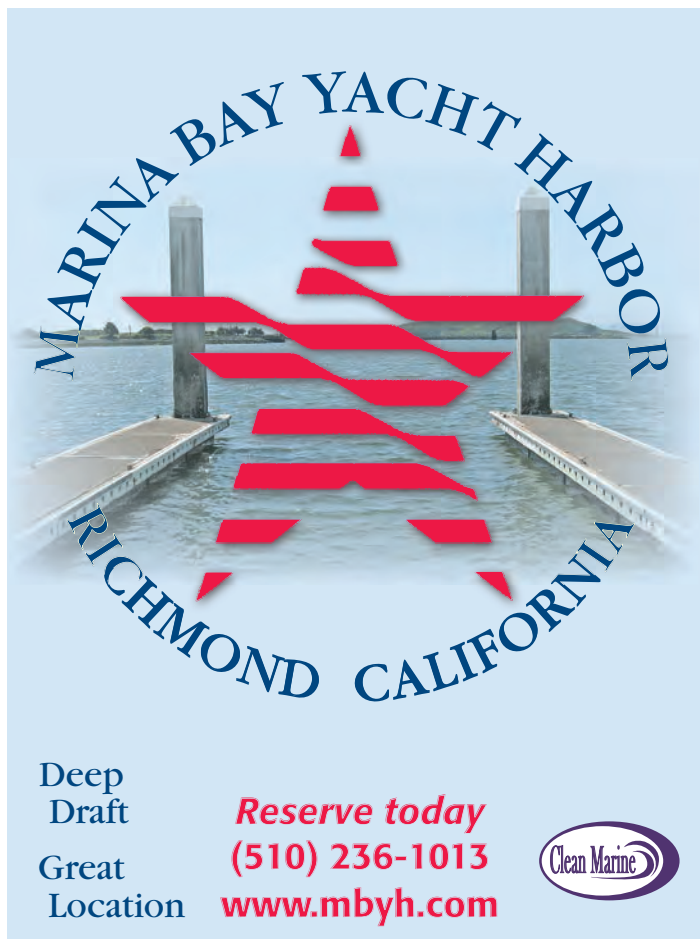

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## LETTERS

*Jack — Even though you seem to agree with the core goals of TISC, you disagree with the language they used. We're not sure where you've been sailing, but even here in the Bay Area, the sport has a pretty narrow demographic. Sailing isn't just sparse on people of color, either; women tend to be underrepresented. In a lot of cases (but certainly not universally), if you didn't grow up with sailing, you've got to work pretty hard to carve your niche in the sport. And privilege? Well, as of May, some of us at Latitude already have more than 40 days of sailing under our belts. We are constantly pinching ourselves at how lucky we are — but privilege and luck are matters of perspective.*

*We salute TISC, which said, "We realize that we must do more. We have failed to listen, to understand, and to stand with our community of color to proactively dismantle racism in our sport."*

### ↑↓ WAITING TO FLY TO MINNEY'S

Here I come from Illinois to buy my hard-to-find parts, and



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you're off for a year. What am I going to do for a year? I enjoy looking through and buying many parts from you. I'm not the youngest in the bunch, but am willing to take a 3-hour, 50-minute plane ride to shop for parts. I guess I'll have to wait. Don't like it, but I'll wait. Thanks for being there all these years. See you on January 2, 2021.

Dave Holtgrave

A three-plus-hour flight away from Newport Beach

### ↑↓ A QUICK NOTE TO ERNIE MINNEY FROM US

*Ernie — We keep thinking how you picked a hell of a year — the best possible year — to take off! Did you know something none of the rest of us knew? I'm guessing many people thought you were crazy, and now I'm sure they think you're the wisest man on the planet.*

### ↑↓ ERNIE'S RESPONSE. AND ALSO . . . WHO WANTS TO BUY MINNEY'S?

Thanks for the nice note! I feel I pulled off a total miracle. I was dealing with employee theft, two worker's comp cases, undependable employees, etc. I thought I'd take a year off, do some remodeling and see what retirement might be like. I'm six months into my plan to close for a year. And I'm finding *not working* is totally great! Should someone wish to purchase Minney's, I would be interested in talking with them. Right now, I'm opening the store by appointment only if someone wants to make some serious purchases. Otherwise, if I am available, I will probably post on my website that I will be open about a half day a week.

Minney's is totally financially *solid* and debt-free, I own the property and everything on it, and can just lock it up and make it my nautical man cave if I so wish. I do feel responsible to the thousands of boaters who have made it possible for me to play with boats most of my life. It's for them that I will





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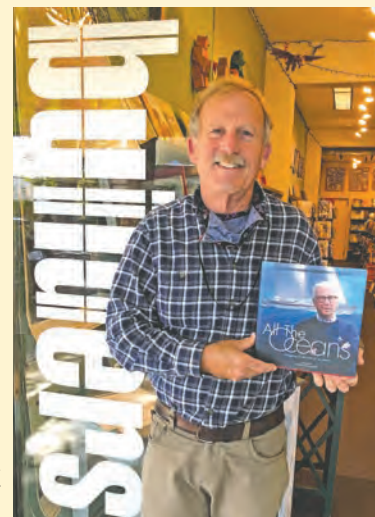
"Turns out that along with everything else, he is also a 'natural' at storytelling. All The Oceans is a great read, and a fabulous look back – and forward – at the sport we love." John Riise, Latitude 38

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## LETTERS

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Ernie Minney  
Schooner *Samarang*  
Newport Beach

### ↑↓ THANKS EVERYONE, IT'S BEEN A WHALE OF A TIME

As I prepare to turn over the helm of Whale Point Marine, the company I started 45 years ago, to Jay Fowler, the manager and my friend for 20-plus years, I thought I might share some little-known history of Whale Point with *Latitude 38* — where I've been an advertiser since the beginning.

I have been asked many times where the store's name came from. My maternal great-grandfather and his father were New Bedford whalers who, after sailing the globe, settled in Stockton and Santa Cruz before the gold rush. Hence the name came from combining their history with my hometown of Point Richmond, the former whaling station at nearby Point Molate. As to the quirky character of the store, my paternal grandfather is more of an influence. He owned a general store in Jacobs Switch, Iowa, around the turn of the last century. Many people comment they've never seen a store like this.

Over the years, I have bought up the merchandise remnants of venerable companies that have gone before, like Weeks Howe & Emerson (San Francisco); Johnson & Joseph Co. (Oakland); Proper-Tighe and John Beery Co. (Alameda); Anchorage Marine (Sausalito); Boatbuilder Supply, Al's Marine and Holand Yacht Equipment (Redwood City); and Boaters Friend (Berkeley).

As the ship I have built sails on, and I slip over the stern rail into the dinghy and cut myself loose, I raise my glass to all those who have gone before me in a proud maritime history of San Francisco Bay.

Thank you to all my customers!

Louis A. Windhurst III  
Point Richmond

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

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



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SV JUNIPER, PANDA 34 @wildernessofwaves

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WHALE POINT MARINE

*Yes, we ran this photo of Whale Point Lou recently, which, as it turns out, was about to precede his departure as owner. Thank you, Lou, for your longtime support of 'Latitude'.*





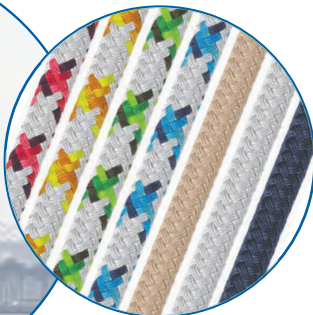
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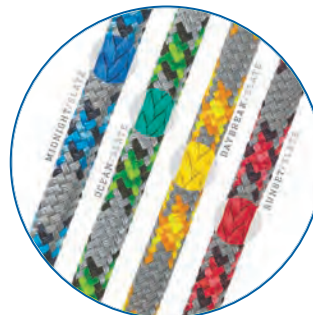
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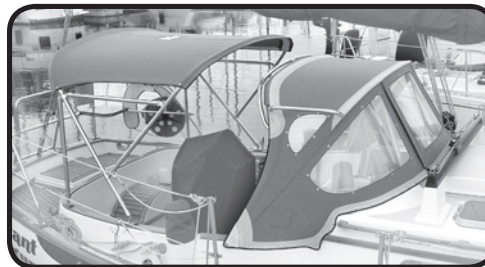
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## LOOSE LIPS

This month's World Famous Caption Contest(!) boldly straddled an entirely new genre. For devoted caption connoisseurs, the most obvious (bordering on slightly obligatory) choices were all variations of, "Ready about!" or "Prepare to jibe!" There were also more than a few references and inquiries as to the health and safety of this gentleman's, *ahem*, nether regions. ("A sailor's vasectomy," said Brian Beers. "My instrument shows the wind is softening," said SV *Nomad*.)

Without further ado (or attention to this gentleman's private parts), here's this month's winner, and top 10 entries:



PETER MOOREHEAD

**It's a boom crotch! — Bob Sator**

"I shouldn't have put the sail in the dryer!" — Cecile Schwedes

"Jill was never quite sure of when, how, or where Jack fell off the boat, but she never had to listen to Jack complain about her boat-handling skills ever again." — Kelvin Meeks

"No Bob, you may not be the outhaul today." — Donn R. Westmoreland

"Where the %#?\* is the WD-40?" — Kevin Roesler

"For my next trick, I'm going to ride the mechanical bull at Willeys." — Kirk Harker

"Bob, that's not what I meant when I said we needed a pole dancer!" — Rob Sesar

"Loose-footed main, sure-footed crew." — Eric Gallagher

"And now breaking news from the 'What Could Possibly Go Wrong(?) Department.'" — John Reiter

"It may be one hand for the boat, but it's two balls for the boom." — Jan Grygier

"Bad enough Bob's boat lost its mojo with that roller-furling main, but, he's about to lose his." — Rich Jepsen

"Sailing alone around the world, I risked losing a life that had at last become fulfilling; but in carrying it out I experienced a second life, a life so separate and complete, it appeared to have little relation to the old one that went before."

— Naomi Jones, the first woman to sail singlehanded round the world via Cape Horn



# LOOSE LIPS

"Officials in Canada are investigating the head-on collision between two cargo ships in Ontario's Welland Canal," reported gCaptain, after the vessels *Alanis* (12,744 deadweight) and *Florence Spirit* (14,001 deadweight) collided on July 11. "The pilots of both vessels were reportedly in contact with each other prior to the collision." Well, what the hell did they say to each other?



VIA GCAPTAIN

So . . . your port or my port? The '*Alanis*' (the red ship) and the '*Florence Spirit*' have a serious miscommunication on the the Welland Canal, a 26-mile channel connecting Lake Erie with Lake Ontario.

The pandemic has inspired some weird behavior. Case in point: While perusing Netflix, we decided to watch the romantic-comedy *Failure to Launch*. Turns out it was a totally decent film with some sailing, beautiful boats and one of the strangest helm setups we have ever seen. In the movie's final scene, Sarah Jessica Parker is at the helm of a lovely little ketch, and the wheel . . . well, take a look at the photo to the right.

"*Hydroptère* had a wheel like that, didn't it? Not wood, and not that big, but angled about the same," said Max Crittenden on our Facebook page. "I grew up in the '80s, but most of our school buses were from the 1960s," said Chad Hedstrom. "I'm sure both vehicles from that same vintage steer about the same downwind."



PARAMOUNT PICTURES

Sarah Jessica Parker at the schoolbus-like helm in the 2006 rom-com '*Failure to Launch*'.

"We have been traveling, and now we will arrive. For me, a period of depression comes on when I reach a temporary goal like this, and have to reorient myself toward another one."

— Robert M. Pirsig

*Zen and the Art of Motorcycle Maintenance*

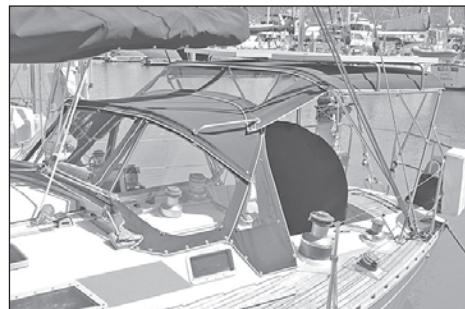
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# SIGHTINGS

## pip hare and medallia take on the vendée

We'll begin with the following bold statement: The Vendée Globe is the toughest human sporting event, period. This solo, nonstop, around-the-world sailing race places individual athletes in complete isolation aboard an IMOCA Open 60 monohull for roughly three months. They sail from Les Sables-d'Olonne in France, following the route of the clipper ships down the Atlantic Ocean, leaving the Cape of Good Hope to port, continuing clockwise around Antarctica, keeping Australia's Cape Leeuwin and Chile's Cape Horn to port, and then returning to Les Sables-d'Olonne.

Only 78 sailors, mostly from France, have finished the eight previous editions of the Vendée, and just six of them have been women. To most Americans, including many of the folks here in *Latitude Nation*, the Vendée Globe is a little-known cult event, either ignored due to the language

continued on outside column of next sightings page

## top tips

Ahoy, fellow Americans! Last month we went through the proper gear, getting out of the slip, and getting the main up on a typical cruising boat in the summer months on San Francisco Bay. Sailing is often seen as expensive and difficult — it shouldn't be difficult! The intent of this article is to make sailing with your friends and family easier and more fun.

Nearly every marina you sail out of is somehow protected from the blustery breezes of the Bay. Once the main is up, the wind increases, and you begin to heel,

Pip Hare's IMOCA 60 sporting her new Medallia branding on July 6.



RICHARD LANGDON / OCEANIMAGES



## for main trim

some of your crew may begin to smile and say, "Oh yeah, I always wanted to see those stanchions awash, and now I understand why they put windows in the hull!" Other folks with stronger survival instincts may not be so jolly.

You as the captain have a number of ways to depower. If you have done this before and you know it's time to do so, tuck in a reef. If it takes more than a minute or so to perform this task, you're doing something wrong or you need to

continued in middle column of next sightings page

## pip hare and medallia — continued

barrier or followed fanatically by the few who have heard about it. Among the latter cohort, most know the superhero-like Briton Alex Thomson, the Hugo Boss-sponsored racer famous for his keel-walking, mast-climbing antics. The legendary Dame Ellen MacArthur, who finished second overall in the 2000-2001 race, holds the record as the fastest female competitor.

Now another iron-willed British sailor named Pip Hare is preparing for the ninth running of the Vendée, due to depart on November 8. She's hoping to break MacArthur's record of 94 days, 4 hours, 25 minutes. Her 11-year struggle to get to the 2020 Vendée Globe starting line has been a sometimes lonely, determined quest against nearly overwhelming obstacles. "I'm a woman in a very male-dominated sport," says Pip, a 46-year-old from East Anglia.

Growing up inland and without direct access to the water, she read about French sailor Isabelle Autissier at age 16 or 17 and was "totally blown away by the magnitude of the race, and by the fact that men and women are competing on equal terms. It is so hard-core. It is brilliant. A real leveler of a race." Pip, who's also a serious endurance distance runner, learned the sport in the 'feeder' classes for the IMOCA, doing Atlantic races in Mini 650 and Class 40 events.

"I did my first solo trip from Uruguay to the UK, and systematically worked up through the ranks on bigger boats and gaining more experience — all with an eye on the Vendée Globe," Pip remembers. She broke into the Open 60 big leagues when she was offered a charter, at "very advantageous terms," of a 20-year-old boat named *Superbigou* in fall 2018. Self-coached and supported by a team of about 15 volunteers, Pip has struggled to raise the funding for the Vendée.

Fortunately, help has arrived in the form of a title sponsor for her campaign, from a Bay Area sailor. Leslie Stretch is the owner of a beautiful new Beneteau 41.1 that's being commissioned at KKM's East Bay boatyard. He's also the CEO of San Francisco-based Medallia, a "global leader in experience management." A self-described recreational "gin and tonic sailor," Leslie heard about Pip's campaign and decided to get involved. We snapped his picture recently as Leslie was taking his family on a weekend charter out of Passage Yachts near our Brickyard Cove slip.

A grateful Pip Hare says, "Medallia is known for enabling its customers to thrive and succeed, which was easily spilled over to supporting me to succeed. Medallia is also about diversity. Helping a female athlete in her pursuit of victory is exactly what the company stands for. It's part of the fabric of the company's DNA."

There are 34 sailors entered for this year's 24,000-mile circumnavigation, including six women. The fleet encompasses boats with a wide range of ages backed by programs with an equally wide range of budgets, split into two general groups: the foilers and non-foilers. The latest IMOCA's, like *Charal*, *Hugo Boss* and *Initiatives Coeur*, are assisted by curved hydrofoils that boost their speed under certain conditions.

Of the six female racers, two are foil-assisted, with the other four sailing older, non-foil boats. *Superbigou*, now renamed *Medallia*, is the oldest boat in the fleet. The canting keel is operated by a block and tackle, not hydraulics. Pip's boat also lacks a pedestal winch. She's hoping to correct some of these deficiencies, buy some sails and gear, and continue her intense preparation with Medallia's help.

As for personal gear, Pip indicated, "My luxury is tea. The race is over if I run out." The extreme challenge of the Vendée Globe involves "pushing my body and my mind to the absolute limit for a sustained period of time." So she won't be bringing chocolate, because, she claims, "I've got no self-discipline."

Pip says, "I like the person I am when I'm out doing this." She makes a point to disengage the autopilot at least once daily, for the sheer pleasure of taking the tiller.

— tom burden

RICHARD LANGDON / OCEANIMAGES



Above: Vendée Globe skipper Pip Hare in Poole, UK.  
Below: Medallia's CEO, Leslie Stretch, in Point Richmond.

SUSAN BURDEN





# SIGHTINGS

## a family cruises in uncertain times

"Our friends are asking us why we'd even think about coming home — and we do miss home — but this is a really great place to quarantine. We make our own power, we make our own water, we have a 90-day supply of food, and we can stay on our boat for a long time without any sort of interaction with people," Jennifer Milum commented in June after arriving in Maine after a long journey from the USVI, including her first offshore passage.

The Milum family, whose home base is Mill Valley, California, got caught up in an improbable situation when COVID broke out seriously in March. They were in St. Thomas, looking forward to island-hopping through the Caribbean and back to the US in time for their kids to return for the fall school semester. But as opportunities to visit other islands shut like doors, their Caribbean cruising dream was stalled.

"When COVID hit and borders closed, we hunkered down and strictly quarantined on our boat," Jennifer said. "We didn't even go ashore to get

continued on outside column of next sightings page

## main trim tips

contact your favorite local rigger or get out your marlinspike and do it yourself. My pa would motor straight upwind with the main flogging so hard I couldn't hear what he was yelling at me as I struggled to stay aboard and gather yards of sailcloth and battled cold metal fittings with my frozen fingers at the mast.

Nowadays I simply heave to. If you don't know this maneuver, learn it. It's such a wonderful, simple trick. Simply lie ahull with wheel locked, jib backed, and main weathervaning. This allows you to leave the helm and help out; also the motion is gentle. Crew can reaply sunscreen or grab a sandwich while you tuck in the



*Clockwise from top left to right: Dominican guides turned friends and crew; the Milum family aboard their Catana cat; boat chores for the kids; daddy and daughter share the helm.*





## — continued

reef. If you don't have a solid vang, get one, or don't forget to snug the boom topping lift before releasing the halyard. Get the cringle on the hook and retension the halyard. Ease the vang and wind up the reef line. See? Easy peasy! Wanna make it even easier? Install single-line reefing or a LeisureFurl and an electric winch.

If the reef doesn't seem necessary, tension the backstay. If yours isn't adjustable, make it so — mechanical, hydraulic or block and tackle — your choice. This will depower the main and also tension the forestay. Certainly the most bang for the buck in performance rewards. The

continued in middle column of next sightings page

## family cruise — continued

groceries. Instead we were fortunate to find yacht provisioners to shop for us. After weighing our options, we decided to take the leap and do the offshore passage home."

The past year has been nothing short of a whirlwind for the Milums on their first cruising adventure. While Jeff is no stranger to cruising — his parents, Brenda and George Milum, have cruised on and off for 18 years during which time Jeff has often joined them — Jennifer and the kids had virtually no sailing experience when they left Martinique last July on their new boat. Jeff and Jennifer, who married in 2008 and spent a 12-month honeymoon backpacking around the world, had talked about cruising for years. As Jeff recalls, the year before they bought their boat, Jennifer started telling people that they were really leaving.

"That was key because then we were committed!" Jeff laughed. "But, certainly an inspiration for our trip was my parents, who at one point offered to give us their boat if we would sail around the world and have them aboard a lot, but we chose not to do that for a number of reasons."

Jennifer had read a book that helped bridge their dream to reality, *Voyaging with Kids*, and then hired the coauthors of the book, Jaime and Behan Gifford, to help them execute their vision, from deciding which boat to purchase to choosing which area of the world to cruise.

In June 2019, Jeff flew to St. Maarten with his 86-year-old parents to pick up the new boat — *Abeona*, a 42-ft Catana catamaran built in 2012 — and sail it to Puerto Rico, where she got new Volvo Penta engines. *Abeona* was purchased from Dream Yacht Charters and was outfitted for coastal cruising, but Jeff put in many hours upgrading solar, battery, plumbing and electrical systems, and there was no time to do the shakedown cruise they would have liked.

Jeff and a friend sailed the boat south to meet Jennifer and the kids in Martinique in mid-July. They took a few weeks to get used to the boat, allowing Jennifer some time to hone her sailing skills. From there they island-hopped to St. Lucia, St. Vincent and the Grenadines to Grenada, arriving in early August. The family sailed in and around Grenada until November 1, then began the trip north along with many of the friends sailing with kids whom they had met in Grenada. They arrived in St. Thomas in early March to an international pandemic.

"When COVID struck, having cruising friends around us helped shoulder the stress of where to go next — suddenly we went from island-hopping back to the US to making a direct passage back — a 1,300-mile, 10-day trip," Jennifer said.

The passage was not something they were entirely comfortable with, given Jennifer's lack of offshore experience. They hired a delivery captain for this leg and were granted innocent passage in the Bahamas. They were thrilled to enjoy a brief respite there before arriving in Florida in early June. From there they sailed to the Chesapeake, through the Chesapeake and Delaware Canal, and down the Delaware River to Cape Cod and Rockport, Massachusetts. They're now exploring the Maine coast. The Milums are enjoying their unique quality of life aboard in a COVID world and are unsure of their next plans. For the short term, they are exploring Maine with their new cruising friends, taking one day at a time and feeling grateful for the time they've had.

"I had a strong vision around spending a lot of time in the Bahamas, kiteboarding and so on. I had to let go of that," Jeff said. "At the same time, you have to get out there and make your dreams happen. The world's changing. I've been going to the Caribbean for a long time and the whole lifestyle is changing, not necessarily for the better. Though it's been challenging, I am glad we were able to experience what we did when we did."

— michelle slade



# SIGHTINGS

## america's cup update

*Kia ora* and greetings on the latest rumors and rumblings in Auckland on the 36th America's Cup Presented by Prada.

At the top of the AC news is that American Magic's AC75 *Defiant*, the USA entry from the New York Yacht Club, arrived in Auckland at the end of June. The support team and crew were not far behind as they went through the 14-day quarantine process. Once they get the green light, team and crew will begin assembling the radical foiling monohull and start a rigid training schedule in preparation for the Prada Cup trials next January.

Next, let's take a brief gander at the developing controversy surrounding Grant Dalton and Emirates Team New Zealand.

It looks like Dalton — who's wearing both hats (a no-no!), not only running the racing team ETNZ, but also heading America's Cup Event Limited (ACE), which runs the actual regatta — may have misappropriated funds provided by the New Zealand government.

Dalton fired two contractors from the team for alleged spying . . . but it's way more complicated than that. This is not going away and will take some time to sort out.

And now on to the kids. The Royal New Zealand Yacht Squadron's Youth America's Cup (YAC) is scheduled to take place over three weeks between the intervening sailing days of the Prada Cup Challenger Series finals and America's Cup Match. The dates scheduled are February 18-23, March 1-5, and March 8-12, 2021. The teams are set to begin arriving later this year for training preparations, though with COVID-19 restrictions, that may change.

The reinvigorated youth event will be a joint initiative between the Royal New Zealand Yacht Squadron (RNZYS), the China Sports Industry Group and ETNZ. The multi-leg YAC will begin with a fleet-racing seeding event, with the finals held on the waters surrounding the host club within view of Auckland's iconic Harbour Bridge.

Seventeen teams from 15 countries are currently signed up for the Youth America's Cup and will feature mixed (coed) crews. Teams need to ante up a \$73,000 entry fee, plus \$16,000 for various deposits for insurance, training and crew costs.

This time, YAC will use foiling AC9F monohulls designed and built in New Zealand in a collaboration between Yachting Developments and the NZ marine industry, including Southern Spars, Harken and North Sails.

ETNZ's AC9F is nicknamed *Kotare*, similar to other ETNZ boats that have nicknames derived from NZ's Maori culture. The *Kotare* is a medium-sized blue-and-green woodland kingfisher said to represent the great speed and agility of the new YAC Class.

During initial testing, the two female and two male crew pushed the boat onto the foils straight away, clocking speeds of up to 30 knots. The crew even managed a few foiling jibes and showed that the AC9F will be an exciting boat to see in action during next year's event.

"We are incredibly happy with the design of the AC9F," said RNZYS commodore and Yachting Developments owner Ian Cook. "We believe they will generate great competition and an even playing field for all the teams involved, whilst also leading from the front in terms of modern yacht design, and, importantly, creating a great product for fans around the world to observe."

As we go to press, three of the teams have been announced: Royal

continued on outside column of next sightings page

## main trim tips

boat will heel less and it will point higher into the wind.

Other options instead of reefing include tensioning the main halyard or taking in on the cunningham, or taking slack out of the outhaul. There is also a neat addition called a flattening reef that can take power off in a hurry and is simpler than a formal reef and also lifts the boom up outta the cockpit. Travelers are probably the most underused piece of rigging on the boat; the vang is a close second. As you ease the mainsheet to depower, the

Royal New Zealand Yacht Squadron's four-person AC9F crew takes '*Kotare*' out for a spin.



AMERICAN MAGIC

NYYC's '*Defiant*' arrived in Auckland by ship on June 29.

ANDREW DELVES / RNZYS





## — continued

main will start to luff, which is annoying. Allow the traveler to move to leeward, and tension the leech with the vang.

I recently delivered a gorgeous 42-footer from Seattle to San Francisco, a five-day trip, in wind blowing 20-30 from the northwest most of the way. I was reminded of two items that are simply must-haves for lively days on the salt chuck. Full battens in the mainsail allow you to ease the main really far out, even carrying a 'speed bubble' in it without

continued in middle column of next sightings page

## america's cup update — continued

Akarana Yacht Club (RAYC) from Auckland; RNZYS; and Royal Yacht Club Loosdrecht (KWVL), the first Dutch team ever to challenge for the Youth America's Cup. There will be an American team, but no official announcement has been made as yet.

"Youth sailing is a key to the future of RAYC. By keeping the young sailing for longer, we improve their chances of sailing for life," said RAYC's commodore, Matt Woodley. "The YAC provides an exciting challenge that will be watched around the world."

The Youth America's Cup has been incredibly successful since its launch in 2012. The reigning Cup-winning helmsman, Peter Burling, and his tactician, Blair Tuke, were both part of New Zealand's winning team in the first Red Bull YAC in 2013 on San Francisco Bay.

— mark reid





# SIGHTINGS

## upgrade your ac system, or rip it out

As a marine electrician, almost all of the calls I get for survey or insurance compliance are for alternating current (AC) issues, and they should be: Faults and errors in AC systems can cause electrocution, electric-shock drowning, and/or very expensive corrosion problems.

With this in mind, dare I suggest ripping out the AC system altogether?

If you do rip it out, the benefits are manifold and liberating: You won't have to worry about electrocuting anyone on your boat or in the water, the most insidious corrosion problems and worries about 'hot marinas' will go away, and your boat will be simplified. And you'll save a lot of money over bringing an older AC system up to current, safe standards.

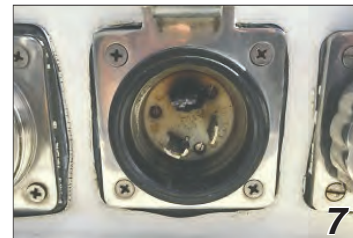
Boats already have another electrical system: a DC system, powered by batteries, which starts the engine and supplies electricity to pumps,

continued on outside column of next sightings page

## main trim tips

having it luff. The sail lasts longer, and you can even hear what the crew is saying about the C-19 crisis without having to yell over a luffing main.

Even when you have the main trimmed properly on a day when the sheep are in the field (whitecaps), the leech can still flutter. This is not luffing, it's the sail starting to lose shape. There is a little cord that runs up the leech and has small cleats at each reef point to secure it, which are exceedingly hard to access when the







## — continued

boat is heeled over upwind, or when the main is eased out downwind. Get your local sailmaker to modify the leech cord by passing it over a small cheek block on the headboard and bringing it down to cleats along the luff.

Next month we'll talk about those sails on the front of the boat and proper techniques and pitfalls associated with them. Until then, what do you call a sail with just two corners?... Wait for it... Clewless!

— captain midnight, acceptable at the yacht club, invaluable offshore

**Legend for photos at left: 1) an ELCI (Electronic Leakage Circuit Interrupt) from Blue Sea Systems; 2) checking a shorepower cord for leakage; 3) a galvanic isolator from ProMariner; 4) a 100-amp isolation transformer from Charles Marine. It weighs 600+ pounds and is the size of a small coffee table. The 50- and 30-amp models are considerably smaller. 5) fried shorepower cord end; 6) fried SmartPlug; 7) fried shorepower inlet; 8) fried cord end and shorepower inlet, which had welded themselves together.**

### the great 2019 shorepower meltdown

Remember last October, when PG&E cut off the power several times to reduce wildfire danger? Inconvenient, no?

It's lucky the outages didn't cause some boat fires. Right after the outages, I got calls about six different shorepower meltdowns in Sausalito alone, meaning there must have been many more just in Sausalito, and many more still throughout the Bay.

My theory, which I believe to be sound, is this: When PG&E cut the juice, all the boats connected to shorepower of course went dead. All those refrigerators warmed up, all the water in those water heaters got cold, and all those batteries drained. When they turned the power back on, all those battery chargers kicked into full output, and water heaters, refrigerators and whatever else resumed a full-duty cycle. This gave all the shorepower circuits a stress test, so to speak, during which more current flowed than normal. A certain percentage of boats failed the test. Many owners of unattended boats were none the wiser until they visited their boats the next time, noticed a burning smell, and found everything dead, even though the power was back on.

If PG&E cuts the power in the future, it might be good practice to turn some onboard devices off, avoid the power surge when the juice comes back on, then turn devices on one by one.

— clark beek

## rip out the ac — continued

electronics, entertainment units, and everything else on board. Over the past 30 years, there have been great improvements in DC products, such as LED lighting and even 12-volt TVs. While electrical fires, stray current corrosion and the dangers of battery acid are all present in DC systems, nobody (I don't think) has ever been fatally electrocuted by a 12-volt battery. The truly scary stuff comes from AC.

Years ago, I gave up on the AC system on my cruising ketch, and I've never looked back. I'm just now ripping out the last corroded, electrocution-prone, non-grounded death wires as of this writing. I have a small 400-watt inverter that I plug into a cigarette lighter receptacle to recharge batteries for power tools, supply a laptop, and even power small appliances like our coffee grinder.

It's also a philosophical question: Is your boat made to sit at the dock or to be out sailing? I decided on the latter, and my electrical system is built around being out cruising, away from the grid.

My boat has solar panels, which keep my batteries topped up indefinitely. But even without a charging source, batteries, if left to just sit, should only lose about 2% of their charge per month. This energy is quickly replaced by running the engine, which you should do at least once per month anyway.

There's nothing wrong with having an AC system that consists of just one device, a battery charger. If you live aboard or like to keep the fridge cold while you're away, you can plug just a battery charger into shorepower to keep the batteries topped up. (Note: Many battery chargers stipulate that they be plugged into a GCFI outlet. Some marinas have GCFI outlets or breakers in the dock pedestals, some don't.)

Many will find the shorepower umbilical cord, and the cheap PG&E power that comes with it, too difficult to cut. Namely, if you live aboard through a cold, damp San Francisco Bay winter, an electric space heater can make life warm and dry. Likewise, a hot-water heater with an AC element will supply you with gallons of hot water at the ready. I get around this with a diesel heater and an on-demand propane hot-water heater, but burning fossil fuels is another issue.

If you can't cut the cord, the ELCI (Electronic Leakage Circuit Interrupter) has been part of the ABYC standard for years now and provides a decent level of shock and electrocution protection for the whole boat at about \$400 for the device. The addition of a galvanic isolator (\$200-\$300, and a very simple installation) provides protection against the most common shorepower corrosion problems.

Better still, an isolation transformer (\$700-\$1,000 for a 30-amp device) eliminates all shorepower-based corrosion issues, as well as reverse polarity and electric-shock drowning dangers originating from your boat, but isolation transformers are big, heavy and expensive.

Likewise, you should have GCFI outlets. The little stickers on them that say "test monthly"? Nobody ever does that, but they should. GCFIs fail frequently in the marine environment, creating a false sense of security. And while we're at it, all of the AC wiring, if it's going to be used, should be gone over and scrutinized. Boats beyond a certain age were built with Romex wire and cheap components, which should be replaced with proper marine wire and good connectors. Every older boat is missing some ground connections (the green wires) and every one of these is an electrocution hazard.

Remember, AC can kill, so it's imperative to eliminate electrocution dangers aboard and in the water, especially if you have little kids about: They stick their filthy little fingers everywhere, and they like to swim.

One bugaboo of shorepower is the regular frying of shorepower cord ends and receptacles (see sidebar). The problem undoubtedly originates in the corrosion and dampness of the marine environment, but there seems to be no solution other than being vigilant. It's amazing more boats don't catch fire (some do), but the damage is mostly confined to the connectors. Replacing a melted shorepower inlet, a cord end, or an entire shorepower cord every few years seems to be just a cost of doing business. The newer SmartPlugs are more robust but seem to fry all the same.

— clark beek

## the last sail . . .

Here's how every conversation about my boat — the Columbia Challenger *Esprit* — has gone for the past year and a half: "I *have* to get rid of it. It's turning into a money pit. I just don't sail it enough to justify the slip fees. And it desperately needs work." Then I'd go for a sail, and the conversation, and my entire mindset, would experience a tectonic shift. "I love this boat so much. I'm gonna keep it." And so it went.

As you may or may not know, dear reader, I filled more than a few pages of *Latitude* — both 'lectronic and print — about my many daysails over the past three years. After someone gave me *Esprit* in fall 2017, exploring the waters off San Rafael and in San Pablo Bay, with the occasional jaunt to Angel Island, felt profound. I was rekindling a dream that I'd forgotten I had. I started sailing with friends, but enjoy singlehanding the most. I was putting in the time, working hard, and trying to accomplish and build something. The same could be said for my time as a writer at *Latitude*.

When the pandemic hit, the need — indeed, the urgency — to cut expenses came into sharper focus. In the end, nothing can last forever, not even the rekindling of a dream — or a dream job. When I contemplated selling the boat, I remembered all those priceless moments, but also thought about the many things I'd failed to accomplish. I'd never taken proper care of *Esprit*, but just did the bare minimum to keep her seaworthy. I never did a singlehanded overnight trip to Aquatic Park, Angel Island or Clipper Cove, as I'd always wanted to do. I'd never really tested myself to achieve something great. That same regret, or feeling that I could and should have done more, could also be said for my time as a writer at *Latitude*.

When I started seriously considering selling *Esprit* (there had been several 'unserious' attempts), I wrote about that too. There were many thoughtful, heartwarming responses. "The truth is, owning a keelboat is expensive," wrote Steve Zevanove. "On the other hand, we have had experiences on the boat that will be with us for the rest of our lives. These are precious memories like: weekends buddy-boating with friends and our kids, racing in our local club series, making friends in our active association, taking my son's college friends sailing under the Golden Gate Bridge, watching the Blue Angels fly. There is really nothing so special as taking people new to sailing on their first outing on S.F. Bay. You really get in touch with how special the experience is when you see it through others."

Jimmie Zinn said that, "Anyone who says their second-best day was the day they sold the boat simply never loved the boat in the first place. For eight years, four of those cruising Mexico, [our boat] kept us safe, taught us self-reliance, along with a sometimes-hard lesson in humility, and left us with memories to last a lifetime. Walking away from her for the last time was one of the most emotional days of our lives."

Through the latter half of 2019, I talked to a few people interested in the boat. One person was quite serious, and even offered me — gasp — money. But that deal fell through.

Thinking her days were numbered, I and my friend and de facto first mate (who wasn't a sailor, but had come to love sailing through the years on *Esprit*) took the first of many 'last sails' on the boat. "So which *last* one is this?" we'd joke. Failing to secure a 'buyer' (I was basically giving the boat away), I scoured the Bay Area for places to donate *Esprit*. There were no takers. I even contemplated the unthinkable: surrendering the boat to be crushed and dumped in the landfill — but that option was unthinkable. I probably would have just kept the boat — savings, logic and responsibility be damned.

But finally, a willing soul sailed into my life.

After having called every living friend of an acquaintance of a friend in the *Latitude* universe, I finally connected with the perfect person. This would-be buyer owned a 30-plus-ft race boat, but said it was a bit too much for him and his girlfriend, both of whom were new to sailing. He said a 24-footer would be perfect. He said he wanted a project to take on. Nothing could have made me happier. Despite the fact that I'd taken less-than-stellar stewardship of *Esprit*, my one wish was that she go to a good home where she'd get the care she deserved. It was, perhaps, a farfetched, unrealistic wish, but it ultimately came true.

*From left: Three views of Mt. Tam. I learned to love all the conditions that my local waters had to offer — even total windlessness, gray skies, or the sun in any mood (seen top left setting behind the Marin Islands). Bottom right: The skipper and author couldn't have known that, way back in February 2018, it was going to be one of his last sails on the Columbia Challenger 'Esprit'.*





## is never really the last sail

The actual last last sail on *Esprit* was one of the best I'd ever taken. The new owner, my first mate and I took one last motor down the San Rafael Canal, then one last beat toward the Richmond Bridge, before one last sail underneath said bridge for one last beat to Angel Island. I made one last mistake sailing out of the lee of Angel and into The Slot, failing to anticipate the breeze and thus reef the main. I contemplated heading back to light wind to take in sail, but figured, "Well, we're in it now. Let's just power through." (Some analogy about writing for *Latitude* could be made here.) I skippered my first and last reach — on *Esprit*, anyway — to Oakland.

Spoiler alert: The last sail is never really the last sail. There will be another boat in my life. There will be other dreams and goals, other failures, and other chances for redemption.

This story will be my last for *Latitude*, but, like those last sails on *Esprit*, there might be a few 'the lasts'. Thank you so much to everyone who's read my musings about relearning to sail and mess around on boats. It has been an absolute pleasure to work for you, *Latitude Nation*, to tell your stories, to try to shed some light on our local waterfronts, and to share my own little piece of going where the wind blows.

— timmy



ALL PHOTOS LATITUDE / TIM

# DESTINATION:

The Channel Islands are just 20 miles off the coast of Southern California, but offer all you could ever ask for in a cruising area: A variety of anchorages, empty beaches and landscapes, wildlife, sea caves, and all kinds of weather and conditions to keep you on your toes. When thinking about the Channel Islands, Catalina might be the first place that comes to mind, and rightfully so — it's the heart of the archipelago's culture and development. But to the northwest lies Channel Islands National Park, which consists of five of the eight islands that make up the Southern California archipelago. Among these are San Miguel, Santa Rosa, and Santa Cruz.

Here are some practical tips to help you successfully navigate the many different faces, anchorages and moods of Channel Islands National Park.

## Getting There

You will always have to beat to weather to get to the Channel Islands from almost anywhere in Southern California. If you're coming from Northern California, then it will make sense to start your cruising in the northern islands of the archipelago, specifically San Miguel. (Try to avoid that magnetic attraction to Catalina; it's not going to go anywhere!)

The Islands are famously windy, especially after two in the afternoon. The west wind starts by midday and covers most of the Santa Barbara Channel. Winds close to the mainland are typically light, but increase as you get close to the north side of the island. It may be 10 knots along the coast and 15 in the middle, but as soon as you cross the shipping lanes, the breeze escalates into the 20-knots-plus level and reaches its maximum — perhaps 25, and gusting just outside of your island anchorage.

This wind schedule is the result of the daily thermal low that develops over the inland parts of SoCal. The accepted wisdom is to arrive at the island by 2 p.m. Wind and seas continue to develop until sundown, when all goes calm again by dark.

To make getting to the Islands fun, marina-hop along the mainland. Once you make the Ventura/Oxnard area, you can reach the east end of Santa Cruz Island and drop the hook at either Scorpion Anchorage or Smugglers Cove. If you head farther west to Santa Barbara, you can reach across to the north shore of Santa Cruz or even Bechers Bay on Santa Rosa Island. From Bechers, it's a direct, early morning 16-mile motorsail to Cuyler Harbor on San Miguel.



The coastal route to Cuylers from Santa Barbara can be the quickest; leave Santa Barbara at dawn and motorsail west along the coast for about 20 miles, then reach across direct to Cuylers as the wind begins to show up. You can be anchored there for lunch.

If you bail out at any point along these routes, you can head off the wind to any of the best harbors on Santa Rosa, Santa Cruz or Anacapa, which are all great downwind options.

## Santa Cruz

Santa Cruz features the iconic Scorpion Anchorage. Adjacent to the sea caves at Cavern Point, Scorpion Anchorage is the epicenter of kayaking on the island, and full of wildlife such as seals, birds and island foxes on shore. It is also a popular camping point with hiking trails radiating east and west. Scorpion is the closest island anchorage to Ventura and Oxnard (just 17 miles) and accessible by sailing close-hauled. Or, motor southwest from Ventura early until you catch the westerly to make Scorpion on a close reach in the midday wind.

Little Scorpion is located downwind (and east) of two white-topped rocks visible from miles away. Pull in behind the rocks, which block the wind and



# CHANNEL ISLANDS



**The beautiful, 'family-style' beach at Coches Prietos on the south side of Santa Cruz Island. Use bow and stern hooks to stay about 90 degrees off the beach. Inset above: Fraser Point on Santa Cruz. Left below: Frys Harbor on Santa Cruz.**

create a wide anchorage suitable for a dozen (and up to 20) boats.

Use bow and stern hooks; when the westerly dies down after dinner, an easterly shows up before breakfast, so you'll need a well-set stern hook to keep you in place.

Prisoners Harbor is a wide-open dent in the island just 6 miles west of Scorpion, and has a landing pier for Park Service and Island Packers tour boats. The beach is bordered by eucalyptus trees at the opening of the canyon road leading to the 1850s ranch house in the middle of the island. It's still the island's official 'Port of Entry', and is a popular anchorage in calm weather because people can use either a single hook or bow-stern anchors in shallow water (12 to 20 feet) to stay put. However, the hooks don't always stay in one place. Much of the bottom has grass and silty mud, making the bottom slippery for reliable anchoring. Everyone has drag stories about Prisoners.

Prisoners is within easy sailing from Ventura (25 miles). Go ashore at Prisoners to relax under the eucalyptus trees, or follow the hiking trail connecting to Pelican Bay, a nearly 2-mile stroll with

shade and spectacular views.

The queen of the anchorages on Santa Cruz Island is Pelican Bay — a quarter-mile-wide crescent on the north shore surrounded by sandstone



MIKE PYZEL

cliffs — which offers the most complete island-cruising experience in one visit. There's room for 15 to 20 boats, though we've experienced more than 60 boats on a holiday weekend. With no room to anchor, we went 1 mile west to Twin Harbors, with only one other boat for company.

Frys Harbor is 3 miles west of Pelican. It is always calm in the morning, but gets very windy after 2 p.m. In the 1920s, Frys served as a quarry, where rock for the Santa Barbara breakwater was loaded onto barges and taken 22 miles across the channel.

Bow and stern anchoring is required in Frys' narrow canyon, but anchor bow toward the beach; afternoon gusts can tumble out of the canyon in a pattern of 15 minutes of flat calm, 30 seconds of 30 knots, then 15 minutes of calm again. Setting anchors in the gusts requires Ph.D.-level maneuvering skills, so arrive before 2 p.m. to avoid becom-



MIKE PYZEL



# DESTINATION:



*A trifecta of amazing coastal cruising, Channel Islands National Park is just a hop, skip and a jump from Santa Barbara.*

ing the entertainment. Too late or too windy? Run downwind to Pelican — everyone else does.

At Frys, there's great canyon hiking and coastal rock hopping along the edge of the bay. Row into the 10-foot-wide, 200-foot-long cave just west of Frys in the morning, when the refracted sunlight illuminates the inside of the cave in a spectacular manner.

Be ready for any and all conditions when sailing back to the mainland. We were motoring along the south side of the east end of Santa Cruz so we could

of Windy Lane and immediately began some real sailing: two reefs and the number three jib, a dramatic change



with a full main and big genoa in 10-12 knots the rest of the way to Santa Barbara. It was fabulous sailing.

Diablo Point is a bump on the north side of the island just west of Frys, but it has a significant effect on the wind and waves along the entire north shore. Most of the harbors west of Frys will be windy and lumpy by late afternoon. Anchorages to the east of Frys will be much calmer.

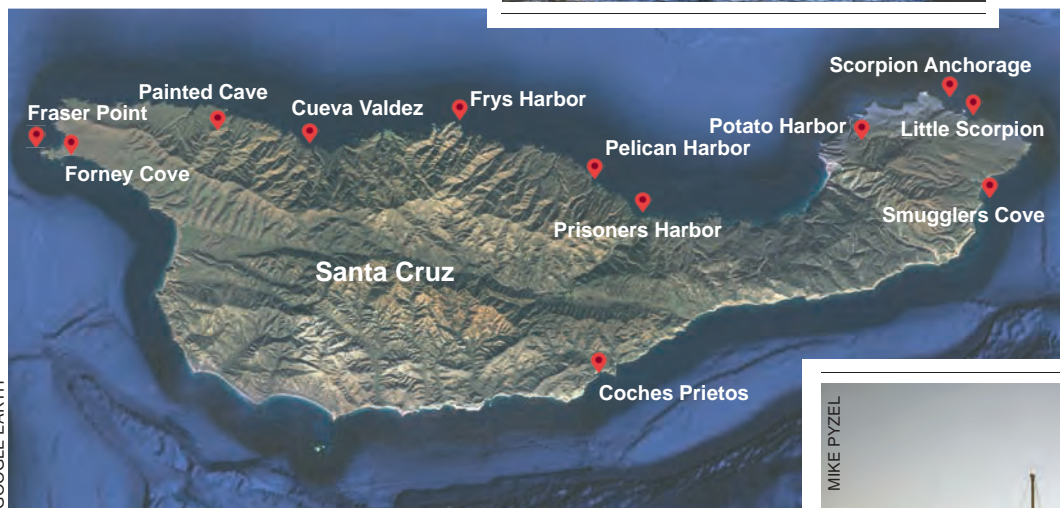
Cueva Valdez is an open bay and very popular with cruising groups. But it always gets lumpy and bumpy because it is exposed to the afternoon winds. If the anchorage is flat-calm at 5 p.m., then it will be OK for overnighting. Use bow and stern hooks to keep bow to the chop. If you get rolled out of your bunk, head to Frys. Cueva has a broad beach and a cave where you can land the dinghy through a narrow opening and walk out onto the beach to the other caves.

Painted Cave is a must-see feature some 3 miles west of Cueva Valdez. Visit in the early morning before the wind develops, and stay out if there's any swell. The sea cave is huge and narrow — 120 feet high at the entrance, about 40 feet wide, and extending about 900 feet into the island to an 8-foot-high arch opening into another inner chamber. Explore by kayak or dinghy. You can't anchor at the cave, so the mothership will have to idle outside the cave.

Forney Cove is just around the west end of Santa Cruz, and is protected by low-lying Fraser

Point and a reef trailing south from the point. Get past the reef, enter the bay through gaps in the kelp, and head north toward the beach. Anchor between patches of kelp in about 20 feet. There's room for 20 boats on single hooks; the light west wind will hold you in place. Morning is usually calm, but the current can push you northward toward Fraser Point.

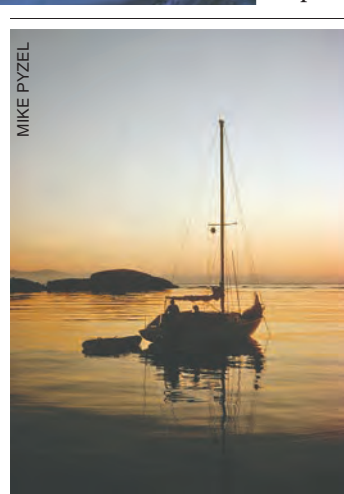
The northwest corner of the quarter-mile



*Santa Cruz Island is a hot spot of anchorages and must-sees. Inset above: Cueva Valdez. You can land your dinghy on the beach inside the cave, walk out the other entrance, and hike the two canyons. Inset below: A calm night at Fournery Cove.*

sail home to Santa Barbara. While motoring in calm midday conditions, we took a reef in the main, suited up in foulies and braced for full Windy Lane blast. We felt utterly ridiculous being so heavily suited up, but immediately after rounding the east tip of the island, we were hit with the full force

in just 500 yards. Five miles into our 25-mile crossing, the wind and seas started to ease up, and in another 5 miles, we were about half way into the crossing under full sail. We finished up





# CHANNEL ISLANDS



beach is the preferred dinghy landing point, but time your last dozen yards to beach, lest you get tumbled by incoming waves. Even the two-footers demand consideration. The bottom near the beach must be littered with cameras and sunglasses.

Potato Patch warning: This is a rough-water hazard caused by north-bound currents encountering south-bound westerly waves between Fraser Point and West Point. The area features pyramidal seas with precipitous gaps between them. Stay a mile away from the west end of the island and Fraser Point to avoid this notorious area. Once past the Potato Patch, you can turn to enter Forney Cove.

One of the characteristics of cruising Santa Cruz is that the calmest anchorages are often close to the roughest water. Nowhere is this better illustrated than on the south side of the island.

Smugglers Cove is the first big bay just around the east tip of Santa Cruz. It is famous for the strong westerly wind that pours into the anchorage from the island canyon. But Smugglers is the go-to place when the westerly weather gets

shore, and is picture perfect, often sunny and almost always calm with a good, sandy bottom. People use two anchors perpendicular to the beach to keep from swinging.

## Santa Rosa

Bechers Bay on Santa Rosa is 5-miles wide on the northeast side of the island and offers excellent protection from strong westerlies.

Anchoring at Bechers is simple: Head into the bay and aim at shore to the right of the Park Service pier. The wind will increase as you approach shore, but the wind chop will almost disappear — blown flat. Look for a spot free of kelp. Drop one big hook and let it all run out, and set it with maximum scope. The boat will snap to a stop and you've found your spot for the night in 20-25 feet of water.

Being anchored at Bechers is one of the best places to curl up in the cabin with a good book or a good friend. You'll understand how Joshua Slocum must have felt when he was anchored in the Strait of Magellan; with wind howling through the rigging, the anchor chain will rumble as the boat gives with the gusts. Sunlight will illuminate the turbulent flow of fog streaming over the low hills and interacting with the water before being blown downwind. Fishermen anchor at Bechers in heavy weather for a peaceful night. It

commonly blows over 25 knots here from the northwest.

## San Miguel

San Miguel, the outermost of the Channel Islands, is the holy grail for many SoCal cruisers. It's rugged, wind-swept and foggy — but the water can be tropical turquoise in the shallows. San Miguel also has the best harbor of all the islands. Cuylers is a mile-wide bay on the north side of the 4- by 8-mile island. It's surrounded by hills and rocky cliffs, and has an immense sandy beach and fabulous holding. The east half of Cuylers is studded with rocks and kelp, but the west half is clear for anchoring. Late afternoon and nighttime winds howl, so use a big anchor and maximum scope to stay hooked in.

The fog usually comes in with the wind, so that your anchor rode may disappear into the mist and the boat

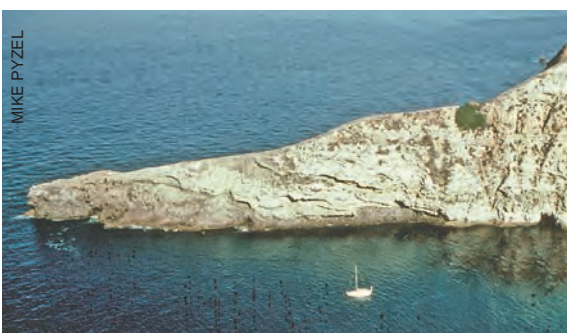


may appear to be suspended rather than anchored.

There are a few mini-bays around Cuylers, most with a sandy beaches separated by rocky outcroppings. It's excellent kayaking country. In the spring, the beaches are occupied by colonies of seals, sea lions, elephant seals, and rare fur seals. It's the Galapagos of California.

All the Channel Islands lie downwind from Cuylers, so the return run is a downwind dream. Santa Barbara is 45 miles away, Ventura is about 55 miles — all good for a day's run.

You may be isolated from the rest of the world at San Miguel, but you are almost never alone. You'll spot small commercial dive boats tucked in closer to shore. One morning, the skipper of a small dive boat paddled over to us on his surfboard to ask if he could "borrow" a battery to start his engine. We loaded ours onto his board and he paddled back a quarter mile and got his engine started. Assistance can take many



*A lone boat enjoys Potato Harbor's superior protection, and superior natural beauty.*

extreme. You need only one big hook and a lot of scope to stay safely in place.

Every SoCal cruiser has their own Smugglers story featuring howling



# DESTINATION:

different forms.

On another occasion, New Year's Day way back, a volunteer ranger was pacing back and forth on the beach, obviously focusing on our anchored boat. He seemed impatient and anxious, and finally stripped down to his boxers, swam out to the boat and came aboard. His voluntary time had been far too long, and he simply had to talk to someone! We had hot coffee and a French toast breakfast, and the ranger's stories gave us a good view of what life is like on an isolated island. A hundred years ago, there used to be hundreds of sheep; today it's just a few lonely volunteer rangers.

## Santa Ana Escapes

Santa Anas are sudden northeasters that howl off the mainland from Ventura and Oxnard, and strike the north sides of the Channel Islands — especially Santa Cruz and Anacapa — with fury. These winds nearly always spring up after sunset. The biggest danger is the steep seas that pack into all the anchorages on the north side of the islands.

What was safe and protected from the wind suddenly becomes a treacherous lee shore, so you really gotta move.

But where to go?

There are three excellent harbors of refuge that keep you safe from Santa Ana seas: Potato Bay on the north side of Santa Cruz, about 1.5 miles west of Cavern Point, and near Scorpion Anchorage. The U-shaped bay is 100 yards wide by a quarter mile long. It is open to the northwest, but totally protected from northeasters by high cliffs. The sandy bottom ensures good anchoring in a spectacular setting.

There's also the northeast corner of Chinese Harbor, just over a mile southwest of Potato under the cliffs of Coches Point. Drop one big hook, and you are safe from the waves. (This spot is also used by fishermen.)



*A Santa Ana on Catalina a number of years ago. Don't let Southern California's prevailingly mellow conditions fool you: Things can get nasty in a hurry.*

Finally, there's Christy Anchorage, on the west face of Santa Cruz. Head west around the end of Santa Cruz and anchor off the big beach between Christy Point and Black Point. The wind may blast out of the central

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# CHANNEL ISLANDS



valley of the island, but the seas will be flat and the holding ground excellent. You might also find refuge at harbors along the south side of the island, but if that search fails, continue west to Christy.

Don't head to Ventura or Channel Islands harbors during a Santa Ana. That's where the wind is blowing from, so you will be powering and pound-

ing into winds and seas all the way across. Head north to Santa Barbara. The northeast wind will diminish with every mile from the Islands until you run out of wind about halfway across.

Santa Anas hit the east end of Santa Cruz Island hardest and decrease farther west. Strong Santa Anas can reach Bechers Bay at Santa Rosa.

These days, most weather apps and gadgetry will let you know when a Santa Ana is approaching, but here are some physical signs: warm, dry weather and dry decks in

the morning. The visibility will be ultra-clear; stars are clear and steady; lights in the distance are clearly visible. There will be light westerly winds during the day, even after 2 p.m. These conditions don't mean that the winds are going to hit the islands, but be ready for them — and have an escape anchorage in mind — just in case.

The final warning of the approaching

northeaster comes in the form of new waves from the northeast. Fishermen say that when the waves hit, you have an hour until the wind follows. It's time to tidy up, grab a coffee, and start pulling anchors. The incoming waves are the final warning.

## Practice Good Anchoring

Cruising the Channel Islands is as much about anchoring as it is about sailing. Get good anchor gear and a lot of rode (chain or chain and line), use your biggest anchors, and be sure they are top-quality brand and type. Have at least 300 feet of rode on both ends of the boat and don't be shy about using it. Consider at least 5:1 scope for all-chain, 7:1 for chain and line as a minimum. Let out more scope if you get nervous in heavy winds.

People commonly use two hooks to anchor bow to wind and sea. Use a lot of scope on each. If there is a wind shift and the stern is taking a heavy load, pay out more scope on that anchor — it's doing most of the work.

— mike pyzel

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# SUMMERTIME —







# JUST SAILING



Though there is less racing, there is plenty of 'just sailing', as summer weekends have filled the Bay with mariners escaping life ashore.

With smaller, often household-only crews, there have been more white sails and fewer spinnakers. Singlehanded or doublehanded sailing is more popular than ever, though less so among the friends and crew who are left ashore.

We're not sure if it's a trend, but we've heard of more than a few boatless crewmembers purchasing an old Cal 20, Santana 22, Catalina 22 or similar small boat as an inexpensive way to solve the dilemma and get their sailing fix. We've also seen lots of the easy-to-solo Alerion 28s out on the Bay. The Bay is our greatest close-to-home escape from our pandemic life ashore.

It's more difficult to share the experience with your friends this year, but sometime soon, we'll all be sailing together again. For now just be grateful that we can sail on San Francisco Bay.

— **latitude** / john

**Spread: The return of beer can racing is a bright spot in a restricted season. Insets, clockwise from top left: Nick Gibbens' Express 27 'Shenanigans', the Catalina 36 'Allegretto', 'Passion', and an Alerion 28, 'Encore', sailing the Bay.**

— All photos latitude / john





# SUMMERTIME —



ALL PHOTOS LATITUDE / JOHN EXCEPT AS NOTED



# JUST SAILING



LATITUDE / MITCH



*Clockwise from top left: Elise and Sarah distance on the foredeck; David James' Lapworth 36 'Leda'; nothing serious aboard Summer Sailstice; a Delta escape may just suit you now; Anja Bandt has been enjoying her new Cal 20; 'Roust About' chills with just the jib; the Swan 52 'Beowolf'; end of day sunsets have been spectacular.*



MICHELLE SLADE



# BEN BROWN —

ALL PHOTOS DAFNA BROWN EXCEPT AS NOTED



*Above: The 2012 F-18 Worlds, with more than 120 boats in Long Beach. Ben Brown skippered and his brother Nate crewed. Below: Ben with Sarah Isaac, his Canadian crew, at Harrison Hot Springs, Canada, in 2019.*



Many of us have either fallen into or carefully sought out a fleet of racing boats that has those magic ingredients: fun boating experience, talented fleet members, competitive on-course racing, and off-the-water camaraderie. This is a profile of a young man who found all of this before he was even 10 years old.

Ben Brown took his first ride on a Hobie 20 with his grandfather, Rafi Yahalom, on Fresno County's Huntington Lake in the Sierra Nevada mountain range. Although his memory of the first few sails is fuzzy, those sails began his lifelong interest in the twin-hulled icon, pushing him to compete at the highest levels of the class by the time he was finishing college.

Ben was raised in Los Altos, California, and he'd vacation with his family at Huntington Lake for what sound like sailing vacations. "I'm not sure I have an exact first memory of sailing. I think my grandpa and my mom had been sailing together on Hobie 18s and Hobie 20s since my mom was about 18 years old.



# HOBIE 16 NORTH AMERICAN CHAMPION



So there are some early photos of me at about 5 years old at Huntington Lake — an absolutely beautiful place to sail. My grandpa would take me out on his Hobie 20. We'd go up there usually twice each summer, and that's basically where I learned to sail."

Ben didn't start racing for a few more years. As it turned out, his first race took place when he was 9 years old on a family friend's Hobie 16, again at Huntington Lake. It was an enjoyable experience that he found "interesting," and soon after that, he started rounding buoys with his older brother, Nate. But the experience lacked something, and Ben wasn't enjoying his time on the water as much.

"Eventually, my brother and I got too heavy because, you know, we were both

**Left: Fun sailing at Huntington Lake in 2019. Right: Ben conducts a coaching clinic at the Hobie Youth Championships in 2018.**

growing boys and the Hobie 16 is pretty weight-sensitive. That's basically when he kicked me off his boat," says Ben, laughing.

And, at this point, it became apparent that Ben needed to actually drive a boat. "I think I was 14 years old when I first skippered a Hobie 16 at a regatta on Woodward Reservoir in California's Central Valley, east of Manteca. And that was when I really, really fell in love with sailing."

For anyone who's spent a long weekend of racing, Ben's next recollection might ring a familiar tone. "I was so tired (after racing that weekend), and I was

half asleep on the way back home. And every time we turned in the car, my mind would be thinking, 'This is a header,' or 'This is a lift,' and I was totally hooked after that."

Although Ben had spent virtually all of his time sailing and racing catamarans prior to high school, there was a brief period during which he found

himself taking actual sailing classes in El Toros (gasp!) on the shores of Redwood City. He "absolutely hated" the experience and was soon sailing Hobies again until about 2011.

"I did a US Sailing Youth Championship that was on an F-16. That was my first foray into high-performance cats. It got very addicting because they're just so fast and so fun. That led to me getting a Hobie Tiger in high school, which is an F-18."

Graduating from Pinewood School in Los Altos, Ben moved on to attend Middlebury College on the East Coast, in Vermont. He joined the sailing team and raced 420s and FJs for the first time. But even the speedy 420s couldn't stop his interest in the catamarans, and during breaks from school he continued competing within the Hobie fleets.

In 2018, Ben's mom, Dafna Brown (who often volunteers at Hobie events), had met a young female at a Hobie 20 regatta and encouraged Ben to contact her. Sarah Isaac had an excellent sailing résumé: She was from British Columbia and coached sailing. As Ben describes her, she was "totally obsessed with sailing — actually probably more than me." But at the time, Ben was in Germany racing, and it wasn't until a while later that he was able to reach out to her.

Anyone who's spoken to him over the phone and certainly in person would agree that Ben is a very genuine, friendly and enthusiastic individual. And if you are talking sailing, he will gladly banter with you as long as you like. Given his nature, he makes friends quickly and can manage to find crew almost

**Ben, skipper, and Andrew Wilkinson, crew, at the Alter Cup in 2013 on San Francisco Bay. — photo Jan's Marine Photography / [www.janpix.smugmug.com](http://www.janpix.smugmug.com)**





# BEN BROWN

supernaturally. "I always find crew. I just sort of randomly message people and say, 'Hey you wanna sail together?' And then it just magically works out."

Such was the case with Sarah, whom he messaged on Facebook. The two decided that they should not just show up at the 2019 North Americans and race with each other for the first time; they opted instead to set some time aside to practice.

"We took it at least a little more seriously. She came down the summer before North Americans and did two different regattas with me in California. I think we won both of them, which is pretty

*"It got very addicting because they're just so fast and so fun."*

awesome — we felt pretty good working together. The best part turned out to be that the North Americans were in Harrison Hot Springs in British Columbia. That was basically just a couple of hours from her home in Vancouver and she's sailed there a ton, so it was totally awesome. She had all the local knowledge, and that really came in handy."

Ben and Sarah raced the North Americans quite well. They finished in first place with only 33 points after 14 races and one throwout. That left them a comfortable 21 points ahead of second place. Not bad after only having sailed a few races together earlier in the year.

Ben is quick to point out that fabled Hobie 16 racer Enrique Figueroa from Puerto Rico couldn't be there, and that the fleet was smaller than usual because of the upcoming Worlds being held in November that year. He'd have preferred to have the competition on the line.

And competition was just what he and his girlfriend, Casey, got when

they sailed the Worlds together a few months later at the South Seas Island Resort in Florida.

"We got 20th out of 96 boats, and I was not super happy with the results. But I was out of shape going into the event, we had hardly practiced, and we didn't really push ourselves super hard, so it wasn't a particularly surprising result. We did well, but not as well as I wanted to."

Ultimately, this was a disappointment because Ben had hoped to compete favorably within the fleet, given that the previous Worlds in 2016 in China had been poorly attended and he'd come in 10th after dropping from third in the last race of the regatta.

**F**ast-forward to this publishing, and Ben has turned 24 years old. He's graduated from Middlebury with a double major in computer science and math and landed a full-time job at Apple, Inc., as a software engineer, and COVID-19 is in full swing here in the States. Sailing is in the throes of restructuring itself worldwide, and all Hobie regattas in Northern and Southern California have been canceled for the foreseeable future.

Any ambitions for professional sailing or the Olympics would have been uncertain, were he interested in them. "To really compete at the highest level

*First Youth and Open North Americans in Kingston, Canada, in 2008. Ben crewed for his brother Nate.*



**Ben and Sarah at the Hobie 16 North American Championship in British Columbia last fall.**

of sailing sort of becomes work. And I don't want sailing to become work for me because I'm afraid that if it becomes work, it's no longer fun."

Competitively speaking, he had been eyeing the 2020 North Americans, but now the 2021 North Americans are a more likely goal.

In the meantime, Ben wants to mentor the fleet, much in the way he was mentored by a handful of solid Hobie racers when he was younger.

"I really, really love coaching and teaching. Two years ago, my mom was the event chair for the Hobie 16 Youth North American Championship at Huntington Lake. I put on a two-day clinic beforehand and had an absolute blast doing it. Part of what we're doing is following kids on a coach boat. I was filming them with my phone doing jibes and stuff like that. Then after the first day we went and watched the video. Just to have people take that feedback to heart and you can see them the next day — they're already better — it's an absolute blast! So, I want to do more of that in the future."

— ross tibbits







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# SINGLEHANDED FARALLONES —

BOTH PHOTOS ERIK SIMONSON / WWW.PRESSURE-DROP.US



**With the GGYC clubhouse unavailable, Tom Boussie and Kristen Soetebier started the Singlehanded Farallones Race from the shore. A ladder atop the car extended the VHF range — it worked great. Brilliant!**

In the age of pandemics and shelter-in-place lockdowns, a minor miracle happened. There was an organized official race around the Farallones. The Singlehanded Sailing Society's annual Singlehanded Farallones Race was bumped from its original date of May 16 twice, but finally landed on Saturday, June 27.

The behind-the-scenes players sending emails and talking with the Coast Guard and multiple counties were Don Martin, commodore of the SSS and Laura Muñoz, executive director of the Yacht Racing Association.

"The SSS Farallones was the first of the special permit events to try to get approval," said Laura. "The process went fairly smoothly, and not much differently than it has in the past. I've been working closely with the USCG over the past few months on preparing to resume racing, which definitely helped the process along.

"My main contact at the USCG is MST1 David Robey, the Marine Event Coordinator in Waterways," she added. "He's done a great job keeping the communication going and helping me

navigate through all this, and was a huge help getting the blanket permit reinstated."

Don noted that the coordination among all the players was key. "I worked with Laura at YRA. Ten days before the race she felt that the Coast Guard would change its policy of getting approval from each county and issue the blanket permit. That's when we started planning for the race.

When the blanket permit was issued, there was an exception for offshore races. The offshore permit was awaiting signature, and we didn't get approval until Thursday, the day of our skippers' meeting. Many thanks to Laura and the Coast Guard."

With the headwinds of the permit process behind them, all the SSS had to do was run a race.

Normally the SSS uses the Golden Gate Yacht Club race deck along the San Francisco Cityfront for the start and finish. With the clubhouse closed due to COVID, the SSS needed to make do without it. Race chair Tom Boussie and treasurer Kristen Soetebier were able to improvise a race deck by parking a car with a VHF antenna on top in front of GGYC.

"The RC from the breakwater was fine," said Tom. "I have my boat in the San Francisco Marina, so after the starts I could use that as a base to monitor the race throughout the day and night."



**Jeff Mulvihill on the Olson 30 'Werewolf', Scott Owens aboard the Wilderness 30 'Beyond' (ex-'Nightmare'), and Chris Jordan on the Express 27 'The Pork Chop Express' start in the Sportboat division.**

Three multihulls and 22 monohulls showed up on the line for the first 'gun' at 8 a.m. in what was predicted to be a nice, light southwesterly breeze offshore for the beat, clocking to the northwest for the run. "I expected to spend a lot of time on port tack, maybe all the way to the island," said Bob Johnston of the Alerion 38 *Surprise!* "The forecast looked like it

*"That had been my plan, but...let's just say I got greedy."*

would be correct at the start, but as we approached the bridge it was clear there was more westerly in the breeze. Port was the favored tack, but if you couldn't point well you were headed for Duxbury."

Like the effort to run the race in the first place, the race itself would mirror the uphill battle. "It looked like the predicted southwest wind direction was wrong and it was going to be dead upwind to the island," added Bob.

Always a very competitive race, the



# YOU CAN'T GET THERE FROM HERE



LATITUDE / CHRIS



REBECCA HINDEN / BOMBORA

**'Nina' prepares to slip under the fogged-in Golden Gate Bridge on her way to an overall win.**

Singlehanded Farallones had special groups of boats and racers keen on staying out in front. In the Sportboat class there were two Olson 29s, two Olson 30s, two Wilderness 30s and three Express 27s, all vying for a spot on the podium.

"We had the biggest division at 10 boats, which made for a bit of a crowded start line when you're singlehanded," said Rebecca Hinden of the Express 27 *Bombora*. "The breeze was forecast to be a light southerly turning into a northwesterly. So my plan had been to go south out the Gate for a bit, then foot off to the north. Well, as it turned out there was very little footing to be had over the course of the day, let alone fetching. The breeze became sort of a light and shifting southwesterly, but seeming to mostly point directly from the island."

*Bombora* did well against her foes on the beat. "I worked the north side and got a bit of a lead on the other two Express 27s."

Another competitive fleet is PHRF 111-159. This wide rating band includes just-fast-enough boats like an Olson 25, a Wyliecat 30, a Capo 30 and an Alerion 38. Don Martin on his Wyliecat 30 *Crinan II* and Bob on his Alerion 38 were the most competitive of the group, and Bob was trying hard to stay in front.

"I had a better start than Don, but he

stayed with me all the way out through the Gate," said Bob. "He was able to sail higher and eventually got ahead of me. Farther out, I gained some back, and we were close approaching the island. Port tack was still slightly favored and he stayed on it. By then the northwesterly was filling, boats were coming in on starboard, and I decided to tack down toward the island and not bang the corner. That was a mistake. Don was right there when we cracked off around Maintop Island."

Don recounts the battle: "I started with *Surprise!* and went with him to Mile Rock to maximize the time in the ebb current. I was sailing higher and lost track of him. I saw him again at the Farallones while I was having a go-slow moment. He passed me, and then I passed him on the lift that took me around the island. He passed me again on the downwind leg, but it was too late for him to overcome the handicap."

It was just a 10-hour, 56-mile match race.

Back in the Sportboat class, Robert Macdonald on the Olson 29 *Nina* (the eventual overall monohull winner) stayed west and split with the rest once out the Gate. "We stayed pretty close to the center channel, south of most of the fleet. The wind was in the low teens in the Bay, then dropped below 10 knots offshore. I changed from the #3 jib to the #1 just past the shipping channel."

Maybe the south route was the right

**Rebecca Hinden, all kitted up for cold offshore racing, aboard her Express 27 'Bombora'.**

way to go. "I started the race crossing tacks with *Hedgehog* (another Olson 29) and *Werewolf* (Olson 30). *Werewolf* was dialed in, leaving the 29s in her wake.

"I lost track of the them near the Lightship, as they were well north by that time."

**T**he race back from the islands was a tight run with few passing lanes in a building northwesterly. All was well until the Gate.

"I have to say I knew it might go wrong when I attempted to jibe under the Golden Gate Bridge in quickly building breeze," recounted Rebecca of *Bombora*.

"The boat was starting to plane, and I was on port pole. The first-place Express 27, which I had been chasing since he snuck past me at the island, was just out of reach, but maybe I could pull off the jibe and be a hero. However, my little tiller pilot was outgunned by the conditions. The prudent thing to do would be douse, set the jib and go for the finish. And that had been my plan, but...let's just say I got greedy."

Greed can get you in trouble. "I eased the kite out, jibed the main (it was probably blowing around 25 at this point) and got a wrap in the kite. Not my first of the day, and I'm generally able to get them



# SINGLEHANDED FARALLONES

BRIAN BOSCHMA / REDSKY



A view of the islands, seen from Brian Boschma's Olson 34 'RedSky'.

out. So I had to go up to the foredeck to clear the wrap and, if all went well, move the pole over and complete the jibe.

"I set the autopilot and started to go forward. I was barely at the shrouds when the boat rounded up, *hard*. I released the vang on my way back, but it

## All was well until the Gate.

didn't help; she was completely pinned, both foils out of the water.

"I went back to the helm and gave it a try, but the rudder would sort of start to bite and then instantly let go. I took a moment, looked around, and contemplated my fate. I seemed to be drifting more or less straight downwind, so it would at least be a little while before I hit any land.

"I went to work seeing if I could release pressure on the kite. I was able to release a fair amount of halyard, and the boat stood up just a little. Success! I went back to the tiller and worked at catching a lull until I was able to turn her down. Then I set the autopilot (lovingly referred to as 'Crashy') and went forward to untangle the kite, hurrying to make sure it didn't go in the water and make my life miserable again. Then I did what I should have done in the first place, which was jib reach to the finish.

"I may have lost fourth place because

of the whole incident, but it was a small price to pay for what could have been a really costly mistake. I *promise* to be more conservative in the future — at least when singlehanding!"

Robert on *Nina* also had troubles at the finish and just getting home. "I was distracted by a spinnaker wrap at the bridge. It continued to get itself tighter, securing itself somehow to a jib halyard. It made for an exciting landing back in Richmond, as the spinnaker chose to finally unwrap itself with 25+ knots inside the breakwater.

"Thanks to Jonathan Livingston and

another neighbor for saving *Nina* after an hour of wrestling the spinnaker in the gusting winds."

Other sailors noted that it was a long day, and some even felt a little rusty after the racing hiatus. All acknowledged that it felt great to be back out there, and, though sometimes it looks like you can't get there from here, you actually can.

— ncs

## SSS SINGLEHANDED FARALLONES, 6/27

SPINNAKER ≤108 — 1) **Redsky**, Olson 34, Brian Boschma; 2) **Jamani**, J/120, Sean Mulvihill; 3) **Hokulani**, J/120, Tracy Rogers. (3 boats)

SPINNAKER 111-159 — 1) **Crinan II**, Wyliecat 30, Don Martin; 2) **Surprise!**, Alecion 38, Bob Johnston; 3) **Shark on Bluegrass**, Olson 25, Falk Meissner. (5 boats)

SPINNAKER ≥162 — 1) **Galaxsea**, Nauticat 44, Daniel Willey. (2 boats)

SPORTBOAT — 1) **Nina**, Olson 29, Robert Macdonald; 2) **Werewolf**, Olson 30, Jeff Mulvihill; 3) **The Port Chop Express**, Express 27, Chris Jordan. (9 boats)

NON-SPINNAKER — 1) **Osprey**, Jeanneau Sun Odyssey 349, Todd Arnold. (3 boats)

MONOHULL OVERALL — 1) **Nina**; 2) **Werewolf**; 3) **The Pork Chop Express**; 4) **Hedgehog**, Olson 29, David Herrigel; 5) **Bombora**, Express 27, Rebecca Hinden. (25 boats)

MULTIHULL — 1) **Raven**, F-27, Truls Myklebust; 2) **Wingit**, F-27, David Wilhite. (3 boats)

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

Bob Johnston aboard 'Surprise!' at the start.



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"Something's wrong!" complained the owner and skipper. "I'm not getting my upwind numbers."

"Let me see what I can do with it," I volunteered. The owner agreed and gave me the helm.

The boat was a large, modern performance cruiser, but like many owners who think they are buying a boat strictly for cruising and daysailing, he had discovered racing. And that was almost exclusively how the boat was now used. And, like many owners who take up sailing with a big, expensive boat later in life, he was totally reliant on his instruments. He had probably spent more money on calibration runs than I had spent on all the sailing instruments on my boat combined. This was his sailing style: Without accurate readouts for wind angles, wind and water speed, and computed values for true wind and VMG, he was lost.

"We're definitely not pointing up where we should be," I said after a quick feel of the helm and look at the masthead fly. "Speed is down," I could tell without even looking at the knotmeter, "and the helm feels dead."

Lee Helm, naval architecture grad student, had also been persuaded to come along for the sail check and tuning session. Actually, she was bribed with the prospect of a nice dinner at an upscale waterfront restaurant; she was not interested in crewing for a skipper whom she perceived as less than skilled. On the other hand, the boat was big and fast, and was going to race in next year's

Transpac. And the crew was treated well.

"We'll be able to keep the owner off the helm most of the time," she had confided.

I called for an adjustment to the jib lead to reduce the twist slightly, and a little traveler up, but knew that was not the problem. Lee sorted it out for us.

"Kelp!" she announced after looking over the transom. "On the rudder. A big one."

That explained it, and we spent the next half hour prodding the kelp with a boat hook, backing and filling, sails up, sails down. Even rudder floss failed to clear the kelp.

Finally, Lee appeared on deck in what she claimed was a swimsuit she happened to have brought along, but I suspected it was just colorful underwear. She dove overboard and popped back to the surface a few long seconds later.

"All clear!" she announced. "That was a tight wrap between the top of the rudder and the hull."

One of the other crew and I each grabbed one of Lee's arms and hauled her back aboard, ignoring the skipper's suggestion that it might be a good time to practice with the Lifesling.

"Gotta do something about that gap!" she said with a shiver as she disappeared into the cabin, where another crewmember handed her a small hand towel, the largest towel on board.

"There's a way-too-big space between the top of your rudder and the hull," she called back to the cockpit.

"I guess that makes it more likely to



LATITUDE / JOHN

catch stuff on the rudder stock," the owner remarked.

"There's an easy fix," I said. "Next haulout, have the yard add a little mini-skeg right in front of the rudder. A little triangle, just deep enough to force the weeds down below the gap. There isn't much rake on these modern rudders, so the kelp still might not clear itself right away, but at least you can keep it from getting wrapped tight between the rudder blade and the hull, like it did today."

"For sure, that helps with the weeds," Lee added from down below as she tried to blot herself dry with a secondhand towel. "But like, you miss the big one. Think induced drag. Think wing root gap. Think what happens when you essentially cut the aspect ratio in half!"

"What?" the owner replied.

It was too late for an answer from Lee, at least for now. She had gone forward and closed the head door behind her to change out of her "swimsuit." The crew on deck hoisted sails and turned their attention back to the tuning program. Naturally, the boat was sailing much better after the de-kelping, and the owner read off theoretical speed numbers from the boat's set of polar performance

*Rudder gap on a small boat (before).*



MAX EBB



# MIND THE GAP



*Looking for a way to close the gap in upwind speed.*

curves and compared them with the knotmeter readings.

"Check the VMG numbers too," I reminded him. "I'm not sure we're pointing as high as the polar assumes we are pointing."

Good news, we were outperforming the polar VMG by a very small margin.

"Try it on the other tack," suggested one of the crew.

But on the other tack we were well below the nominal VMG. I suggested that the apparent wind angle sensor might be a little off, and we should average the readings on the two tacks. But this was terribly unacceptable to the owner, who took the helm back and proceeded to steer the boat through some slow luffs into the wind to check the calibration.

It seemed OK, so I suggested a more difficult test: Sail the boat in a slow circle, with a tack and a jibe, and see if the true wind reading stays constant.

The results annoyed the owner, who likes everything symmetric, even more than the port/starboard discrepancy. The true wind was a knot lower on a deep run than on a beat, and from a

slightly different direction. It would be unchanged if our calibrations were perfect.

*Rudder gap on a small boat (after).*



MAX EBB

"Accurate apparent wind speed measurement is really hard at really low apparent wind speeds," I tried to reassure him.

Finally, Lee reappeared on deck, looking refreshed from her quick dip.

"What's this about my rudder gap?" asked the owner.

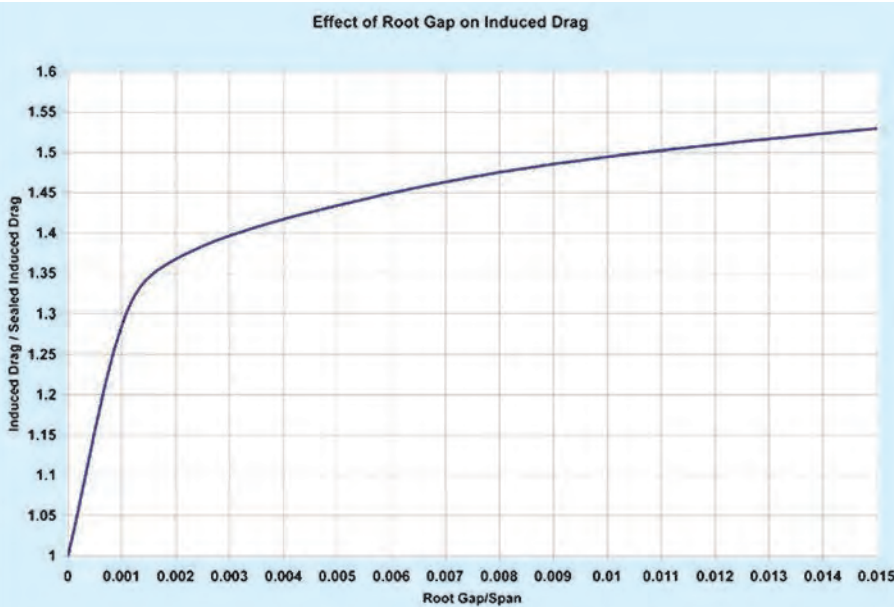
"Like, it's a drag source," she said. "When a foil or a wing projects from a solid body, like the rudder projecting down from the hull, the aspect ratio is effectively twice the ratio of span to chord. But if there's a gap between the rudder and the hull, the pressure difference allows a lot of flow to leak from the high-pressure side to the low-pressure side, and this suppresses the upwash of the incoming flow and tips the lift vector aft, adding induced drag. It's like, as if the rudder were not as deep and not as efficient as designed. The more lift on the wing or rudder, the more drag this gap is causing."

"But when my helm is balanced," the skipper reasoned, "the rudder is not loaded and there shouldn't be any extra drag. Right?"

"Wrong," Lee answered. "The side force should be divided between the keel and the rudder, in proportion to their spans. Like, if your keel is eight feet deep, and your rudder is seven feet deep, then the rudder should produce seven-eighths as much side force as the keel. Seven-fifteenths of the total."

"OK, the rudder is almost as deep as the keel, but it has a lot less area . . ."





$$C_{di} = \frac{C_L}{\pi AR e}$$

$$D_i = C_{di} \frac{1}{2} \rho v^2 A$$

Left: Chart for determining additional induced drag as a function of gap size compared to span. (From [www.kitplanes.com/wind-tunnel-161/](http://www.kitplanes.com/wind-tunnel-161/).)

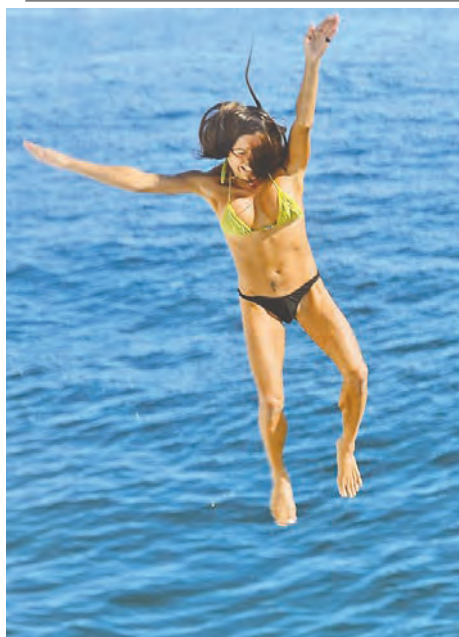
Above: Induced drag formula.

"It goes by span, or depth of the foil," Lee interrupted. "On a modern boat, the rudder should be loaded up. But you probably don't realize how much load is on a well-balanced rudder, especially when the helm has so much mechanical advantage."

"Is this rudder gap really producing enough drag to worry about?" I asked Lee.

"Let's work it out: Say your rudder is 7 feet deep with a chord of 1.5 feet. It's elliptical, so we can use an efficiency factor of 1.0. With no gap we can, like, double the span, so the aspect ratio is  $14/1.5 = 9.33$ . We'll now need the lift

**Closing the gap can help avoid having to take a plunge to clear the kelp.**



LATITUDE / RICHARD

coefficient, and I happen to remember that for the garden-variety NACA 0012, which is not unusual for a rudder section, the lift coefficient is about 0.5 at a 5-degree angle of attack."

"Is that enough info to calculate induced drag?" I asked.

"Almost. We'll get an induced drag coefficient, and have to multiply that by the area, water density, and speed squared, and divide by two to get drag in pounds. This induced drag coefficient is just the lift coefficient squared divided by pi and aspect ratio. So we get... let's see...  $0.5^2 / (\pi \text{ aspect Ratio})$ , which equals..."

She used a secret keyboard incantation to turn one of the instrument displays into a four-function calculator. "...0.00853 is the induced drag coefficient."

"That doesn't sound like much to worry about," said the owner.

"But like, that's just the induced drag coefficient. If we're going 7 knots, that's... 11.8 feet per second. Square that, multiply by the density of water, which I have as 1.9905 slugs per cubic foot, multiply by the area of the rudder, which is  $7 \times 1.5$ , multiply by our coefficient of 0.00853, divide by 2, and we have... wait for it... 12.4 pounds of induced drag. That's with no gap."

"Then how do we know how much drag the rudder gap adds?" the skipper asked.

"There's a chart, based on experimental results. If the gap is 1 inch, that's a

ratio of 0.0059, root gap to span. From the chart..."

Lee borrowed the tablet that one of the crew had been using on the boat's wireless network to monitor instrument readings, and managed to connect to the internet through a cell service to locate the chart she needed.

"Total induced drag is 1.45 times induced drag with no gap. That's a whopping 5.56 pounds of extra drag!

Quite a pull, if you ask me. Maybe not a big piece of kelp, but, like, for sure as bad as a small one."

Now that Lee was online with net access, she showed us some photos of the rudder work done on a small

ultralight she races on.

"It's part of the boatyard's 'race package' for bottom work," she explained. "They add a fairing to the top of the blade to make the gap almost zero — although on some boats the back part of the blade still needs some clearance to let the rudder turn all the way to hard over. Maybe next haulout we'll add a little bulge in the hull aft of the rudder stock to seal up that too."

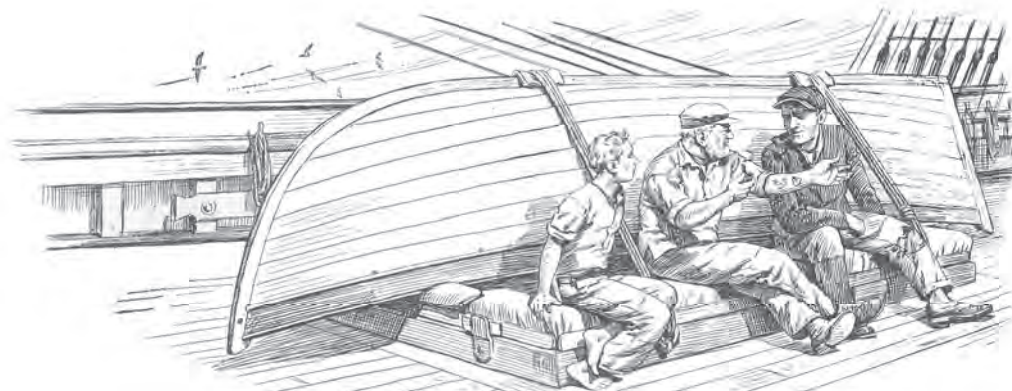
The owner, predictably, said that he would be sure to add rudder fairing to the next boatyard worklist, and we went back to our tuning project. But we still had calibration issues. I finally convinced the owner that the only really accurate knotmeter is another boat sailing alongside in clear air.

— max ebb



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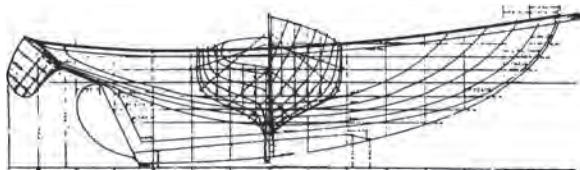
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# THE RACING

**Meet Adjudicator**; someday soon (we hope), you may be meeting her on the racecourse. We visit Lake Tahoe north and south, including Tahoe Yacht Club's **Trans-Tahoe**. We check in with beer can races from **South Lake Tahoe Windjammers**, **Corinthian**, **Oakland** and **Encinal YCs**. The **Pacific Cup** goes virtual, the **SSS** plans to Round the Rocks, and the US Sailing Team **Men's 49er** sailors train in Santa Cruz.

## Fast 40 New to San Francisco Bay

The new kid on the block just moved to San Francisco from Hamble, UK, and she's quite a looker. She's a Carkeek-designed Fast 40 hailing from the British fleet. The sleek 40-footer will need to be careful in certain Bay Area venues, as she draws 10 feet. She tips the scales at 9,240 lbs.

Alex Higby of Ancasta Race Boats. Alex is *Adjudicator's* project manager. "They were designed and built to withstand the Solent and the iconic Fastnet Race," he added.

Paul worked closely with Alex to find the right boat. "After a visit to the UK, *Adjudicator* (ex-*Jubilee*) was the weapon of choice," said Alex. "She's highly opti-

mized, with an extensive inventory. *Adjudicator* felt like a perfect fit.

"The team has been working closely with Greg Stewart to optimize *Adjudicator* for the US ORR and PHRF rating rules. The boat has been expertly assembled and upgraded by Scott and Haydon at Easom Rigging. With the COVID-19 cancellations, the main focus has been the Rolex Big Boat Series, but the team looks forward to the ever-increasing opening of regattas."

We're looking forward to seeing her on the racecourse, and will try not to blink when a streak of green whizzes past us.

— latitude / chris

## Tahoe YC's Trans-Tahoe

Tahoe has become just as legendary for the summer activities as it is for the epic skiing at the many resorts bordering the lake. The season may be short, but the sailors around Lake Tahoe make up for

it in intensity. Each summer the legendary Trans-Tahoe Regatta brings in folks from all over to battle the elements, wear skimpy outfits, and compete on the crystal-clear water.

If you have never been there or only sailed in saltwater, it really is incredible to see cellphones and sunglasses sitting on the bottom 4 fathoms down.

Predicting wind on Tahoe is best done

with a crystal ball, but nonetheless they set the starting time and the wait begins, usually after lunch. Plenty of time for swimming, sunbathing, hydrating, and discussing the future of C-19.

Friday was buoy racing, with 3-minute starts complete with whistle signals. The mighty, lovely, leafy-green *August Ice*, Dick Ferris's gorgeous J/125, dominated Division 1. *Racer X*, a beautiful Farr 36, chased her around all weekend and actually beat her once on corrected time.

Division 2 was a six-boat mixed fleet of Melges 24s and J/70s. It's interesting to listen to the comments of folks regarding these two designs. The Melges is 30 seconds faster under the PHRF handicapping system, but I have also heard PHRF referred to as a random-number generator. In any case the Melges were certainly more lively and lit up. On the other hand the J/70 is likely designed for a client who is looking for something less lively anyhow. Dan Hauserman's M24 *Personal Puff* won with 11 points to spare after five races, so that's saying something. The crew on the Melges *Nikita* is always a crowd favorite and held on for second. The Orangemen made *Orange You Glad* the first J/70 and stepped up to third on the podium — except there wasn't a podium. In fact, there were no social activities at all, and I think you know why!

Division 3 was an even mix of five Santa Cruz 27s vs. five Moore 24s, with an Express 27 thrown in to keep it interesting. By interesting I mean the mark roundings were busy, and a few boats swapped paint. The lake water is thinner than saltwater, and the boats sit lower in the water. That combined with thin air at altitude blocked by masks had the skipper a bit scrambled — not to mention the time spent hydrating before the race actually started.

Capt. Raduziner and his lemon-flavored SC27 *Lickety Split* ended up atop the leaderboard followed by the other yellow SC27 and that pesky Express that was *Fired Up* all weekend, especially in the distance race that counts double, which they won.

Saturday was the distance race. It got underway at 1:30 p.m. with a reverse start. Upwind at top end of the #1, a few Moores opted for jibs. *August Ice* was still first around the mark, which made it easier to find. A 12-mile run across the lake with a little wake surfing and just epic views followed. Another 4-mile beat and a reach to the finish made for



Paul Dorsey's high-tech Carkeek 40 'Adjudicator' at KKMI in May, when she had just been shipped from the Fast 40 class in the UK. She's signed up for September's Rolex Big Boat Series.

*Adjudicator* was built in 2015 in Dubai by Premier Composites. She sports a Southern Spars rig.

You may know or have heard of Paul Dorsey in connection with his previous boat, the Soto 30 *Gentoo*. He was looking for a new challenge, having been very successful campaigning *Gentoo*.

"Paul saw the growing fleet in the UK of the highly competitive Fast 40," says

ALEX HIGBY





CHRISTOPHER 'LEW' LEWIS

**Scott Easom driving 'Adjudicator' and Alex Higby trimming. You can just make out Rodney Daniel in the water and owner Paul Dorsey's dreadlocks at the bottom of the frame.**

an unforgettable weekend.

Big kudos to the folks behind the scene at Tahoe YC who make this happen each year. They are always happy to share local secrets on the logistical side, even to the point of allowing you to park your trailer in their private driveway.

They say "Keep Tahoe blue," and I think they do, and you should too!

— captain midnight

#### TAHOE YC TRANS-TAHOE, 7/10-11 (6r, 0t)

DIV 1 — 1) **August Ice**, J/125, Dick Ferris, 7 points; 2) **Racer X**, Farr 36, Gary Redelberger, 11. (2 boats)

DIV 2 — 1) **Personal Puff**, Melges 24, Dan Hauserman, 8 points; 2) **Nikita**, Melges 24, Paul Krak Arntson, 17; 3) **Orange You Glad**, J/70, Brian Mullen, 22. (6 boats)

DIV 3 — 1) **Lickety Split**, SC27, Rick Raduziner, 14 points; 2) **Poopsie**, SC27, Jason Roach, 15; 3) **Fired Up!**, Express 27, John Morrison, 16. (8 boats)

Full results at [www.tahoeyc.com](http://www.tahoeyc.com)

#### **World and Intergalactic Beer Can**

South Lake Tahoe Windjammers Yacht Club held its pursuit-style World and Intergalactic Beer Can race on Wednesday, July 8. Due to COVID precautions, the club used no signal boat. Racers started in an orderly fashion using GPS time. Conditions were perfect South Shore Tahoe: flat water with 10-15 mph wind from the southwest, with temperatures in the high 70s.

For info on racing in South Lake Tahoe, see [www.sltwyc.com](http://www.sltwyc.com).

— steve katzman

#### SLTWYC WORLD AND INTERGALACTIC BEER CAN RACE, 7/8

1) **Dianne**, Express 27, Steve Katzman; 2) **Andale**, Express 27, Ray Wilson; 3) **Mon Amour**, Beneteau 34, Leon Malméd. (13 boats)

#### **CYC Friday Night Long Distance Race or Beer Can Not Series**

Trading beer suds for soap suds, a group of hand-washing, masked robbers have stolen some time on the water to restart Friday night beer can races. After a long shutdown, the Co-

rinthian Yacht Club managed to reopen some low-key racing starting on the last weekend in June. Marcus Canestra and the rest of the Corinthian race officers worked hard to rewrite the Sailing Instructions to provide guidance about every sailor's responsibility toward one another and to sail within Marin Coun-

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

July's racing stories included:

- First-Ever Vendée-Arctique
- Stanford to Lose Varsity Status
- Sailing Hall of Fame's 2020 Inductees
- The Ocean Race Postponed a Year, and More Updates
- RYC Beer Can Racing
- News of the YRA Encinal Regatta, PICYA Lipton Cup and More
- Three Bridge Fiasco Hits the East Coast
- Moore 24s Sail to Stockton
- Preview of August Races, and more.





# THE RACING

JOHN SIEGEL / MOORIGAMI



ty's health guidelines.

The first race, a non-counting practice, was held on Friday, June 26, and followed up by races on July 10 and 17. About 55 boats signed up for the series. The racing has been well attended by

sailors who polished up rusty racing skills and duked it out singlehanded or with household-member crews, who can acknowledge that status by flying a yellow flag off the backstay, or smaller, masked-up crews keeping all the dis-

***Dick Ferris's green J/125 'August Ice' turns the blue waters of Lake Tahoe to white froth in the Trans-Tahoe in July.***

tance apart that's possible while on-board.

Each boat is required to radio in before the start to declare their compliance with the health guidelines outlined in the race instructions.

For my wife and me aboard the Ranger 33 *Summer Sailstice*, it's been a bit of a guilty pleasure. We haven't felt comfortable inviting the usual cohort of friends to join us racing and therefore have also overexerted ourselves with doublehanded racing. For everyone who did find appropriate crew arrangements, it's been well worth it to get out there.

The first Friday didn't count, but nobody backed off the throttle. It was dark and foggy in the middle of the Bay, but bright, sunny and warm, with flat-water sailing, on the edge. That provided for the usual light-air Belvedere Cove start morphing to the breezy Little Harding pivot, then on to the school of hard Knox before heading back home. It was a great start to the abbreviated season.

The first two, season 'counters' amped up on July 10 and 17 with more summer wind. Still, every shorthanded crew was able to get around the race-

**Sunset sailing on South Lake Tahoe.**



MEGHAN KELLY





LATITUDE / JOHN



SHEET



ALL PHOTOS MARCUS CANESTRA EXCEPT AS NOTED

course without too much mayhem and cruise comfortably back into the shelter of Belvedere Cove for the light-air finish.

Of course, 'low-key racing' is an oxymoron. Once the starting gun fires, the focus shifts to mask-muffled tactical calls, with smaller crews working harder to trim while adjusting the pace during critical tacks and roundings.

The only real disappointment in the return of Friday night racing is the lack of post-race revelry. The docks are more subdued. The banter carries on over longer distances, and the evening quiets down much earlier. However, that doesn't mean we'd want to miss any chance at all to return to the Bay.

Fresh breezes and salt air do everyone a world of good. Keeping the cobwebs off the winches and the sails from forming permanent creases, and giving the engine oil a few sloshes around the block, never hurts anything either.

We all need the motion of the ocean, and we applaud the race committee for helping get us started. It's also good to see race crews masked-up in compliance so that we don't upset the progress that's been made to restart racing.

See [www.cyc.org](http://www.cyc.org) for more info, to sign up, or to check standings. File

*Friday night races out of CYC, clockwise from top left: David James aboard the beautiful Lapworth 36 'Leda' minimized crew to the max by sailing singlehanded on opening night, June 26; Scott Easom's crew on his latest 'Eight Ball', a J/100, showed off proper 2020 yachting attire; the forward-thinking crew on Trig Liljestrand's J/90 'Ragtime' also followed fashion; Jib Martens on his Worth 40 'Freedom' could have used some crew on the rail on July 17.*

your club's own beer can race report with [racing@latitude38.com](mailto:racing@latitude38.com).

— latitude/john

### OYC's Nifty Nine Race Series

As with most all yacht clubs, Oakland YC had to cancel the end of its winter series and the Rites of Spring race, and could not kick off the Sweet 16 Wednesday night series in April as planned.

With Shelter in Place, the Coast Guard rescinded all of our racing permits. Laura Muñoz, executive director of the Yacht Racing Association of San Francisco Bay, brought the race chairs of the yacht clubs together. The group put together a set of guidelines that we could use once our permits were again in place.

Laura worked with the Coast Guard and the counties, and, in June, with some COVID-19 state and county guideline changes, the USCG reinstated the permits. Racing could then resume under the YRA guidelines and each yacht club's county guidelines for outdoor

activities.

OYC's Sweet 16+2 (yes, we were trying for an 18-race series in 2020) Series had missed the first half, but we decided we could run the second half and wanted to give it its own tag: OYC's Nifty Nine Race Series.

During the first week of registration, 18 boats registered. By the first race on July 15, we had 37 boats signed up, divided into five fleets with 32 boats on the startline.

Nifty Nine offers Singlehand, Doublehand and Social Bubble divisions, with spinnaker and non-spinnaker fleets, adjusted based upon the sign-ups.

Guidelines have us with a small race committee, horns only, and no flags, so all starts are done over the radio. All the starts went off in sequence, and no one was over early.

It was a flood, which is always a help. The wind was 10-12 knots from the south, and the sun set at 8:31 p.m., so it was long courses for everyone. Racing singlehanded for the first time, Scott





# THE RACING



ALL PHOTOS THIS PAGE FRED FAGO

Ollivier on the Merit 25 *Double Agent* shared that he was tired but ready to do it again next week. Some went double-handed for the first time, while others were back doublehanded. Most hadn't raced in months, and it was a bit of a getting-back-in-the-groove race. A few commented that they were a little rusty and a bit tired after the race but had a great time.

We are hopeful that we can sail the entire nine-race series. If the guidelines change, OYC will make the appropriate changes in an effort to keep racing, but if necessary would cancel some of the races, as it's "safety first."

Follow along or join the fun at [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

— debby ratto/oyc

## Better than Kissing Your Sister: The Virtual 2020 Pacific Cup

Can a yacht race simulation game, sailed on computers, ever replace the real thing? Of course not. When one of my sailing friends first described the Virtual Pacific Cup and tried to convince me to compete, my first reaction was entirely dismissive: "Compared to the real thing, I imagine it's like kissing your sister."

"Have you seen my sister?" was my friend's response.

Scenes from Encinal YC's July 3 Summer Twilight race on the Oakland-Alameda Estuary. 'Eclipse', the Express 37 in the photo at top right, did a port-tack start through the fleet. There were no collisions. The now-homeless Island YC has joined the Alameda clubs offering weeknight racing on the Estuary. Three races remain in their Friday evening Island Nights series in August and September. As usual, EYC and IYC are alternating weeks, so you can do both and sail every Friday night. To sign up for EYC, IYC or OYC Estuary races, go to [www.jibeset.net](http://www.jibeset.net), where you can also see results.

But what else was there to do? After navigating 24 actual races to Hawaii, I could not bear to sit out another Pac Cup, real or virtual, so I signed up to compete in the largest one-design fleet to ever cross this part of the Pacific: 380 identical Santa Cruz 52s lined up off Point Bonita for the starting gun at noon sharp on July 3, the actual scheduled start date for the fast boats in the real thing.

This was not a game of chance. You are the navigator, and you see the real-world, real-time GFS wind field predictions for the next seven days. All boats have identical polars, helpfully displayed on screen as each competitor types in their instructions for the watch on deck to sail a compass course or hold the true wind angle constant. And all the boats sail *exactly* to their polars. No boatspeed issues in this race.

There is no limit to the number of course changes or the time each navigator can spend 'on watch' making small

adjustments as the wind speed and direction varied with time, as per the GFS progs. There's even a provision to leave advance instructions when you go off-watch, such as, "Jibe to starboard at 0400," if that's when a lifting shift is forecast.

Unfortunately there is no provision for a conditional instruction, such as, "Jibe if we get lifted more than 10 degrees." That would have made life a lot easier — I'm sure I was not the only competitor to lose sleep or play hooky from a work-related Zoom meeting to make sure their boat jibed on the shift, and not too early or too late. Just like the real thing, the navigator never sleeps on the boats that win.

Routing software such as Expedition (or the free qtVlm) was allowed, and any boat that took full advantage of alternate weather sources could potentially get a couple of hours' jump on the every-six-hour GFS update. Even paid routing services appeared to be allowed. But for





**Back to the Estuary for Oakland YC's Nifty Nine Series (a slimmed-down Sweet 16) on July 15. This is Matt Denny and Julia Smith (doublehanded) on the Olson 25 'Foul Air' and, in the background, Scott Ollivier (singlehanded) on the yellow Merit 25 'Double Agent'.**

this event, Weather Routing International (WRI) provided their forecasting service free to all participants.

Many of us would have preferred to sail our own boats instead of the SC52. Anything with an ORR-derived set of

polars could have been allowed, if the game designers had decided to allow it. Then we could all argue forever about which kind of boat was best for the conditions we found on the course. But there's also a lot to be said for keeping

the scoring simple, and perhaps the one-design nature of the virtual race makes the contest cleaner, removing another source of possible randomness.

"The Sail Online people seem to have found a good balance between simplicity and realism," remarked Lance Berc after finishing 23rd in fleet and 4th among the US-flagged boats (behind *Renegade*, *Rhino* and *Sliderule*). And Lance has no tolerance for lame software.

Email discussion groups proliferated. Aside from the fleet-readable main commentary thread, individual groups of friends bragged in private emails about their day's run, the fish they'd caught, their stop at the Halfway Café, and what was on the menu for dinner. That part, at least, really was like the real thing.

Michael Moradzadeh, Pacific Cup YC commodore, reminds us that credit and thanks go PCYC board member Rebecca Hinden for setting this up with *www.SailOnline.org*, "and to our friends in the Newport-Bermuda Race for making the introduction. This was great fun, and we hope to make this a regular part of our

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# THE RACING

program."

Unlike in most virtual races, PCYC is offering physical prizes (hats, shirts and more) to the top finishers, along with special recognition for virtual Pac Cup competitors who would have been in the real Pac Cup had it not been canceled. This will take some digging, because the site results table only lists boat name and nationality. (The winner was racing for France.) "We have yet to know who the actual winners are," notes Moradzadeh, "but we guess their mailing addresses will be somewhere near a lot of coffee."

Out of 380 boats, I felt lucky to place in the top 10%, which I like to think of as first in a 10-boat division. Yes, I'll buy the T-shirt. I suspect the PCYC has a bunch of 2020 Pac Cup shirts that they need to move.

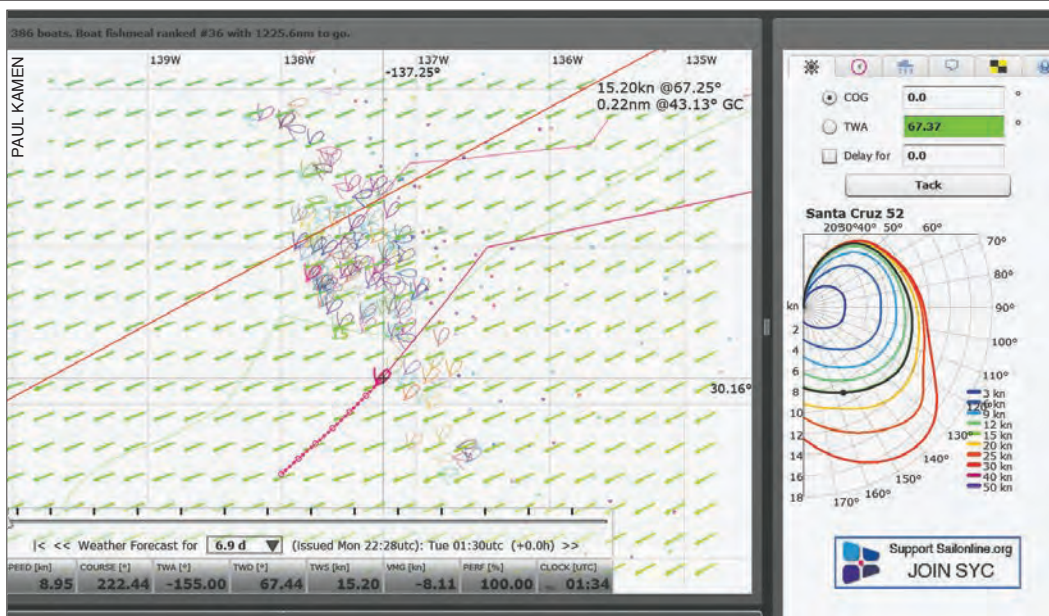
— paul kamen

## SSS Update

News from the Singlehanded Sailing Society: The Round the Rocks Race is now planned for Saturday, August 8. (It

had originally been scheduled for April 11.) Doublehanded racers must certify that they are part of a shared social circle, i.e., family or those sheltering together. There will be separate courses for

singlehanded and doublehanded fleets to avoid mark pileups and close-quarters upwind legs. They are still hoping to use the traditional startline on the Berkeley Circle and the finish line at Richmond



*The Virtual Pacific Cup screen. Early in the race, covering the south side of the pack was good strategy. Just like in the real race, boats that held a more northerly course placed higher in the early standings due to shorter great-circle distance to the finish. But it was a year to go south, and the 'slot car tracks' (from Stan Honey's rules of thumb) forced the boats on the north side of the fleet to reach up into lighter air.*



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ductive, training in a variety of conditions. The high winds and waves that Santa Cruz provides can be especially difficult in the 49er because of the high level of teamwork and coordination required. The three teams are getting stronger by pushing themselves in these conditions.

Special thanks to SCYC and Santa

Yacht Club.

The Drake's Bay Race, with the OYRA, is tentatively scheduled for August 22-23, as has been the plan all along. Registration will be on [www.jibeset.net](http://www.jibeset.net).

— latitude/chris

#### US Sailing 49er Teams in Santa Cruz

The US Sailing Men's 49er squad has been calling Santa Cruz their home for the past few weeks as they prepare for Tokyo 2021. Many of the team members

#### SoCal sailors Nevin Snow and Dane Wilson training on their 49er skiff in Santa Cruz.

are local to California, and the conditions in Monterey Bay can be very similar to those in Enoshima Bay, the venue for Sailing during the Tokyo Olympics.

The 49er is a high-performance skiff. Both the helm and crew hang off the side of the boats in trapezes while the boat reaches speeds of 28 mph.

The team has been able to be very pro-

Cruz Harbor for their hospitality, and to locals Trevor Baylis, Mara Baylis, Eddie Marez, Jack Halterman, Greg Haws and Peter Phelan for their support on the water and through housing. Morgan Larson was the brains behind getting our teams on the water in Santa Cruz.

The teams are: USA 31, Nevin Snow and Dane Wilson; USA 76, Ian Barrows and Hans Henken; and USA 25, Harry Melges and Finn Rowe.

— nevin snow

# WILL THERE BE A BAJA HA-HA 27?

It is too early for us to make a decision.  
We will let you know when there is more information  
about when it will be safe to hold this event.

[www.baja-haha.com](http://www.baja-haha.com)



# WORLD

**This month we hear from charter recidivist Art Hartinger, who escaped to the **Grenadines** for a special occasion in the pre-COVID world. With **Charter Notes**, we bring you updates on the evolving island reopenings.**

## A Bare Boat Cruise and a Wedding in the Eastern Caribbean

We can't help ourselves — we love St. Vincent and the Grenadines. So, we returned again for 28 days from December 20, 2019, to January 18, 2020.

This would be a somewhat different trip because Yumi and I had earlier decided to get married on Bequia at the Frangipani Hotel. The trip itinerary was two weeks on the boat and two weeks in a cottage on Bequia.

Our friends and neighbors, Andy and Libby Ververs, joined us on the boat for the second year in a row. We decided to take the new weekly American Airlines flight from Miami to St. Vincent, which leaves every Saturday. From the airport, you can grab a taxi (\$80 EC or roughly \$30 USD) to the one-hour ferry ride to Admiralty Bay, Bequia.

We chartered the same boat we sailed last year — *Cinnamon of Falmouth*, a Bavaria 40 — from Sail Grenadines. We continue to love this charter company.

**Newlyweds Art and Yumi, plus friends Andy and Libby, revisited Mayreau with what looks like the 'Maltese Falcon' in the background.**



Yumi and Art tie the nautical knot in Bequia.

It is low-key, the staff are super-helpful and friendly, and the boat check-out is painless. We had pre-provisioned with the basics, and after shopping at Knights and Doris', and picking up a lobster pizza

from Mac's Pizzeria to eat underway, we shoved off on December 22 for Mayreau. (We must note that Doris' no longer has bakery items! Sad, but true. Go to Lina's across from the ferry terminal.)

The conditions throughout the trip were awesome, as usual, with about 18 knots of wind from the east at the beginning, but then lightening to 12 knots. We like Saline Bay on Mayreau over the more famous Salt Whistle Bay because it is low-key, and there is plenty of room to drop an anchor with lots of

chain and swing. After a pasta dinner back on *Cinnamon*, we settled in to play dominoes, drink rum, and chat about our plans.

In the morning, we made our traditional pilgrimage up the hill to visit our friend Robert Righteous. He was proud to show us his new rooftop deck, and it was good to see that he is well. He gave us some free ice (which we hadn't been able to find otherwise in town)! We shoved off for Union Island after lunch.

I had proposed to Yumi in Chatham Bay about a year earlier, on January 1, 2019, and the place is very special to us. When we entered the bay, we could see conditions were calm, the water was clear, turtles were thriving, birds were diving ... perfect.

Chatham Bay is famous for shrieking gusts coming straight down the hill and across the



ALL PHOTOS COURTESY OF ART HARTINGER

bay, so the "best" spot for anchoring is close to the protected shore up in the north part of the bay. The trick is to put someone on the bow who can spot sandy spots, and then drop the anchor in sand. Last year, our anchoring was flawless; this year not so much. After six sets, and a dead windlass, we gave up and threw out most of our chain. We ended up with a good grab toward the middle of the bay, which is usually not great but the conditions were calm, and it was private and gorgeous.

Vanessa's brother came out to see if

**The Whaleboner was quick to adapt and make it all happen on short notice.**







# OF CHARTERING



*The View restaurant in Mustique provided the perfect setting for a getaway wedding lunch.*

we wanted reservations for a lobster dinner, and of course, we reserved our spot. Vanessa wasn't there, but Secky was at the grill so the dinner was excellent.

We ended up staying three nights at Chatham — beachcombing, snorkeling, napping, eating, and loving it.

Our wedding guests were going to begin arriving in Bequia on December 28, so we had to think of our itinerary and return to Admiralty Bay. We decided to cruise over to Petit St. Vincent (PSV) for a cocktail, and then go to Petite Martinique for the night. PSV is dominated by a swanky resort, but it is a beautiful spot, and the rum punches (probably the most expensive in the Eastern Caribbean) are outstanding. "Did we want brunch?" "How much?" "\$95." "EC?" "Well, no, US." "Um, no thank you."

We motored over to Petite Martinique, which is technically part of the country of Grenada and Carriacou, but nobody seems to care about clearing in and out with immigration and customs, and no one ever bothers to my knowledge. OMG, another six anchor sets with no windlass, and the sun is going down! We

should have read Chris Doyle's cruising guide, which recommends that you wait a while before you back down on the anchor at Petite Martinique, because the bottom is muddy/weedy and the anchor needs time to settle in. We finally got a nice grab, and settled in for dinner.

It was December 27, and we went into town for a few minor provisions, and especially ice — which for some reason was difficult to get on this trip. Ice was available at a house near the municipal pier. You ring a bell at what looks to be a private residence, and someone comes out with ice. There is no sign, so you have to ask around. Ice in hand and Yumi's mac-and-cheese in our bellies, we shoved off for Tobago Cays.

The Cays were beautiful as usual. We took a ball, which cost \$85 EC (inclusive of the park fee). I'm happy to report that the turtle population is thriving, and

we snorkeled with many more turtles than the previous year.

The next morning, we departed for Admiralty Bay. We took a ball on the north side of the bay, and mingled with our dear friends at the Frangipani happy hour.

Our sailing trip quickly transformed into a wedding party, and the time passed too quickly. About 35 people came out from the States, and other locals joined the celebration.

The wedding schedule and an open

*Leaving the boat behind, Yumi and Art enjoy the view from Bequia.*



*Art and Lisa at The View.*





# WORLD

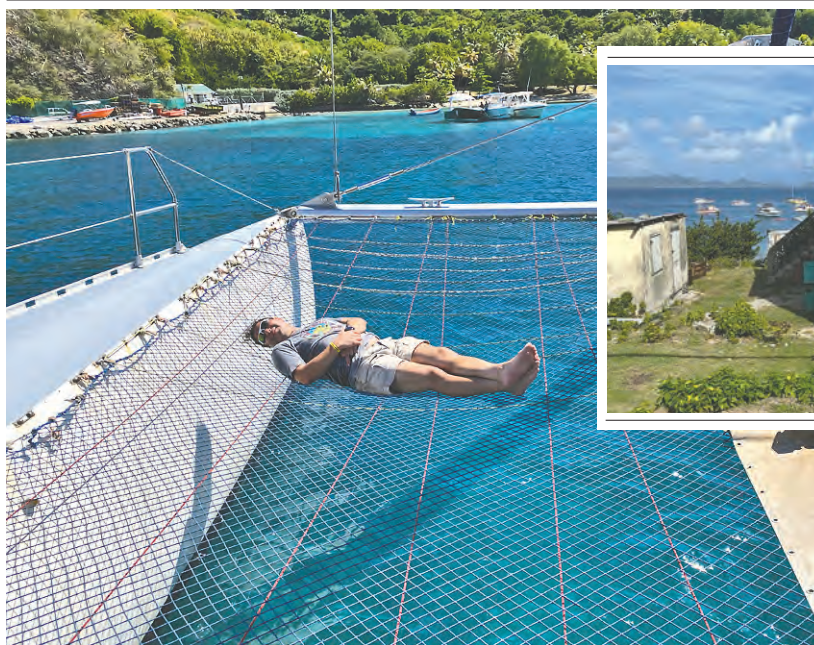
bar commenced on New Year's Eve at the Frangipani. The fireworks were amazing, and it felt like they were there for the wedding.

The wedding itself took place at the Frangipani at 4 p.m. on New Year's Day. My brother Jake served as the officiant, and our friend J. Everett Weeks, the archbishop, attended with his wife Judy to bless the rings. My wedding outfit? Camo shorts, no shoes and a short-sleeved shirt. A huge shout-out to the Frangi GM Sabrina Mitchell and her folks — whom Yumi and I both love.

Hosted wedding events continued on January 2. Yumi and I chartered *Sun Spirit*, a 64-ft catamaran, through Wind and Sea. We departed from Admiralty Bay, turned left at the south corner, and headed to Mustique. Sir James Mitchell, and Basil himself, came out to say hello to our gang. The plan was for cocktails at Basil's and then lunch at The View. Unfortunately, I had forgotten to confirm with Lisa at The View, so she gasped when I called from Basil's to say I was bringing up 50 people for lunch. But wow, she and her staff still managed to hit a home run!

On January 3, our last event was a lobster lunch at the Whaleboner on the Belmont walkway in Bequia. Ruth and

**A New Year's wedding provided extra fireworks for the evening.**



ALL PHOTOS COURTESY OF ART HARTINGER

**Above: Cat lounging in Mustique. Inset: They keep it simple in Petit Mustique.**

Carlos, the owners, and Ruth's mom, and the whole Whaleboner gang, were fabulous.

Yumi and I rented a small cottage in Ocar — near Hamilton on the north side of the bay, and we settled in for our "honeymoon." Our friends gradually left the island, and things became much quieter.

We love this corner of the world, and we are already planning our return.

— art hartinger

## Charter Notes

Is it island time yet? Who would have thought the Caribbean charter world would have changed so dramatically in the two months following their December/January season? Since then most of the cruising and charter stories

have involved the shutdown of various islands and cruising grounds. Recently the trends have slowly started to reverse, as islands get a handle on the coronavirus caseloads and how to manage life during the pandemic. This gradual reopening now includes Caribbean is-

lands, each in a different phase of inviting visitors to return, with a variety of safety protocols.

According to the *New York Times*, the Bahamas was due to enter Phase 2 of reopening on July 1, Jamaica reopened bor-

ders on June 15, Puerto Rico reopened on July 15, Saint Lucia reopened borders on June 4, though international flights were just starting up in July, and the USVI reopened on June 1. None of this means life is back to normal. There are COVID testing requirements and procedures that vary by island. Flights are increasing but remain limited, and there are limitations on who can actually visit some islands. As of July 10, Jamaica was restricting visitors from places deemed high risk, which included Arizona, Florida, New York and Texas.

We spoke to Astrid Deeth of The Admiral's Inn & Gunpowder Suites, located next to the Sunsail base in English Harbour, Antigua. Astrid reports, "Antigua reopened its borders on June 4 with daily flights from Miami on American, which have now been joined by twice-weekly flights on JetBlue from New York and weekly flights from Atlanta on Delta. Current protocols require all passengers arriving by air to have a negative COVID-19 RT-PCR within seven days of their flight. Passengers arriving by sea are subject to 14 days quarantine." You can visit the various island tourism websites or charter companies to learn the latest in the evolving guidelines.

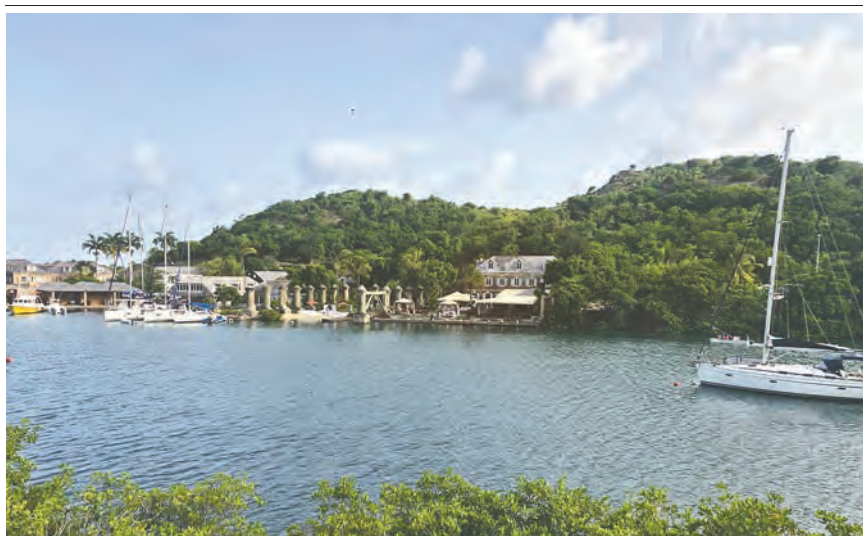
Though challenges remain, if you're itching for an island vacation, there is a steady trend toward reopening. The charter bases are putting the necessary precautions in place and bookings are being accepted for charters later in the year. The Moorings base in St. Lucia was scheduled to reopen August 1, and other industry bases are starting to reopen as the season progresses. You could book a Sunsail vacation in the Bahamas now, but they are sold out into August.



# OF CHARTERING

The variations can be mind-boggling but navigable if you want to find your way to the islands. While we heard the USVI re-opened on June 1, the latest is that anyone traveling from a state with a 10% or higher COVID-19 infection rate will have to have a negative test five days prior to travel. If a test has been taken but results are pending, they will have to self-quarantine until the negative result is in. Recently, it was travelers from the states of Alabama, Arizona, Florida, Georgia, Idaho, Kansas, Mississippi, Nevada, South Carolina and Texas who needed to produce those negative test results. Naturally, these guidelines are subject to change.

In Barbados, arriving passengers over the age of 5 were required to submit a negative COVID-19 test from an accredited or certified facility within 72 hours of



LATITUDE / JOHN

***The Sunsail base lies right next to The Admiral's Inn in English Harbour, Antigua, and is ready to start launching next season's charter vacations.***

travel. Travelers from 'at risk' countries like the US and Brazil staying more than one week are required to get retested on the seventh day.

For Turks and Caicos, arriving passengers over the age of 5 are also required to submit a negative COVID-19

PCR test from an accredited facility within five days of travel.

St. Martin reopened to travelers from all countries except the US, though that was set to change on August 1 when flights from the US will be allowed to enter the country.

In the middle of June, Anguilla announced their intention to reopen on August 1. And in St. Lucia all passengers arriving

from outside the Caribbean must be able to show negative results of a COVID-19 test taken within seven days of arrival.

While all of this is subject to change, the trends are good and the ability to enjoy a Caribbean charter vacation is slowly improving, as airlines and charter companies put the necessary plans in place to keep you both safe and sailing.

— latitude/john

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# CHANGES

If 2020 is any indication of what the rest of this decade will be like, it will give 'the roaring '20s' a whole new meaning. For cruisers, the pandemic is once again front and center, with some folks flying home, some bashing home, and a few toughing it out where they are. With reports this month from **Talion's** 13th Baja Bash — crewed by three grandmothers; **Green Flash's** unscheduled exile in Panama; **Mykonos's** shorthanded bash home; **Dream-time's** interrupted PPJ; and a few shots of **Cruise Notes** to wash it all down.

## Talion — Gulfstar 50 Patsy Verhoeven The Great Grandma Bash Portland/La Paz

When it came time to find crew for *Talion's* annual bash back from Mexico, the pandemic got in the way. Nobody wanted



**Patsy — 'La Reina del Mar'** — has been Assistant Poobah of the Baja Ha-Ha for the past five years.

Maggie Busby has been around. Owning her boat and cruising the world as crew and captain at the age of 86, she has a lot of my respect. We decided it would be best with a third, so Maggie talked to *Hawkeye's* Linda Keigher. Linda, 78, has owned and been around boats for years, with many of those years cruising Mexico and the Pacific.

Being of the age group for whom COVID-19 is especially lethal, we decided to spend 14 days before our bash under self-quarantine, visiting anchorages between La Paz and Cabo. We wanted to be sure none of us would get sick offshore.

*'Talion' departs La Paz. The 'bash' part of the trip from Cabo to San Diego took eight days.*



to get onto an airplane and fly to Mexico where, back in May, coronavirus cases were growing faster every day. I almost had my dream of finally singlehanded the trip fulfilled . . . until I talked to Maggie.

*Kismet's*

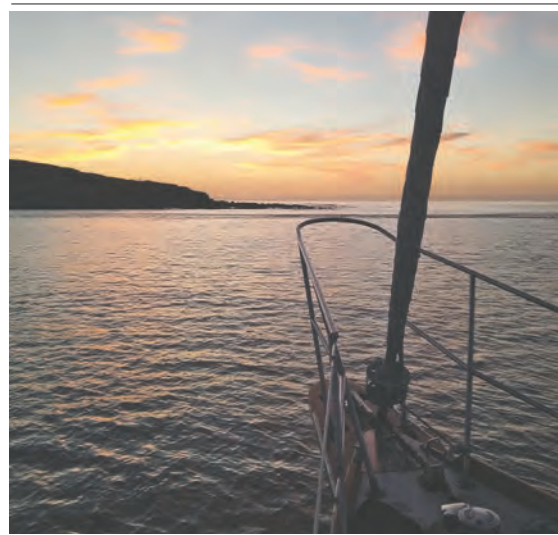
*Talion* has bashed north in as few as five days and has taken as many as 10 days. This trip, we prepared for what could be a total of 30 days from La Paz to San Diego.

In addition to the 90 gallons of diesel in the tank, we carried 150 gallons in jugs on deck to ensure we could make it all the way without having to stop and interact with people to get fuel. We filled the freezer, refrigerator, and cupboards with enough food for what could be a long trip. *Talion* has a 5kW generator and an almost 40-gallon-per-hour watermaker, so no worries about power or water.

We departed La Paz on May 10 and spent nights in Bahia Falsa, Coyote Point, Isla Cerralvo, Bahia de Los Muertos, and Los Frailes before arriving in Cabo San Lucas on May 22. Time went by quickly as we obsessed over our favorite card game of Baja Rummy and Mexican Train Dominoes. Days were spent swimming, sailing, reading, and watching the dolphins, sea turtles, and sea lions. The hot weather was cooled in every anchorage with afternoon and evening southerlies, calming down for a great night's sleep.

Upon arrival in Cabo, we cruised near Land's End and the Arch. We were amazed at the lack of fishing and tour boats. The beaches were deserted. Cabo was like a ghost town. The lack of loud music blaring from The Office or Mango Deck was a welcome surprise and made for a quiet anchorage.

While we were in Cabo, our list of things to do was extensive to make sure we had everything ready and secured. We cooked food ahead, filled the water tank, tied in the 12 large fuel jugs, and put the jacklines and Lifesling on. *Talion* typically sails without the dodger, so we put that back on. We double-tied the anchor, tightened all the hatches and put their covers on, emptied everything from the dinghy and



**Above: Maggie (left) and Linda. Top: Muertos sunset. Right: 'Talion' surf' south during the windy 2009 Baja Ha-Ha.**

tied extra securing lines, downloaded the GRIB files for the weather, changed the engine oil and fuel filters, stowed the bimini, and set up the radar in the cockpit.

We watched for a break in the weather and headed north early Monday morning, May 25. Cabo Falso was a bit windy and that wind held into the evening. The next morning and for the rest of this leg, the wind was never more than 10-15 knots — on the nose of course — with the seas very manageable and little or no swell. We did endure a frustrating countercurrent of as much as three knots at times.

While at sea, our watches were three hours on for each of us at night with no set schedule during the day. We never missed our 5 p.m. cocktail hour, which consisted of an appetizer and short glass of wine. It was a good time for the three of us to sit together in the cockpit. We told tales of our watches, current books we were reading, and our life travels. After three days we arrived at Isla Cedros.



# IN LATITUDES



*Too many cooks might spoil the broth ashore, but on 'Talion' it meant tasty meals every day.*

scanned our passports, filled out some info, and received a message back that we were in! Much better than the countless hours spent at the Customs dock awaiting inspection in years past.

This grandma feels greatly honored to have had two great-grandmas for crew on *Talion's* very successful 13th Baja Bash.

— Patsy 6/9/20

*Talion's 13 consecutive Ha-Ha's are more than any other boat, except for mothership Profligate.*

## **Green Flash — Beneteau 351 Robert Ritner and Joan Chen The Best-Laid Plans San Clemente**

Since participating in our second Baja Ha-Ha in November 2017, we have spent three seasons slowly making our way southward and enjoying every minute of it. Each spring we would put *Green Flash* on the hard and return to our land home in San Clemente, California. In 2018, we stored the boat in La Paz and, in 2019, Chiapas. In November 2019, we again pointed the bow southeast and headed to Costa Rica, with a brief stop in Nicaragua.

Each season, we have spent about two thirds of our time on the water and about one third exploring on land. Through this

*Bob and Joan — along with several other cruisers — got a ride home on this Air Force C-130.*

We cruised by the salt-loading terminal at the southern end of the island and anchored off Cedros Village. Of course, we didn't get off the boat in Cedros, but they did have a cell tower that had cell service with text and voice, but sadly, not data. No internet, but no worries as with cards, books, dominoes, cooking, boat projects, fuel transfer, and minor repairs, the time passed quickly.

We had intended to investigate and report on the Cedros fuel delivery service but were unable to make phone contact and didn't want to go ashore to inquire.

On Monday, June 1, there was a break in the wind and we set out expecting a rough trip from the north end of Cedros to Sacramento Reef. Much to our relief, the weather reports were wrong. We rarely saw a whitecap from Cedros until 20

miles south of Punta Colonet, where it blew 15-18, reducing our speed to below 4 knots. We changed course to a point about 2 miles offshore where the wind dropped. Our speed slowly increased to our more common 6 knots. This leg can be riddled with fog, ships, pots, and kelp, so we kept a vigilant watch.

The swell increased as we worked our way north, so even though the headwind was light, we kept the mainsail up to slow the rolling.

After two days and a few hours we approached San Diego and contacted Customs through the CBP ROAM app on the phone. We



ALL PHOTOS TALION

GREEN FLASH



# CHANGES

journey, we have been able to absorb the culture, history, and the natural wonders of every region we have visited. It truly is



GREEN FLASH

***For Bob and Joan, nature hikes ashore are an integral part of the cruising experience.***

an extraordinary way to see and experience a country for the first time!

We spent almost three months enjoying the wonders of Costa Rica, exploring bays, islands, mangroves, rain forests, rural villages and a volcano before our temporary vessel permit expired. Our time there was at the tail end of the wet season and beginning of the dry season, so the intense lightning storms and periods of torrential rainfall we experienced early in our trip gave way to blue skies dotted with fair-weather cumulus clouds. We felt the highs of hiking to a remote, turquoise-blue waterfall and kayaking in remote anchorages. And lows such as having our passports, backpacks and cellphone stolen from our rental car. Despite this, we would not trade our experiences for anything.

Having left southern Mexico last November, we were starting the season much farther south than most cruisers, and encountered few cruising sailboats during our time in Costa Rica. It was really quite a change from the conveniences and camaraderie of cruising in Mexico. However, we were enjoying the renewed sense of self-sufficiency.

Upon our rounding the Burica Penin-

***The pretty Marina Papagayo in Costa Rica.***



sula that marks the dividing line between Costa Rica and Panama, the coastal ecolodges and fishing villages gave way to miles and miles of undeveloped jungle coastline. Howler monkeys greeted us at each anchorage with their outsized roars! We felt as though we had stepped back into one of the earlier centuries of sea exploration. It was the first time we had felt that way since we did a solo Baja Bash up the outside of the Baja Peninsula in 2015.

As with Mexico, charts and navigation software in Central America were good in some areas and extremely poor in others. We found supplementary navigation by satellite imagery, using our PC and a GPS puck, a critical addition to our navigation toolkit.

The first cruising sailboat we shared an anchorage with in the 1,700 miles since leaving Mexico was at Isla Santa Catalina, Panama. Like us, they were waiting for a weather window to round Punta Mala and cross the Gulf of Panama.

Of the three areas in Central America with strong gap winds in the wintertime, the Bay of Tehuantepec is the most famous for its 'T-peckers.' However, the Papagayos in Nicaragua and Costa Rica, as well as the north winds in the Gulf of Panama, can also dish out their fury on unfortunate sailors. Our crossing of the Bay of Tehuantepec in the previous year was flat calm, but we spent an enjoyable week or so in the bays of Huatulco waiting for that good weather window. Our early-November departure from Chiapas this season meant that we missed all but the very beginning of the Papagayos, and we were determined to make our crossing of the Gulf of Panama equally benign.

We took our time meandering through the islands and bays of northwestern Panama and waited for the right weather window. As a result, we were able to motorsail around Punta Mala and sail all the way to Vista Mar Marina on an easterly breeze! When we arrived at the marina, the coronavirus had just started showing up in the States, and Panama was locking down borders but not yet restricting internal movement. We explored Panama City, crewed for a friend through the Canal,



then set sail for the Las Perlas Islands. However, we ended up making an abrupt 180-degree course change before even reaching our destination. A cruising friend at the marina suddenly sent us a text that if we did not want to be stuck out for the foreseeable future, we should return immediately.

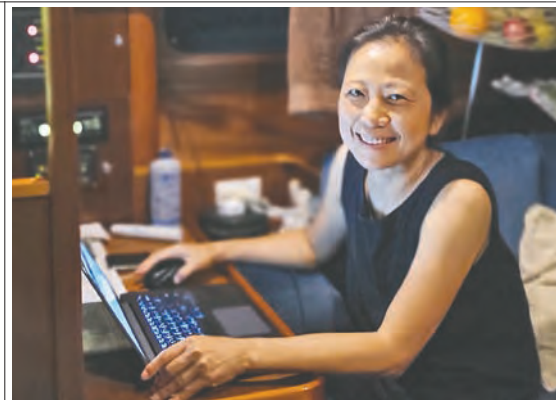
We arrived back the next morning only to be denied entry. A foreign megayacht had broken quarantine while in the marina and its crewmembers were photographed by locals walking through town. Police and health department workers in hazmat suits swarmed the yacht, after which it was required to depart immediately.

GREEN FLASH





# IN LATITUDES



**Above: Going back into the water in Chiapas. Top (l to r): Historical Panama City; farmer's market at Quepos, Costa Rica; abandoned prison dock at Isla San Lucas; Joan checks the weather.**

Unfortunately, local officials decided that the marina was a liability and closed it to any entering vessels.

We anchored in the open roadstead outside the marina in rough conditions while the marina manager finessed the situation and finally gained us entry. There we sat under increasingly severe movement restrictions to the point where we were only allowed to venture outside of the marina for two hours per week, and men and women were not even allowed to travel at the same times. Amusingly, the worst part was that alcohol sales were

banned and my locker was almost dry!

It soon became apparent that this was not going to be a short-term situation. After a few weeks, we made the difficult decision to try to get back home to California and wait out the rest of the pandemic. Luckily, the US Embassy was able to get us two spaces on a US Air Force cargo plane (for anyone who has not been on a C-130, you can't really call them "seats") that diverted its route from South America to Virginia to pick up evacuees in Panama.

As of right now, we are safely home in

San Clemente. Like many cruisers, we are unsure when we will be able to return to our boat, but are really looking forward to continuing our adventure whenever that may be!

— Bob 6/28/20

## **Mykonos — Swan 44 Marina and Myron Eisenzimmer Time to Leave, COVID or Not! San Francisco**

It was time to bring *Mykonos* home to Marin County as hurricane season for the Pacific was just around the corner in June. If we stayed in Mexico, and our boat was damaged in a named hurricane, our marine insurance carrier would not pay for any damage, and that was the dilemma. Many areas in Mexico and California were under quarantine. Our sailing friends understood why we would leave, but others were surprised. We had a decision to make and we left.

On our flight down to Cabo San Lucas from Los Angeles, there were only seven people on the plane and almost everyone owned a boat! The flight attendant jokingly called it a charter flight and gave the guys free beers. We had a great time talking with two brothers from Newport Beach about boats, fishing, Baja, Cabo, and how crazy the town can be.

When we landed, it was not at the regular airport immigration area, it was the private jet arrivals area with just one immigration officer. The main airport was closed as few flights were arriving or departing. After speeding through the immigration line, the brothers offered us a ride

**Lucky guests aboard 'Mykonos' might be treated to Myron's World Famous Tri-Tip.**



ALL PHOTOS GREEN FLASH

MYKONOS



# CHANGES

to the Cabo IGY Marina in their new SUV, which they keep at the airport. After all, we were all going to the same place.



MYKONOS

Returning to Cabo was a strange and eerie experience: empty streets, storefronts boarded up, and no pedestrians. I have never walked by Squid Roe when it was closed, with no loud music and no guy trying to hustle me inside, but this was the scene everywhere: no one at the mall, no one on the beach, and no one in the hotels. It was like a scene out of a sci-fi movie. Even finding takeout food was difficult. We did manage to get a cab and took off for Costco, which was open. We dutifully walked in, one by one, with our masks on to purchase food for the 10-day trip to San Diego.

The next morning, after we'd checked out of the marina, all went well as we rounded Lovers Beach, and then it hit — Cabo Falso, with 20-26 knots of wind on the nose for three hours. The sailboat behind us turned back. Finally, in the afternoon the winds dropped to 12 knots. The third day, we anchored at Abreojos and watched two fishermen motor past, throwing small baitfish in the air for a group of dolphins who jumped up and gulped down the fish. It was just like watching trained dolphins at SeaWorld! I felt like clapping. Unfortunately, the sea was too choppy to take a good photo.

The next evening, after a windy day, we arrived in Asunción, where we realized we were low on fuel and not sure if we could make it to Turtle Bay. Myron remembered reading in *Latitude* about "Shari," who has a friend who could help us get fuel. So we called Shari, and the next thing we knew, Larry arrived at our boat in a canoe. He took our three cans and brought them back full — all for the price of the fuel and a \$20 service fee.

Turtle Bay is halfway and a fun town to visit and enjoy the restaurants. Lots of memories of the Baja Ha-Ha parties on the beach, baseball, and strolling through town. Not this time. No boaters were allowed ashore on the entire Baja Peninsula

(except in an emergency) because of the coronavirus. *Pangas* still delivered fuel to your boat, but it was never cheap!

After a long overnight passage, we anchored in San Quintin near the volcanic cinder cones, a very surreal landscape. I felt we would end up on the rocky shoal and checked GPS several times during the night. Lots of seaweed around us. As usual, we were the only boat anchored.

Finally, it was our last night out and the last overnight for just the two of us headed from Cabo to San Diego! It was a crazy night. The closer we got to the border, the more the

Throughout the years we have had great success on this count with the *Latitude* 38 Crew List. This year, because of the coronavirus, no one was able to help out, so it was just the two of us.

Several sailing friends chose to leave their boats in Mexico during the pandemic. And they wondered why we brought ours all the way back to Marin. The answer is simple: We also enjoy sailing the Bay and taking trips down to Half Moon Bay and up to the Delta. There are so many places to visit in our own backyard!

And of course we'll head back to Mexico when it's safe to do so. There are so many favorite places. Friends thinking of



Above: 'Mykonos' underway. Top left: Myron and Marina have completed 10 Ha-Ha's with the boat.

traveling to Mexico always ask about our favorite places, and it is too difficult to suggest just a few. Mexico is like a travelogue; many places have their charms! There are friendly towns on the Baja coast and Cabo; from La Paz north are Agua Verde, Isla San Francisco, and the clear water in the Sea of Cortez. Heading south are Mazatlan, Puerto Vallarta, Chamela and Barra de Navidad. Zihuatanejo is the farthest area south we have explored. And one day we will sail farther.

— Marina 7/1/20

**Dreamtime — Swan 43 ketch  
Vivian Callahan  
Prisoners in Paradise  
Malibu**

When four of us — owner Peter Leffe, Dorte Taby, Lon Bubeck and I — set sail for the Marquesas as part of the 2020 Pacific Puddle Jump in *Dreamtime*, we never dreamed we would be quarantined at sea. We had heard news of the COVID-19 scare, but it all seemed to be a world away.

After an east-west transit of the Panama



Canal in March, we headed first for the Galapagos and then the Marquesas. It was the realization of a long-held, sweet dream. As the nautical miles ticked by, I looked forward to seeing the unique creatures Darwin had discovered.

Three days after we left, the Panamanian borders were closed. We pressed on to the Galapagos, where we had paid a hefty sum to an agent for the necessary permits to travel around the islands by private boat. When we arrived on March 20, not only were we not permitted to see the islands, we couldn't leave our boat or even swim. Armed Ecuadorian soldiers patrolled the streets and curfew was an-



MYKONOS

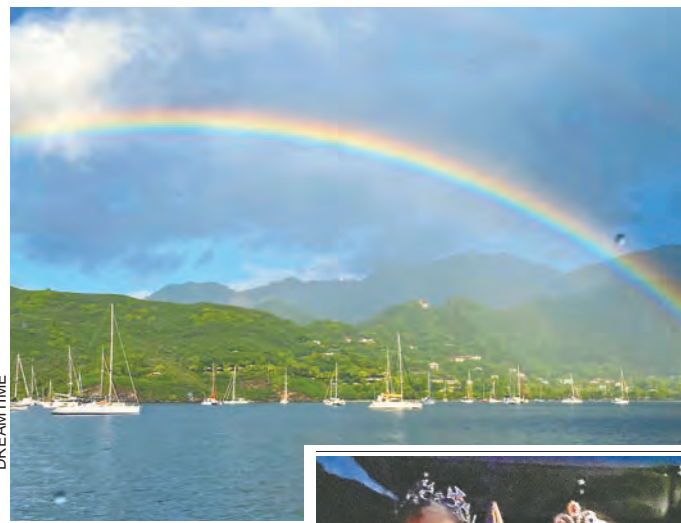
nounced each night by loudspeaker. It was surreal.

One official told us fuel and provisions would be brought to us. Our Ecuadorian agent had a lady shop for food, and brought us diesel in two 30-gallon containers. Later, another official told us that one person from the boat could go ashore and shop for food, which was good because many of the things on our shopping list were not translated well by the person who did our shopping.

We were getting numerous texts and emails from home about the dire consequences of COVID-19. Our hearts ached for friends who were isolated, losing jobs and businesses, and fearing for their lives. Many offered advice, including suggestions that we sail back to San Diego — or continue sailing around the world!

Via satellite phone, we consulted Tahiti Crew Agency. At first, they said we could not proceed to the Marquesas. Then they said that since we were already on the way, we could go, but once we anchored at Nuku Hiva, we had to stay there until told we could continue.

We departed the Galapagos on March 24 and had a great 25-day trip, arriving



DREAMTIME

at Taiohae, Nuku Hiva, on April 16. We were surprised to see about 90 boats were already there sheltering in place.

The Tahiti Crew agent advised that we couldn't check into French Polynesia there, and that we would eventually have to continue on to Papeete. Only one person from our boat per week could go ashore to shop for provisions (but no alcohol, not even beer or wine). Otherwise, we were to stay aboard and, once again, were not allowed even to swim.

We had painted the bottom in Panama, but so many gooseneck barnacles had hitched a ride that the bottom looked like a shag carpet. We felt that surely no one would object to our jumping in and cleaning them off. Wrong!! A guy in a dinghy came by and warned us that if the police saw us, we would be fined \$500.

After a couple of days, the government eased restrictions and we were allowed ashore to shop (including for limited amounts of beer and wine) or just walk around. We could also swim — and the barnacles were quickly removed.

After traveling a little over 3,100 nautical miles, we needed fuel. In Nuku Hiva, getting fuel is quite the adventure. The fuel station is next to a high concrete pier where a large ship docks once or twice a week to supply the island stores. There is no fuel dock for small boats, and the wind and surge can be considerable. The only safe way for small boats to get fuel without risking serious damage is to motor out about 150 feet from the corner of this dock, drop an anchor, and then back up to a point about 8 feet away. Then two lines are thrown from the stern to the attendant who secures them. The nozzle



**Above: Lon and Vivian played King and Queen Neptune for the equator crossing, initiating Dorte and Peter (top inset) into the sacred order of Shellbacks. Main photo: Rainbow over Taiohae Bay, Nuku Hiva.**

is attached to a third line from the boat, and passed down carefully so it doesn't go into the water.

On our first attempt, our anchor didn't hold, and we had to scramble to keep from smashing into the concrete dock. On our next attempt, we made sure the anchor was well set before back-

ing into position, and we were able to refuel — at \$10 a gallon. Whew!!! It gave us a whole new appreciation for fuel docks back in the US.

Through it all, we thoroughly enjoyed the cruising community in Taiohae Bay. The Cruisers' Net included a daily BBC brief of world news and information about what was happening on the island. Occasionally, the cruisers would put together a show they called "Paradise Radio," featuring humor, stories, talent and knowledge. It was great and the talent, literally, was first class.

We finally left for Tahiti, and after an easy transit through the Tuamotus, we tied up in the Papeete Marina. We checked in and soon were enjoying the cafes, stores and Wi-Fi available shoreside. The islands of Tahiti and Moorea had a combined total of 60 COVID-19 cases, but only two were active at that time. People

**'Dreamtime' in Papeete. Regulations varied from port to port, and day to day.**





# CHANGES

were wearing masks and practicing social distancing. The seamstresses on the island started a cottage industry making masks out of the colorful Polynesian fabrics. Unfortunately, resorts and hotels were still closed and we were not allowed to travel to any of the other islands. At least we were free to get off the boat.

We soon discovered our adventure was not yet over. Or at least mine. When it came time to return home to California, I found out there was only one flight available every 10 days — to Paris.

It was impossible to get any information on these flights. Finally, the US Consulate suggested that if I went to the airport three hours before the flight, there was a good chance I could get on. I went and was informed that I couldn't buy a ticket unless I had a ticket from Paris to home. What? How could I reserve flights from Paris without knowing if I could even get on this one? They kindly told me I would make the flight, then proceeded to help me book flights home.

The flight was packed. I felt like a sardine smashed into a small seat in the center of the airplane. My seatmates were

respectful and kind. Everyone wore masks, and after 22 hours, I was in Paris. I then had to catch a plane to Frankfurt, then another to Newark, and yet another to Los Angeles. Thankfully, I survived the flights and airports without catching the coronavirus.

I expected this trip to be a great adventure, but it became much more of an adventure than any of us ever dreamed it would be. The Pacific Puddle Jump of 2020 was a crossing none of us will ever forget.

— Vivian 6/15/20

## Cruise Notes

• "My first week of freedom in the Seychelles. I am loving it!" writes Tim Brill of the Victoria-based Islander 36 **Intrepid**. That feeling of freedom was after enduring a two-week quarantine in his previous stop at the Maldives. "I am currently still on a mooring at the Yacht Club, but hope to get a slip at Eden Marina soon. The



**Free at last! Tim Brill was elated to finally be moving again.**

weather is awesome, food awesome, people awesome and beer flows constantly. What more can you ask?"

Tim has been knocking off boat jobs daily, among them engine servicing, installing new batteries and, soon, replacing the rigging. Son Matt has assembled a ton of stuff to send along from home, including a new roller-furling genoa, refrigerator, satellite phone docking station, router, multi-voltage battery charger, SSB microphone — even a replacement stereo. They're still trying to figure out the best way to get it to the boat.

Interestingly, *Intrepid* is the same 1972 Islander 36 that Zac Sunderland sailed into the record books in 2008-09 as the youngest solo circumnavigator, completing his 13-month journey (west-about, Los Angeles to Los Angeles) at the age of 17.

Tim is also solo (at least at the moment), and also planning to complete a

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PERSPECTIVE

**Above:** Between a major blister job, family obligations and the COVID-19 pandemic, 'Perspective's' "few-week haulout" is currently at 10 months and counting. **Right:** Sarah and Brad.

circumnavigation. COVID-19 is certainly a wrench in the gears of that plan, but like everyone else out there, he's rolling with the punches as best he can.

"I've been thinking about skipping Tanzania," he writes. "My ultimate goal is Richards Bay, South Africa, by this November."

He also notes on his blog that, as of mid-June, he was still looking for crew. If you're interested, you can find out more at [www.sailintrepid.com](http://www.sailintrepid.com).

our journey as full-time cruisers" when they took off with the 2017 Ha-Ha fleet. Fall of 2019

saw them hauled out in Puerto Penasco for a bottom job (including a Gelplane 'peel job' for the blisters), and some other work. They planned to use some of the downtime to visit family back home, then splash by Thanksgiving and enjoy another season in the northern Sea of Cortez.

"That turned into three months with

• Brad Harley and Sarah Bowlin (and dog, Sydney) of the San Diego-based Kelly-Peterson 46 **Perspective** "began

family, going on 10 months out of the water, a significant refit and — oh yeah — a global pandemic," says Brad.

"One thing cruising has taught us is to take things in stride and be flexible," adds Sarah. "Overall, this break has been a good one."

At this writing, the couple are almost done with the barrier coat, fairing and new bottom paint — and eagerly anticipating relaunching the boat, even if it is in the hottest time of the year.

As for what's next, "We will certainly keep cruising full-time, but we are modifying plans almost daily due to COVID-19," says Brad. "We expect to delay our leg down to Panama until 2021/22, but as they say, 'Cruisers' plans are written in the sand at low tide.'"

• "Oh boy what a time we have had since the 2017 Ha-Ha!" writes Randy Smith of his and wife Lennie's ongoing cruising adventures aboard two different **Happy Together's**. The first was a Leopard 48 cat on which they cruised Mexico and Central America, transited the Panama Canal, and ended up back in their homeport of Delray Beach, Florida. They



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# CHANGES



**Baptism by gale.** Winds during the new 'Happy Together's sea trials off Cape Town reached 40 knots at times. Inset: Randy and Lennie couldn't be happier together.

sold the boat there in fall of 2018, and flew to Cape Town, South Africa, in January 2019, to take delivery of their new Leopard 50 catamaran — also named *Happy Together*.

"We put the boat through its paces in the Southern Ocean in winds as high as

40 knots, then shipped her back to Florida and spent six months doing all the outfitting and upgrading to get the boat ready for world cruising," says Randy. Last fall, they did a shakedown cruise through the Bahamas and decided to leave the boat in Abaco — five days before Hurricane Dorian hit.

"What timing!" Randy says. "We flew back and sailed her to Nassau and avoided the storm by two days that destroyed

the marina we had been in and every other boat in the area." In November, they sailed nonstop from Florida to Tortola. Well, actually, it ended up being mostly a motorboat trip, but the Smiths will take that. "Usually that route is 20 knots on the nose," notes Randy.

The plan in Tortola was to spend a year getting ready for the 2021 World ARC Rally. Then, with just two trips back and forth to the boat early this year, "The BVI locked down, as well as Florida where we live, and we couldn't get back to *Happy Together* even if we wanted to." The couple reached out to the embassy in Barbados to get help, since the BVI wouldn't allow any method for getting their boat out. But eventually, they allowed a captain to take *Happy Together* out of the marina and hand the boat over to Randy and Lennie "on the line between USVI and BVI, which was quite an adventure," he says. They have spent the last month cruising in St. John and the USVI, "which is a wonderful place," says Randy.

The World ARC is now on hold for the Smiths for another year, "But that's OK — 18 months in the Caribbean sounds just

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# IN LATITUDES

fine," says Randy.

"We don't live on the boat. We spend 10 days a month aboard and move her from island to island, flying back home to work and spend time with family — so we are the ultimate commuter cruisers and we love it!"

Many cruisers these days host their own 'shows' on YouTube. The Smiths' have been among the best of these. Since 2015, they have chronicled 60 trips — one per month — and more than 12,000 miles. But, says Randy, it's time for a break. "We finally decided to stop our YouTube show as we had been at it for 4.5 years and we needed a break from the filming, editing and so on. We look forward to this next chapter of shaking down our boat in the Caribbean!" (You can keep up with them at [www.svhappytogether.com](http://www.svhappytogether.com).)

• The 2017 Baja Ha-Ha was supposed to be a second send-off for Jeff and Gail Casher of the Marina del Rey-based Liberty 458 **Sea Witch**. "Unfortunately that was not to happen," says Gail. Jeff had been diagnosed with early-onset Alzheimer's four years earlier. "He was only 58 years old — young, brilliant and strong,"



**'Sea Witch' underway in the Indian Ocean. Inset: Gail and Jeff in Panama during their 10-year circumnavigation.**

she says. "We gave it all we had as long as we could. Did a trip to Alaska and a few to Mexico. Also a trip to Africa with cruising buddies, and a dive trip to Palau."

But on the trip down the Baja coast



in 2017, Jeff became increasingly confused, disoriented and distressed, "and we knew our off-shore cruising was coming to an end," says Gail.

"This sounds very sad, but Jeff and I did a 10-year circumnavigation. We went to amazing places, met people all around the world, and made lifelong friends. Our lives have been full and rich. We are two very fortunate people. We have no regrets."

"Jeff is now in a memory care facility; he is only 64. Far too young. I still live aboard *Sea Witch* and have just recently taken her out to Catalina for my very first time without my guy. Strange to realize just how much I have learned from Jeff, and how much confidence he had and instilled in me.

"So what I would say to all of you thinking about casting off docklines? Go. Don't just think about it. Live your dream. You might not get a second chance."

— *latitude/jr*

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## 24 FEET & UNDER

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**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. (530) 215-1965 or [jamesgrabow@yahoo.com](mailto:jamesgrabow@yahoo.com)



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**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. (510) 501-2164 or [heartsent@earthlink.net](mailto:heartsent@earthlink.net)



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**22-FT MERIT, 1984.** Lake Yosemite, CA. \$8,000. Very good condition. Bottom paint good, interior new, sails: 2 jibs 2 main RC/CR, storm blade, working jib, and spinnaker. Loaded with gear, 6hp Evinrude OB. Trailer restored with spare tire and mount. This boat is fast, it is a two-time winner of the Delta Ditch Run cruise class. Call Richard, leave message. (209) 628-0652.

## 25 – 28 FEET



**ERICSON 27, 1972.** South Beach, SF. \$4,500. One owner, new bottom, standing rigging, Dec. 2019. OB serves, internal halyards, sails in VG condition. Spin and gear, VHF, cockpit cushions and many extras and parts. A young man's dream ready to sail. Contact 650-293-7385 or [terryshari@yahoo.com](mailto:terryshari@yahoo.com).



**26-FT HUNTER, 2001.** Lakeport, CA. \$12,500. Clean, lightly used. 3 sails. Bimini, winter cover. 18hp outboard, pulpit seats, water system, stereo. Remote throttle, bottom paint, UHF and trailer. Contact [daniel.christensen@mchsi.com](mailto:daniel.christensen@mchsi.com) or 707-245-8264.

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## 29 – 31 FEET



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**30-FT OLSON 30, 1981.** Alameda. \$10,900. Great boat to daysail, race on the Bay, or if you are up for adventure, sail to Hawaii or Alaska! Boat is dry sailed on licensed double-axle trailer. New brakes and tires in 2018. Mast is double spreader Ballenger with new standing rigging in 2018. Complete race Ullman sail inventory with 3 jibs, 2 spinnakers, main, and new Pineapple #4 jib. Improvements include: Icom M422 VHF with masthead antenna, LED tricolor, dual battery switch, AGM 32 amp battery (2018), new wiring, dual Contest compasses. Race rigged, near-new Ballenger boom, safety equipment, ground tackle, stove and ice box, Honda 2.3 OB, etc. Boat finished 2018 Race to Alaska, Team Dream Catcher. Contact [lnolsen@comcast.net](mailto:lnolsen@comcast.net) or (510) 388-2704.



**WILLARD 30 VEGA HORIZON, 1975.** Richmond Marina Bay. \$28,000. Good condition. Perkins 4-108M includes 8-ft inflatable dinghy with davits, swim ladder. Wonderful Delta boat. 2 anchors, sails and spinnaker. Will forward interior pictures upon request. Email [vernaj@pacbell.net](mailto:vernaj@pacbell.net)



**TARTAN 30, 1978.** Burlingame, CA. \$13,500. *Frisky* is a 30-ft sloop built in 1978. Rigged for speed, with two spinnakers, two mains, two jibs, and a carbon fiber spinnaker pole. She has been in quite a few races in San Francisco Bay. This boat has had a single owner for the past 10 years, and in that time has been re-powered with a brand-new Beta 16 diesel, and had her standing rigging completely replaced. Contact 310-968-7804 or [frank@2garcia.com](mailto: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](mailto:buckingham@sonic.net).



**30-FT CATALINA, 1978.** Stockton. \$7,000/obo. Standard rig self-tacking. Jib, asymmetrical, wheel, Stockton Sailing Club D-11.

## 32 – 35 FEET



**C&C 33 MK I, 1976.** Alamos Bay, Long Beach, CA. \$16,900. Good condition racer/cruiser. Single or double. Social distance. Helm and Go. Plotter, 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.



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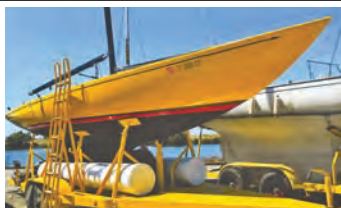




**CAL 34 MK II, 1975.** Point Richmond, CA. \$12,500. Westerbeke 30hp diesel. Roller furling. Great sails. Harken traveler. All lines led aft. Good winches. Selden rigid vang. New AC/DC refrigeration. New head/holding tank system. New pressure water pump. New main salon cushions. Fresh interior paint. Rebuilt manual windlass – all-chain rode. Contact (510) 599-1216.



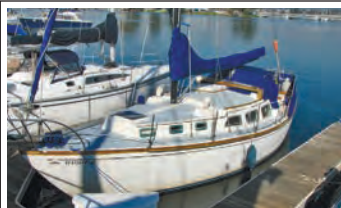
**32-FT ALLIED SEAWIND II, 1975.** Richmond, CA. \$23,000/obo. Gillmer-designed cruising ketch. Clean airy belowdecks. Sailed regularly. Westerbeke 30 runs great. Main and mizzen in great condition. Roller-furling genoa, Force 10 propane stove/oven. Mast steps. CQR on bow roller. Cabin woodstove. Shorepower. RIB + OB. Too much additional gear to list. Email for more pics and info: poprocks23@gmail.com.



**32-FT COLUMBIA 5.5 METER.** Top Gun. Stockton Sailing Club. \$13,000. Dry sailed! Custom trailer and gear. Race-ready. \$3,000 additional, you get all the extra gear including an original mast, spreaders and wood boom. Plus, a long list of valuable 5.5 Meter related gear! Call Jim. (209) 482-0180.

**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.

**35-FT CATALINA 350, 2006.** San Francisco Marina. This boat has everything you need. Possible San Francisco Marina slip transfer, pending Harbor Master's approval. Email johnnyelda@sbcglobal.net.



**35-FT CHALLENGER, 1974.** Alameda, CA. \$30,000. Great coastal cruiser and liveaboard with many upgrades which include newer mainsail, boom, batteries, Blue Seas electrical, 16-mile radar, and Garmin GPS plotter. Bottom painted 6/2019. 6'2" headroom and new toilet. Contact ghall4135@gmail.com or (925) 577-0239.

**33-FT CAL 33, 1989.** Redwood City, CA. \$40,000. Well maintained racer/cruiser located in Redwood City. Less than 700 engine hours. Autopilot w/cockpit mount. Sails: main Dacron, genoas 120 and 150%. etc. Please contact for additional information and images. Contact (650) 460-4823 or john.927grace@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. Contact 415-332-4810 or lat38@magewind.com.

**SANTANA 35, 1979.** Balboa Yacht Club. \$18,000. Fully equipped for racing or cruising. Blue hull white deck. 6 sails, 6 sheets, winches. Includes Avon and 5hp Mercury outboard. Recent survey value \$23,000. Contact (714) 662-3467 or (714) 936-4304.

## 36 – 39 FEET



**ERICSON 39 FLUSH DECK, 1972.** Richmond, CA. \$20,000/obo. Classic cruiser/racer with Isuzu 240 diesel, Furuno radar, (8) self-tailing winches, roller furling, new holding tanks, new rigging. Wind, speed, and autopilot instruments. Needs upholstery work. Great value. Contact Bill. (707) 225-5696 or bill.borgen5151@gmail.com.

**BENETEAU 393, 2002.** Sausalito. \$98,500/obo. Nice B393, original owner, good condition overall. 2 cabin owner's model, Sausalito slip, just hauled engine serviced. Classic main, Autoprop, full electronics, interior very good shape. Sail the Bay or take her offshore! Contact (415) 331-4900 or 393@marigotgroup.com



**37-FT O'DAY.** Center Cockpit Sloop, 1979. Richmond. \$25,000. The Easy Go documented is a comfortable, family-friendly coastal/Bay cruiser. With Autohelm, anchor windlass, offshore refrigeration and hot water, propane stove/oven, forward V-berth and stand-alone aft cabin. Contact (415) 515-0093 or rrm2rock@gmail.com.

**38.5-FT GARY MULL WILDERNESS 40.** 1981. Berkeley. \$22,000. Tiller, racer/cruiser, rigged for shorthand, singlehanded Transpac vet, Tahiti vet, excellent mylar sails, roller furling, staysail, spinnaker, ST winches, Monitor windvane, marine surveyor's estate sale. More at craigslist. (510) 235-6679 or dshotton88@gmail.com



**BALTIC 37, 1981.** Brisbane, CA. \$49,000. A clean, turnkey and affordable yacht from the legendary Baltic yard in Finland. Featuring the following recent upgrades! New standing rod rigging 2018. New competition running rigging 2018. Teak deck bungs replaced, deck sealed 2018. New Reckmann roller furler 2018. New Reckmann hydraulic backstay adjuster 2018. New Antal mainsheet 2018. New Antal 40 winches coach roof. Lewmar ocean series 48s primaries, and 40s 2013. 5 gal Isotherm water heater 2017. Complete B electronics 12" Zeus touch chartplotter at helm and nav. Trident autopilot and displays with Bluetooth remote. 4G radar, stereo on Zeus with both USB and Bluetooth connectivity. Contact (650) 270-9190 or 37baltic@gmail.com

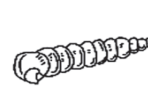


**36-FT ISLANDER, 1972.** Alameda. \$30,000. Registration till 12/31/2021. LOA 36'1"; Beam: 11' 2"; Draft: 6'1"; Lead Ballast: 13,000lbs; S/A 587sq ft. Details and maintenance: <https://muhiudeen.wixsite.com/sypulau>. Or see <https://youtu.be/QCqptMHA04E>. She is well equipped for Bay sailing and long weekend cruises. At 36-ft she's sloop-rigged with a low hour 2014 inboard 30hp Beta diesel, making for easy singlehanding. The warm teak interior is comfortable, spacious with LED lights and a wood-burning fireplace for cold nights on anchor. 2014c. 385hrs Beta 30 engine/65amp alt. w/serpentine belt. Newish VHF/autopilot/instrument. Contact (510) 282-1849 or muhiudeen@yahoo.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 KKM, 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 KKM plus miscellaneous receipts. Like to see her go to the right person! (650) 924-0777 or kovi95050@gmail.com.

**39-FT FREYA, CANDIDE, 1978.** Brisbane. \$55,000. *Candide* is a Hawaii and Mexico vet. Yanmar diesel, ProFurl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. (650) 728-9528 or (650) 773-3834 or hogancanoes@aol.com.



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**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 <https://www.laiholokai.com>. Email [svlaiholokai@gmail.com](mailto:svlaiholokai@gmail.com).



**36-FT SABRE, 1994.** San Carlos, Mexico. \$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. Call/email for full details and pictures request. (805) 320-5600 or [robker2@comcast.net](mailto:robker2@comcast.net)



**36-FT C&C 110, 2001.** Moss Landing, CA. (North Harbor). \$80,000. A fast two-cabin racer/cruiser that has been well maintained. Raytheon electronics, TV and standard radio, PGS, radio, two anchors, 5 sails including an asymmetrical spinnaker, whisker pole, 28hp diesel Saildrive. Can be seen at Moss Landing, CA on Monterey Bay. (831) 385-1106, (831) 206-7878 or [whunt1@sbcglobal.net](mailto:whunt1@sbcglobal.net).

## 40 – 50 FEET

**42-FT ANACAPA, 1974.** Oxnard, CA. \$45,000. Full keel Pilothouse motor sailor. Ocean cruiser. Rare ocean boat. Full of equipment. Change in plans, in Southern California. No text or email. Please call, make cash offer and save. (805) 407-6479.

**41-FT ISLANDER FREEPORT, 1979.** San Carlos, Mexic. \$89,000 This world cruiser boat has brand new, never been used sails, roller furlers, all new canvas, and lots of modified equipment. Great liveaboard. Contact (415) 602-8416 or [johnyelda@sbcglobal.net](mailto:johnyelda@sbcglobal.net)

**45.2 FT JEANNEAU SUN ODYSSEY.** Blaine, WA. \$149,500. Owner's version 2000. Bristol condition, E97 Raymarine chartplotter, fishfinder, 20m color radar, SeaTalk, wind. La Fabrica dodger, bimini, Strataglass windows, 316SS frames, covers. Teak cockpit table and stainless dorades, Harken winches, Mediterranean rear entry, twin leather-covered helms, fresh blue Pettit Trinidad bottom paint, Prop Gold on shaft and Max-Prop, extra sails, full-batten main, 130 genoa, tri-radial spinnaker. Offered under appraised value of \$175,000. Contact (360) 306-0953 or [a64me@yahoo.com](mailto:a64me@yahoo.com).



**41-FT FORMOSA 43, 1980.** 41'9" LOA. Alameda Marina. \$32,000. *Brezza* is a tall sloop with a fin keel and a skeg-hung rudder - an 80s version of a performance cruiser built using the same hull and deck mold as the Ron Holland 43 and similar to the Holland designed Swans of the period. Sleeps 6-8 in 3 separate teak-paneled cabins and convertible dinette; two full heads, H/C pressure water. 120gal water and 60gal fuel in new tanks. 65hp Ford Lehman diesel and Volvo saildrive. Sailing dinghy on stern davits. Many upgrades in rig, electrical and mechanical equipment. A perfect family Bay and coastal cruiser. Contact (925) 228-8661 or [chasberletti@comcast.net](mailto:chasberletti@comcast.net).



**47-FT VAGABOND CRUISING KETCH.** 1985. Redwood City, CA. \$98,000. Take advantage of the current environment to take possession of a proven trans-ocean cruising sailboat at a great price! This is a very comfortable sailing "yacht" designed for serious ocean-going 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! Contact (520) 812-7292 or [salubria.skipper@yahoo.com](mailto:salubria.skipper@yahoo.com).



**44-FT CATALINA-MORGAN 440, 2006.** s/v *Cuba Libre 3* is for sale. Mazatlan, Mexico. \$205,000 Fully equipped and meticulously maintained. Turnkey ready for Sea of Cortez or Pacific Puddle Jump cruising. Email for complete list of numerous extras: [sailcub@yahoo.com](mailto:sailcub@yahoo.com)

**PASSPORT 40, 1985.** San Carlos, Mexico. \$99,000 Famous bluewater cruiser, hull #90. 46 hp Westerbeke. All systems updated: electrical, refrigeration. Newer canvas: Stack Pack and full boat cover. Newer latex mattresses. Raymarine chart plotter/navigation. Hydrovane. 400W solar panels, 10-ft dinghy included. TV/ DVD stereo with outside speakers. 2019 survey reflects value at \$115k. Much more included. Email for more information and photos. Great boat for exploring Sea of Cortez! Email [Glouisiv@gmail.com](mailto:Glouisiv@gmail.com).



**46-FT WARWICK CARDINAL 46, 1983.** San Diego. \$134,500. 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](mailto:edcquesada@aol.com)

**42-FT CATALINA, 1990.** *La Bella Vita* is a 2017 Baja Ha-Ha vet. \$79,500/obo. Hidden Harbor Marina. Improvements over 8 years of ownership: new chartplotter, radar, wind instruments, belowdeck autopilot, new standing rigging, new exhaust system, steering rebuild, new heat exchanger, many other extras. Must see. Contact [drsbakken@gmail.com](mailto:drsbakken@gmail.com) or (916) 804-8213.



**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. (805) 320-8523 or [Windblown13@outlook.com](mailto:Windblown13@outlook.com).



## 51 FEET & OVER



**62-FT CUSTOM AL MASON DESIGN.** 1985. Chesapeake Bay, VA. \$585,000/obo. Al Mason's last design, built by Salthouse Boatbuilders, NZ. Always lovingly maintained, never neglected, updated annually, go anywhere, circum-navigated. New rigging, sails, engine, generator, brightwork. 220 mile days not unusual, average 7 knots over 30,000 miles. See website for specifications: <http://sailmarie.com>. A vessel for the real sailor... not a toy. Contact (757) 971-1811 or [sailmarie@yahoo.com](mailto:sailmarie@yahoo.com).



**55-FT STEEL WORLD CRUISER, 1992.** \$79,000. Hydra series cutter by famous naval architect Kurt Reinke. Launched 1992 expertly finished 2018. New sails, rigging, 2-speed winches, Spin-Tec furlers davits, much more. Replacement value over a million. Sale \$79K. Contact (650) 771-1945 or [e.stancil53@gmail.com](mailto:e.stancil53@gmail.com).



**56-FT SUNDEER, 1994.** Hull #4. San Carlos, Sonora. Built in Warren, Rhode Island and commissioned in 1995. A two-owner yacht. Always loved and well maintained. A value investment for the right sailing couple. More information about this wonderful yacht is available at our website: <http://sundeer56.com>. Email [hughfnorman@gmail.com](mailto:hughfnorman@gmail.com)

## 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](mailto:sagieber@gmail.com).



## MULTIHULLS



**PROUT SNOWGOOSE 37 CATAMARAN.** 1985. Preveza, Greece (Europe). \$45,000. The catamaran is available for cruising the Greek Islands! S/V *Camala* was built in 1985, 10.9m long, 4.85m wide and has a draft of 0.85m. Details and photos: <https://sites.google.com/view/sv-camala-for-sale>. Email [svcamala@gmail.com](mailto:svcamala@gmail.com).



**54-FT CHRIS WHITE HAMMERHEAD.** Trimaran, 1995. Long Beach, CA. \$395,000. This is a remarkable performance cruising trimaran, from the highly regarded Chris White design firm. A strongly built boat, this design combines remarkable performance and sea-kindliness, with a comfortable, practical interior layout. Having completed a successful circumnavigation, this boat brings a proven track record as a world cruiser. She is in good condition, and ready to take a new owner on her next adventure. Contact [johnbarr3rd@gmail.com](mailto:johnbarr3rd@gmail.com) or (970) 946-6216.



**28-FT TRADEWIND TRIMARAN.** Santa Rosa. \$3,500. Trimaran project. Fiberglass production hulls, deck and cabin, demountable for transport, inboard sail-drive, rig and sails, miscellaneous gear. Needs interior. Priced for quick sale. Sistership photo, more pictures available. (707) 696-3334 or [john@windtoys.net](mailto: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](mailto:john@windtoys.net)



**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 Engle 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](mailto:jaynebrody@gmail.com).



**55-FT TRIMARAN.** Horstman-inspired, 1989. Panama. \$90,000/obo. Must sell majestic comfortable liveaboard, 62' LOA X 27' W. New-ish sails: Norseman System main; furling genoa. Dinghy/outboard. 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 or (775) 782-7035 or [bssevers@msn.com](mailto:bssevers@msn.com).

## POWER & HOUSEBOATS

**25-FT RANGER TUG 25SC, 2012.** Excellent condition. South Beach Harbor. \$98,000. Navy hull. 150hp Yanmar diesel. Stern, bow thrusters, trim tabs. Lewmar windlass. Garmin electronics. Solar panel on roof. Stove, microwave, refrigerator, heater. Low engine hours. Sleeps 5. A very comfortable boat. Contact (707) 337-1583 or [scmcgrath@sbcglobal.net](mailto:scmcgrath@sbcglobal.net)



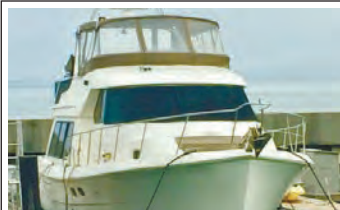
**40-FT HERSHINE TRAWLER, 1982.** Tri-cabin layout with two electric flush heads. Loch Lomond. \$49,000. Huge aft state-room with queen bed. Twin Volvo Penta diesels. Upper and lower steering stations. Radar and autopilot. Remodeled kitchen with refrigerator and microwave. Fully covered aft deck. Contact (415) 987-7526 or [Andromeda@jilindsey.com](mailto:Andromeda@jilindsey.com).



**34-FT SABRELINE FLYBRIDGE, 2001.** Pt. Richmond. \$145,000. Ideal sailboat racer's comfortable retreat, couples' SF Bay and Delta trawler or both. Queen master, low 600hr twin Cummins power, radar, autopilot, GPS, VHF. Easy handling, classic Sabre Yachts USA quality. Rare opportunity. Contact (775) 443-6746 or [matgville@gmail.com](mailto:matgville@gmail.com).



**36-FT GRAND BANKS 36, 1982.** \$84,900. Grand Banks 36 Classic. 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 hours 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. More info as well as a complete equipment list and recent survey is available on request. This is one of the best maintained GB 36s on the West Coast. Email [popeye.gb36@gmail.com](mailto:popeye.gb36@gmail.com).



**49-FT HAMPTON, 2002.** With slip included. 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: <http://hampton49onpier39.com> to see details and pictures of yacht and views from yacht. Contact [garylrichaud@gmail.com](mailto:garylrichaud@gmail.com) or (707) 287-5632.

**42-FT GRAND BANKS CLASSIC, 1974.** San Francisco. \$39,750. Rare opportunity and price for a Grand Banks 42 Classic (fiberglass). Awesome boat in great condition for cruising and/or liveaboard. 2 working Ford Lehman 200hp engines, working generator, water heater, electric stove, microwave convection oven, refrigerator and freezer. This is a must-see boat. Great electrical system with a newer panel and breakers. Custom-made mattresses and linens included, sleeps up to 6 and has a bathtub as well. Contact (415) 601-0627.

## PARTNERSHIPS



**LEASE 28.5-FT TRITON SAILBOAT.** Docked in SF Marina! \$415 monthly. Share boat time with owners. Experienced sailing ability necessary. Photos available. Contact (650) 868-1888.

**TILLER SAILBOAT SHARE WANTED.** Want to save money by sharing your 28'-36' tiller sailboat? Experienced SF Bay Area sailor. Four voyages to SoCal. Responsible and mechanically inclined. Prefer SF, Sausalito, Berkeley, Emeryville marinas. Let's talk! Call Keith. Contact [KEITH@keith4realestate.com](mailto:KEITH@keith4realestate.com) or (415) 483-4900.

**EQUITY PARTNERSHIP FOR SALE.** 1/4 equity partnership in well-equipped 1995 Beneteau 44-ft sailboat moored in prime Sausalito slip. Boat has been well maintained with much new equipment, including new sails, new paint, electronics, etc. Cost is \$25,000 initially for quarter ownership, then \$350 per month for recurring expenses and maintenance. Terms are negotiable. Call or email. (510) 676-4913 or [brjewell@sbcglobal.net](mailto:brjewell@sbcglobal.net)



**1984 BENETEAU FIRST 42.** Seeking 1 or 2 partners. San Francisco. \$22,000. Beautifully maintained racer/cruiser. Seeking 1 or 2 partners for equal ownership. Set up for both racing and single-handed sailing. The hull is wide at the center which displaces the water and the cockpit remains very dry. Everyone who has ever sailed her agrees that *Sea Ghost* is one of the best-sailing boats they have ever sailed! Contact (415) 246-2801 or [seaghost3@comcast.net](mailto:seaghost3@comcast.net).

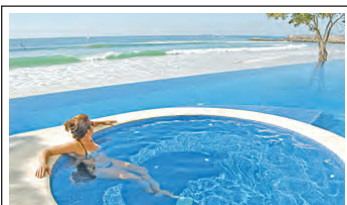


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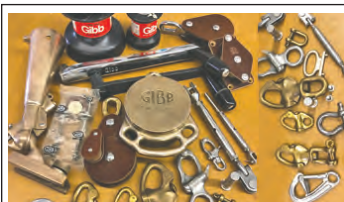


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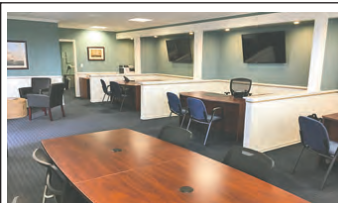
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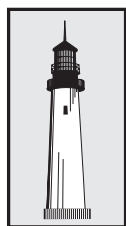
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