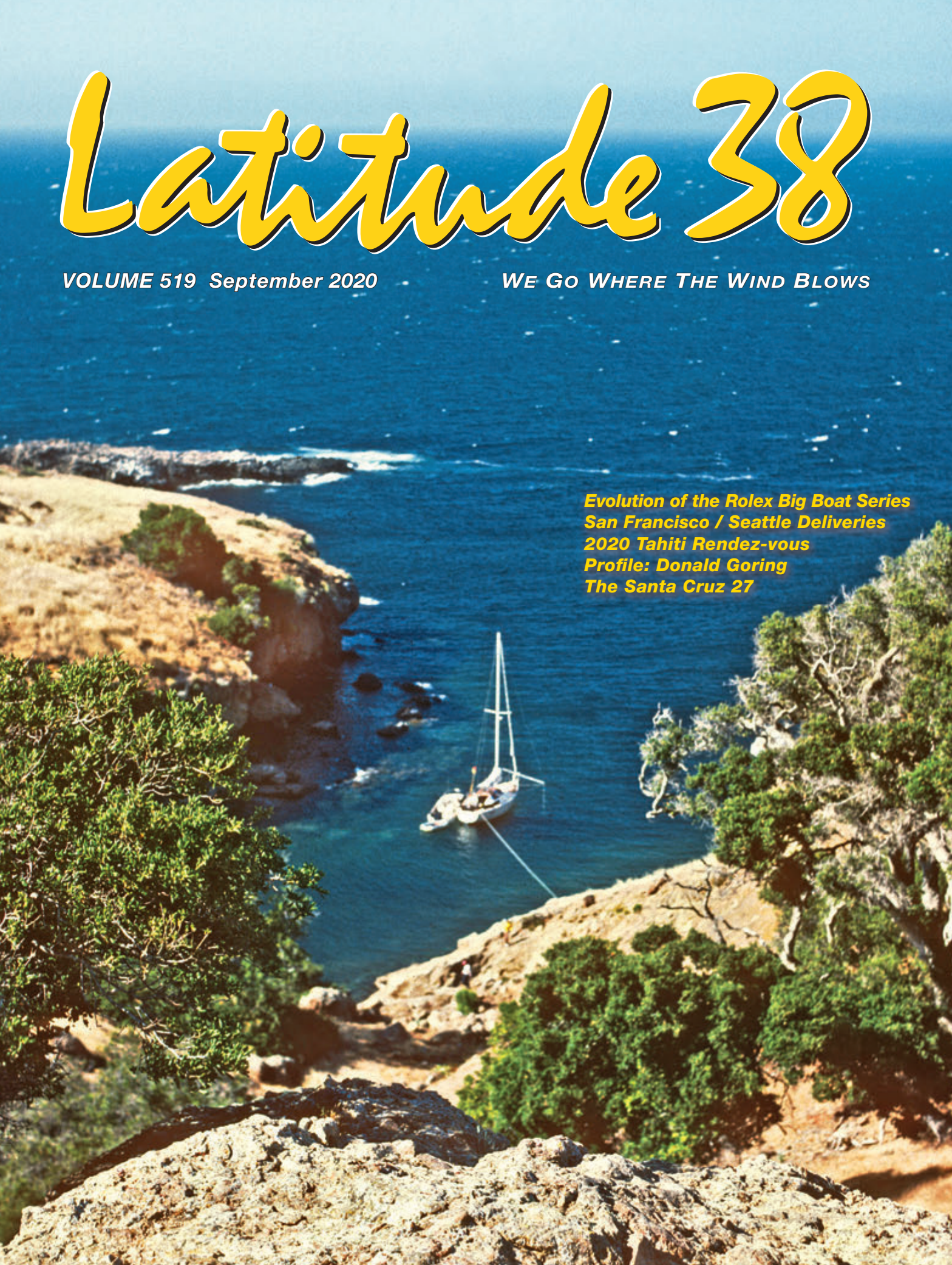


Latitude 38

VOLUME 519 September 2020

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Cover:

Fall is an ideal time to get away from it all with a cruise to Southern California's Channel Islands.

Photo: Mike Pyzel

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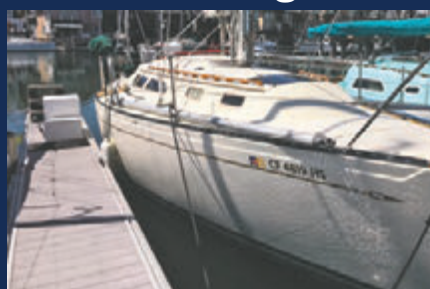
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CALENDAR

Readers — We've included here all of the events that we believe were still on each host's schedule as of August 19, but pandemic-related adjustments continue.

Event organizers — Please send updates to calendar@latitude38.com. We'll post changes on the web version of *Calendar* at www.latitude38.com/calendar.

Non-Race

Aug. 14-Sept. 7 — Virtual Excellence, Lake Tahoe Concours d'Elegance goes online. Info, www.laketahoeconcours.com.

Sept. 2 — Full moon on a Wednesday.

Sept. 2-30 — Wednesday Yachting Luncheon Series, St-FYC, 12:30-1:30 p.m. Via YouTube during SIP. Info, www.stfyc.com.

Sept. 5 — California Free Fishing Day, statewide. Info, 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, marina, creek, beach or shore close to you. Info, www.coastalcleanupday.org.

Sept. 7 — Labor Day.

Sept. 7 — Heart of San Francisco, Golden Gate Bridge, 2 p.m. With the Peace Navy and Antenna Theater. Vessels, windsurfers and kites, skywriting and music. Info, www.marinarts.org/event/the-heart-of-san-francisco.

Sept. 12 — Virtual Wooden Boat Festival, noon. Hosted by the Northwest Maritime Center. Info, www.virtualwbfb.org.

Sept. 12 — *The Race to Alaska The Movie* premiere at the Virtual Wooden Boat Festival, 7 p.m. Info, www.virtualwbfb.org.

Sept. 14 — "Capture the Power" Women's Storytelling Night, online via Zoom, 7 p.m. Hosted by Island YC's Northern California Women's Sailing Seminar. Free. Info, www.iyc.org/wss.

Sept. 18, 1930 — New York YC's *Enterprise* defeated Sir Thomas Lipton's Ulster-flagged *Shamrock V* in the 14th defense of the America's Cup.

Sept. 18-20 — Boats Afloat Show Brokers Open Houses in Seattle, Tacoma, Bellingham and the San Juan Islands, WA. Info, www.boatsafloatshow.com.

Sept. 19 — Virtual Chantey Sing Live, noon. Hosted by the S.F. Maritime National Park Association and Ranger Peter Kasin. Free; donations benefit technology upgrades to support more virtual events. Info, www.givebutter.com/ChanteySing.

Sept. 22 — First day of autumn.

Sept. 29-Oct. 1 — National Coastal and Estuarine Virtual Summit, hosted by Restore America's Estuaries. Info,



OctoBoat, the graphic mascot of the Virtual Wooden Boat Festival.



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CALENDAR

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Oct. 3 — PortFest, Port of Redwood City, 10 a.m.-3 p.m. Celebration of maritime history and the working and recreational waterfront. Free. Info, *www.rwcportfest.com*.

Oct. 4 — Haydn Voyages concert, aboard steam ferry Berkeley, San Diego Maritime Museum, 4 p.m. \$10-\$50. Info, *www.sdmartime.org/visit/public-events/concert-series*.

Oct. 4-13 — Fleet Week, San Francisco. Air Show featuring the Blue Angels, 10/9-11. Info, *www.fleetweeksf.org*.

Racing

Sept. 3-7 — Redwood Regatta on Big Lagoon. Humboldt YC, *www.humboldtyachtclub.org*.

Sept. 4-7 — Labor Day Invitational Regatta on Tomales Bay. SRSC, *www.santarosasailingclub.org/regatta*.

Sept. 5-6 — Commodore's Regatta, plus a Jack & Jill Race on 9/5. MPYC, *www.mpyc.org*.

Sept. 5-6 — Thunderbird West Coast Championships hosted by Port Townsend Sailing Association, WA. Info, *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*.

Sept. 6 — Hog Island Race on Tomales Bay. InvYC, *www.invernessyachtclub.com*.

Sept. 6 — Commodore's Cup. EYC, *www.encinal.org*.

Sept. 11-13 — SC27 Nationals. SCYC, *www.scyc.org*.

Sept. 11-13 — Tahoe Laser Fleet Championships. Tahoe YC, *www.tahoeyc.com*.

Sept. 12 — Half Moon Bay Race. SSS, *www.sfbaysss.org*.

Sept. 12 — YRA Encinal Regatta. Doublehanded race out to Point Bonita. Info, *www.yra.org*.

Sept. 12 — Frank Ballentine Race. CPYC, *www.cpyc.com*.

Sept. 12, Oct. 3 — Fall Races. SSC, *www.stocktonsc.org*.

Sept. 12-13 — Limited Dinghy Regatta (ex-Totally Dinghy). RYC, *www.richmondyc.org*.

Sept. 12-13 — California Cup Melges 24 Regatta. SCYC, *www.scyc.org*.

Sept. 12-13 — Perpetual. SLTWYC, *www.sltwyc.com*.

Sept. 12-13 — Finn PCCs. SDYC, *www.sdy.org*.

Sept. 13 — One Design 7, 8 & 9. MPYC, *www.mpyc.org*.

Sept. 13, Oct. 11 — Quarantine Cup Races. SeqYC, *www.sequoiayc.org*.

Sept. 13, 27, Oct. 11 — Fall Series on Tomales Bay. SRSC, *www.santarosasailingclub.org*.

Sept. 19 — Doublehanded Farallones Race. BAMA, *www.sfbama.org*.

Sept. 19 — Fall One Design #2. SCYC, *www.scyc.org*.

Sept. 19 — Tornberg Regatta (tentative). TYC, *www.tyc.org*.

Sept. 19 — Catch Me if You Can Women Skippers Edition. SFYC, *www.sfy.org*.

Sept. 19 — Barth Memorial Regatta. CPYC/SeqYC, *www.cpyc.com* or *www.sequoiayc.org*.

Sept. 19-20 — Club Laser Championships. MPYC, *www.mpyc.org*.

Sept. 19-20 — Beneteau Cup. SDYC, *www.sdy.org*.

Sept. 19-20, Oct. 3 — Races on Tomales Bay. InvYC, *www.invernessyachtclub.com*.

Sept. 20 — Spring Lake Fall Series #1. SRSC, *www.santarosasailingclub.org*.

Sept. 25-27 — Express 27 Nationals. RYC, *www.richmondyc.org*.

Sept. 25-27 — Melges 14 West Coast Championship. CYC, *www.cyc.org*.



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CALENDAR

Sept. 25-27 — Helly Hansen NOOD Regatta in San Diego. Info, www.sailingworld.com/helly-hansen-nood-regattas.

Sept. 26 — Shorthanded Races. TYC, www.tyc.org.

Sept. 26 — Jack and Jill Regatta. SCYC, www.scyc.org.

Sept. 26 — Veeder Cup or Dolphin Cup. MPYC, www.mpyc.org.

Sept. 26 — Champions Race in Benicia. BenYC, www.beniciayachtclub.org.

Sept. 26-27 — San Diego J/Fest. SDYC, www.sdy.org.

Sept. 27 — Fannette Isle Race. SLTWYC, www.sltwyc.com.

Sept. 27, Oct. 4 — Avila Cup Series, Avila Beach. San Luis YC, www.slyc.org.

Oct. 3 — Moonlight Marathon. Redwood City to TI and back under a full moon. SeqYC, www.sequoiayc.org.

Oct. 3 — Islander 36 Nationals at GGYC. Info, www.islander36.org.

Oct. 3 — Jerry O'Grady Singlehanded Race. CPYC, www.cpyc.com.

Oct. 3-4 — Fall Classic/Easom Founders Trophy. SFYC, www.sfy.org.

Oct. 3-4 — Mercury PCCs. LAYC, www.layc.org.

Oct. 3-4 — Fall Regatta. Saturday for PHRF; Sunday for one designs. Santa Barbara YC, www.sbyc.org.

Oct. 3-4 — Autumn Match Race Invitational. SDYC, www.sdy.org.

Oct. 3-4, 10-11 — Puget Sound Sailing Championship, WA. CYC Seattle, www.cycseattle.org/CYC-Racing.

Oct. 4 — PHRF Fall 4/David Duncan Memorial Race. MPYC, www.mpyc.org.

Oct. 10 — Joan Storer Regatta. TYC, www.tyc.org.

Oct. 10 — El Toro Stampede. RYC, www.richmondyc.org.

Oct. 10 — Santana 22 Team Races. SCYC, www.scyc.org.

Oct. 10-11 — Great Vallejo Race, rescheduled from the original dates in April. YRA, www.yra.org.

Oct. 10-11 — 505 & I-420 Regatta. SCYC, www.scyc.org.

Beer Can Series

BALLENA BAY YC — Friday Night Grillers: 9/4. Gary, (510) 865-2511 or www.bbbyc.org.

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

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

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

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

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

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

ENCINAL YC — Friday nights. Summer Twilight Series: 9/4. Info, www.encinal.org.

ISLAND YC — Island Nights. Fridays: 9/11. Info, www.jibeset.net, iycracing@yahoo.com or (415) 845-2673.

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

LAKE WASHINGTON SC — Every Thursday night through 9/24. Mark, owing78@yahoo.com or www.lwsailing.org.

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

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CALENDAR

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

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

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

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

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

SOUTH LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 10/7. Steve, www.sltwyc.com.

ST. FRANCIS YC — Thursday Night Kites: 9/3, 9/10, 9/24 (reserve). Info, www.stfyc.com or (415) 563-6363.

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

September Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
9/05Sat	0150/5.1	0747/1.1	1425/5.3	2017/1.6
9/06Sun	0234/4.8	0818/1.6	1452/5.3	2100/1.5
9/07Mon	0324/4.4	0852/2.1	1523/5.3	2149/1.4
	LOW	HIGH	LOW	HIGH
9/12Sat	0205/0.6	0940/4.5	1405/3.3	1952/5.7
9/13Sun	0257/0.2	1018/4.7	1457/3.0	2050/5.9
	HIGH	LOW	HIGH	LOW
9/19Sat	0118/5.9	0706/0.6	1343/6.2	1941/0.3
9/20Sun	0216/5.5	0749/1.2	1422/6.3	2037/0.1
	LOW	HIGH	LOW	HIGH
9/26Sat	0218/0.1	0935/5.1	1436/2.8	2022/5.6
9/27Sun	0312/0.1	1018/5.2	1530/2.4	2121/5.6

September Weekend Currents

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

date/day	slack	max	slack	max
9/05Sat	0036/2.5F	0342	0630/1.7E	
	0930	1254/3.0F	1600	1836/1.7E
	2148			
9/06Sun	0118/2.3F	0436	0718/1.3E	
	1000	1330/2.6F	1630	1906/1.6E
	2224			
9/07Mon	0206/1.9F	0542	0806/1.0E	
	1024	1406/2.3F	1700	1942/1.5E
	2306			
9/12Sat	0724/2.1F	1118	1306/0.7E	
	1512	1836/1.9F	2130	
9/13Sun	0024/1.6E	0436	0806/2.5F	
	1142	1354/1.0E	1618	1936/2.2F
	2224			
9/19Sat	0524/2.4E	0836	1200/3.9F	
	1454	1730/2.6E	2106	
9/20Sun	0036/3.3F	0336	0618/2.0E	
	0918	1242/3.6F	1530	1812/2.6E
	2200			
9/26Sat	0712/3.0F	1036	1254/1.3E	
	1548	1836/2.3F	2142	
9/27Sun	0054/1.7E	0448	0806/3.3F	
	1118	1342/1.6E	1648	1942/2.4F
	2248			

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LETTERS

↑↓ THERE WERE TWO RESCUES OFF THE COAST OF NORTHERN CALIFORNIA THIS SUMMER

Sorry about your misadventures, but grateful that another boat stopped to help and that you are alive and well — though I am sure you are sad and stressed about your lovely boat. [Peggy is referring to the July 27 'Lectronic Latitude: Cruisers Rescued from Sinking Boat en Route to Seattle. The Sabre 402 Stella Blue began taking on water. A rudder-post bearing



WALLY FORT

Wally Fort's Sabre 402 'Stella Blue', as seen in the Delta.

and seal had apparently come loose. The Beneteau 43 *Sans-souci* was nearby, and came to *Stella Blue's* aid.] Your boat may turn up, you never know! In defense of the Coast Guard, I'm sure they are very busy this summer and also have rules and regulations that apply to each situation, keeping you safe and their crews as well. Their kind professionalism does not go unnoticed even when they have to make tough decisions. Take care and stay safe, Wally and crew.

Peggy Weber
Latitude Nation

↑↓ BEAUTY AND LUCK

What a beautiful boat, and what a lucky thing to have such benign weather and a rescue boat nearby! One wonders now in retrospect if there could have been some kind of stuffing applied from outside the boat to the rudder shaft to stem the tide, like a small-diameter line or rubber hose — or foul weather gear. One also wonders if the USCG couldn't leave some kind of AIS/beacon on the boat for salvage/shipping alert.

Bruce Adornato (badornato)
San Francisco

↑↓ I WAS THINKING THE SAME THING

Funny, badornato, but these were my thoughts too. I am not second-guessing the boat owners, as I can only imagine how horrible it is to abandon your beloved boat. But I do question the USCG leaving a potential hazard to navigation so close to shore? Maybe it was obvious to them she was going down in short order?

Joseph DiMatteo
Planet Earth

↑↓ THIS REMINDS ME OF THIS ONE TIME . . .

Interesting to me that the rescued crew was cold and wet after being on a Coast Guard boat for two hours. I had a similar cold and wet experience after I capsized my sailing dinghy on the rocky lee shore of Coast Guard Island on the Alameda Estuary on a very windy day in late June. I was told I was not permitted to put my boat on Coast Guard Island or come ashore myself. I was in the water for an hour fending my boat off the rocks. I managed to move it 150 yards to a small, gravelly beach, and again was told to stay in the water.



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LETTERS



IMJUR

Much to the chagrin of one sailor, Coast Guard Island in Alameda has been a little touchy about security in the post-9/11 world.

The Coast Guard called the Alameda Fire Department for their nearby fireboat to tow me across the Estuary to my home marina. Evidently, the eight outboard Zodiacs on the opposite side of their island aren't to be used for assistance or rescue. A fireman told me later that week that they will rescue someone in the water, but they have no agreement with the Coast Guard to tow boats. I was in the water, or standing just offshore, for most of three and a half hours. I asked the Coast Guard to call TowboatUS for me. Somehow they turned the call over to the Yerba Buena Coast Guard base. That boat arrived 45 minutes later only to inform us onshore that they are not authorized to tow a boat off a shore. I asked for the phone and called TowboatUS myself.

I was told it would cost \$800 with my BoatUS discount. I was cold enough and didn't want to lose my dinghy, so I immediately said yes. Then I was told they would call back with an ETA. After 30 minutes without a callback and feeling very hypothermic, I decided the important thing was to get off the island, get some assistance and survive this misadventure. I played the 'Old Card' (I am 75) and asked the CG to call the Alameda Fire Department for an ambulance ride to Alameda Hospital. I saw no other way to end the situation. The CG men I dealt with tried to help, but their regulations and the restricted usage of their equipment made roadblocks in the way of their efforts.

Lesson learned: I won't sail that dinghy again without a cellphone aboard and written phone numbers of friends with boats, some cash, and a credit card in a waterproof container. Even if I am only going 200 yards down the Estuary.

Steve Grogan
Alameda

⇕ WHY NO PUMP?

I am curious why the USCG did not put a pump on board *Stella Blue*.

Robert Marthaler

Steve — We're sorry to hear that you had such a rough go of it back during our exceptionally windy June, but we're not surprised to hear that the Coast Guard had exceptionally tight security and perhaps excessively stringent regulations when it comes to a vessel on their island in the Estuary.

In trying to address why the Coast Guard doesn't appear to take a more active role in attending to (or salvaging) stricken

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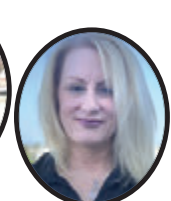
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LETTERS

vessels, we can only assume that their primary concern is for human life. We will further speculate that the Coast Guard, which wears many hats — including Homeland Security and drug enforcement — simply does not have the time to rescue boats. If recovering vessels in either coastal or offshore waters did fall under their purview, we imagine that's all they would be doing, all the time. (Instead of their motto being 'Always Ready' [Semper Paratus], their catchphrase would be 'Always Towing'.)

But the fact that so many boats are left adrift has always surprised us. As of this writing, we don't have an adequate answer from the Coast Guard on this topic. Please stay tuned.

↑↓ GETTING INTO SOME DETAILS ABOUT SABRES

I too own a Sabre 402, hull #23, named *Princess*. We have sailed her from San Francisco to Alaska and Mexico; we have over 3,500 hours on the engine and many more sailing. We have had no problems with our rudder post, but who knows what lies ahead? Have any other Sabre owners experienced this problem? This is the first I've heard of it.



A Sabre 402 lookin' good. After the experience of 'Stella Blue', a few sailors wondered if there might be a systemic, model-wide problem.

Bruce Munro
Princess, Sabre 402
Bay Area

↑↓ A COMMON QUESTION AND ISSUE

I have a Sabre 362 with no issues, but I know there was an issue with a Sabre recently after a friend sent me this story. I reached out to Sabre, and they said this is a very common question and issue. The only known structural problem to have developed with the Sabre 362 involves the stainless steel rudder post and support. The rudder has since been redesigned using carbon fiber rather than stainless steel, and Sabre has retrofitted all suspect rudders at no cost to the owners.

Brian Testa
Sabre 362
Latitude Nation

↑↓ ANOTHER RESCUE OFF MENDOCINO COUNTY

Glad all were saved! [Ken is referring to the August 3 'Lectronic: Two Sailors Rescued from Sinking Vessel, where a boat was taking on water 1 mile off Albion, California. The sailors only had cellphones.] Having had similar emergencies, I would recommend VHF and EPIRB as well. Be sure to practice similar scenarios on a biannual basis. Good outcomes are not always guaranteed, but practice helps hold down the panic. Well done, Coasties!

Ken Brinkley
Rumblefish, Cal 29
Portland, OR

↑↓ HOW LUCKY

Thank you to the brave men and women of the USCG who put their lives at risk. These sailors were obviously not



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A Few Upwind Tacks

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LETTERS

prepared and were out in the ocean without proper equipment on board. I hope they realize how lucky they are to be alive!
Captain Richard Gillette

↑↓ HOW DO WE SEE LESS OF THIS?

The one interesting thing never commented on in these reports of USCG rescues is whether those being rescued followed the most basic rule of seamanship: Were the boat, equipment, and crew seaworthy? If there was some accountability in the system, like New Zealand is implementing, we might see fewer of these instances. For example, if the post-rescue investigation shows a skipper completely derelict in the three areas just mentioned, then charge them for the cost of the rescue. I have no idea of the details in this case, other than that the only communication devices on board were cellphones, but please do follow up with details.

Joseph DiMatteo

Joseph — We disagree that a crew's seamanship is never commented on. The competence of the crew and seaworthiness of the vessel are almost always — and instantly — deliberated in public, with the default reaction usually settling on the belief that the crew were in over their heads. And that's just on social media. The Coast Guard uses nearly every rescue it's involved in as a teachable moment about safety, proper equipment, etc.

But we take your point: There are no licenses or certifications required for offshore sailing in the United States. Ironically, as California's Boater ID Card continues to be phased in, sailing on San Diego Bay might be more regulated than sailing in the ocean, simply because there's more physical presence of enforcers on inshore and coastal waters.

New Zealand is indeed a good example of a government obliging its sailors to be well trained and qualified for offshore sailing via its Yachting New Zealand Safety Regulations. When we were visiting NZ in April, several sailors — most of whom already owned boats — told us that they still had a long list of requirements to meet, including extensive emergency medical training, before they were certified to go offshore. Most of these sailors had planned (prior to the pandemic) to go on deliveries



MARITIME NZ

Following the death of two crew in June 2016 aboard the 64-ft 'Platino', Maritime New Zealand "announced changes to safety requirements for recreational vessels leaving New Zealand ports for overseas, and for other recreational vessels in NZ waters," according to safety4sea.com. Now, Kiwi sailors must go through extensive training to earn offshore certificates.

with qualified friends as part of an almost apprenticeship-like program. It's everything you'd want to hear from a sailor preparing to go to sea.

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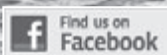
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Granted, New Zealand's isolated perch between the Southern Ocean and the cyclone-infested tropics — as well as its relatively small, all-volunteer Coast Guard — increases the urgency to have offshore sailors be well qualified and trained. That's not to say that the West Coast of the Americas isn't a difficult place to transit. Lots of circumnavigators have told us that after sailing around the world, the last stretch to the Canadian border or Alaska can be the roughest.

But the great majority of our readership (many of whom have strong libertarian ideals) has been very skeptical at the idea of licensing requirements for sailors, citing an invasion of freedom and government overreach. Is mandating training a worthwhile trade-off for more rules and regulations?

You know where to send your letters . . .



CHRIS HERRMANN

↑↓ AND ONE MORE FROM WAY BACK . . .

The vessel *Blind Faith* ran aground May 10 around midnight on the steepest section of cliffs near Tennessee Cove. [David is referring to the July 22 'Lectronic Latitude: Unidentified Boat Pieces Uncovered on Loccal Beach. Tennessee Cove is in Marin.] The

"The piece of the hull is standing up in some of the pics because I stood it up to get a better look, and of course to look for a treasure chest underneath," said Chris Herrmann.

cause of the demise was the fatigue of the lone fisherman aboard, who fell asleep after a 12-hour run returning from a three-day trip in Monterey Bay. The largest pieces of the hull represent the most recent woodwork, which was completed in 2007 at Spaulding Boat Works. The boat was built in 1953 at Genova Boat Works in San Francisco.

Captain David Kemp
In the Know

↑↓ AND DON'T FORGET THIS DETAIL:

The captain of *Blind Faith* managed to climb into the slush tank and stay afloat that way. It's an amazing story.

Jocelyn
Planet Earth

↑↓ BOAT INQUIRIES

I was wondering if you all have any information, background or history on two boats: the sisterships built by Tom Wylie in the late '70s to be ocean racers. They were named *Legacy* and *Encore*, both cedar hulls with sloop rigs.

Steve Albert
Far Fetched, Oceanis 390
Grants Pass, OR

Steve — The last we heard, *Legacy* and *Encore* (aka the Gemini Twins) were being sold by owner John Sweeney of Sausalito and Delta fame. We ran a profile of the boats in the July 2018 issue of Latitude. More recently, many readers mistook a vessel involved in a June rescue as one of the twins. (See the June 26 'Lectronic Latitude: Consensus Reached on 'Freedom' Vessel Type.)



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LETTERS

Readers — What memories, or current knowledge, do you have of these two cold-molded sloops? Please email us at editorial@latitude38.com.

↑↓ **HOW ABOUT THIS BOAT?**

Hello Latitude — You publish the greatest magazine on the



Nation — Any guesses on this vessel type?

planet! I was wondering if you would be able to identify the boat in the attached photo. I saw it in Morro Bay on July 15.

*Mike
Templeton*

↑↓ **HOW MANY HANDS WILL THERE BE IN SAILING'S FUTURE?**

We racers here at the Stockton Sailing Club have always set our boats up for shorthanded sailing. Most of us have self-tackers and can easily sail our boats singlehanded.

It's getting to the point where I'm almost preferring to sail singlehanded.

I sailed singlehanded weekly, and sometimes daily, throughout the pandemic on the San Joaquin River along with a group of other boats, all singlehanded. My old Cal 3-30, which has a roller furling jib that comes out to a Soling track, has proven to be reasonably fast in the river despite her 10,000-lb bulk. Kite work while singlehanded is a little dicey, however not impossible. With a little help from 'Ray' downwind (my Raymarine tiller pilot), I can get the kite up and down fairly easily in all but the windiest conditions.

Is singlehanded the wave of the future for sailing?

*David van Dyke
Free Spirit, Cal 3-30
Stockton*

↑↓ **TO LEASE OR OWN: A QUESTION ON MARINA SLIPS**

My wife and I have owned a 45-ft upwind slip in Emery Cove Yacht Harbor since the mid-'90s. We paid a mere \$20,000 for it then, and have been happy slip owners rather than renters ever since. At today's prices, it is probably worth up to \$70,000; however, we did not buy it as an investment, so just like buying a home vs. renting, the worth is meaningless until we decide to sell it.

As far as cost of ownership goes, that very much depends on the owner's association's assessments; some call them monthly dues. Emery Cove is exceptionally well managed, and due to the huge dock replacement project, the assessments are up to around \$360 per month for a slip our size. These are scheduled to come down when the dock replacement costs are complete.

We own the slip 'fee simple' and it is considered 'real property' for tax purposes, so we do pay Alameda County real



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LETTERS

property taxes for the slip in addition to the usual personal property tax for the boat in it. Prop 13 keeps these steady and predictable with a slight increase every year. Currently they are around \$460 per year. So doing the math, that is about \$400 per month or \$8.89 per foot per month.

Craig N. Alger
Emeryville

↑↓ **A QUARANTINE FLAG CORRECTION**

I was doing some research for friends on the correct flag or flags to fly during quarantine, and I found a lot of odd, conflicting posts all over the internet. I looked in my e-copy of the International Code of Signals (you can get your own personal copy at <https://msi.nga.mil/Publications/ICOS>), and it was pretty clear: either Q (pages 22 and 103) or QQ (page 103). The Q (Quebec) flag is a simple yellow square, sometimes referred to as the 'yellow jack' both for its color and associations with yellow fever.

Q means, "My vessel is 'healthy,' and I request free pratique [the license given to a ship to enter port on assurance from the captain to convince the authorities that she is free from contagious disease]; QQ means, "I require health clearance," which could also be flown to show that you don't have clearance and are thus in quarantine. Yet, all over the internet — in my Facebook feed, in Twitter and in personal blogs — people were proclaiming the L-for-Lima flag was the quarantine flag. "Why was that?" I wondered. I had a look at Wikipedia and found the answer.

One of the authors of the International Code of Signals entry had used the slightly out-of-date 1916 Brown's signal code as the reference point. While the footnote did show this, who reads footnotes anyway?

So I signed into Wikipedia and edited the sections as appropriate to conform to current practice, and informed a bunch of those who had relied on the misleading entry of the error so they could correct their errors (almost all were good-natured about it).

So who learns from Wikipedia? Best to go to a real source.
Rob Murray

J Juliet		"I am on fire and have dangerous cargo on board: keep well clear of me," or "I am leaking dangerous cargo."
K Kilo		"I wish to communicate with you."
L Lima		"You should stop your vessel instantly."
M Mike		"My vessel is stopped and making no way through the water." ^(B)
N November		"Negative." ^(N)
O Oscar		"Man overboard." ^(B) (often attached to the man overboard pole on boats). With a sinister hoist, the semaphore flag.

WIKIPEDIA

The author of this letter edited Wikipedia, which anachronistically had said that the L or Lima flag, when flown in harbor, could also indicate, "This ship is quarantined."

Avant, Beneteau First 435
Vancouver, BC
Currently in Panama (without us!)

↑↓ **THANKS, LATITUDE**

Just saw my letter, *The 40-Year Club*, in the August issue.

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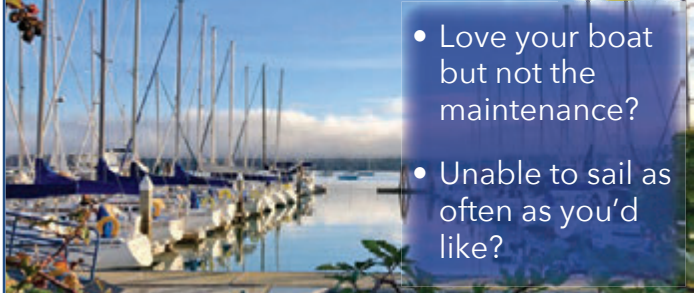
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LETTERS

I'm so excited. Thank you so much! You guys have been great throughout the process of my selling my dear Santana 22 *Hot Tip*.

She has gone to new owners in Santa Cruz, and I am most pleased for them to continue to sail her and enjoy all she has to offer. A great boat! Thanks again,

Kurt Hoffmann
Mt. Shasta

↑↓ HAVE YOU CONSIDERED REMOVING YOUR AC SYSTEM?

For all the reasons stated [in the August issue's *Sightings* under a story with the same name as this letter], the shorepower cord is at home, and we have never used the AC system on our 1980 Newport 30-2, which we acquired in 2016. One of my first upgrades was the addition of two 90-watt solar panels, a suitable controller, and a 1,500-watt marine inverter. This combination has met all of our electrical needs, both in our slip and when out sailing. We have no refrigeration, but have run our icemaker with the inverter, no problem.

Bill Crowley
Erewhon, Newport 30
Napa



ROS DE VRIES

"Is gentrification and redevelopment coming to a sailing neighborhood near you?" Ros de Vries asked in the July issue of 'Latitude'.

↑↓ USING ISLAND YACHT CLUB AS A BAROMETER FOR BAY AREA LIVING

As far as I know, no one earning under \$100,000 is living in the City without assistance. If someone lives in the Mission District, they are either living outside their earning capacity or would be considered "gentry" in 98% of the country outside major metro areas. I don't see how anyone could imply that because someone is in a yacht club, that person is part of the gentry. That statement alone is bigoted and uninformed. [Sam is referring to the story *Eight Bells for Island Yacht Club* in the July issue by Ros de Vries.]

That said, I am sad to see the end of one of the few remaining clubs where people with boating interests can seek association with like-minded people, especially a club that is not in the rarefied atmosphere of Golden Gate, St. Francis or San Francisco YCs.

As a former Santana 22 owner and Estuary racer, it is a sad day, and I am sure Sven is rolling over in his grave and muttering something about squandered legacy.

Sam
Former Santana 22 owner



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LETTERS

↑↓ A RESPONSE TO THE IDEA OF "GENTRY"

Hi Sam — I very much appreciate your comment and am deeply sorry if this part of the article was disrespectful. We are connected by a desire to ensure our communities and traditions continue.

What we know as sailing insiders is that this sport can be accessible to all sorts of people. However, the attitude from outside our circle is that sailing belongs to people with a lot of time and a lot of money. And to some extent, they are correct. Membership at a physical yacht club will set you back by hundreds of dollars each year minimum; many working folks (and young people especially) don't have this cash to spare. This reinforces the idea that members are upscale and YCs aren't a venue for them. And while there are alternate routes like crewing and volunteering at clubs, I've found this to be a hard sell. Many people dabble in sailing with an ideal of leisurely punting around the Estuary — not hardcore racing, or setting marks on shifty days.

I'm really hoping that we can develop a well-worn route from community sailing and junior programs to YCs that can accommodate a wider variety of people. A big part of this will be populating YCs with people with non-sailing backgrounds, who can break down the gentry stereotype and highlight paths to cruising, racing and activities in between. It's the challenge for all clubs to prepare for the world after COVID.

Back to IYC for a moment — we just relaunched our website, in part to highlight our working-person roots and bring the diversity of our membership to the fore.

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

↑↓ WHY THERE AND NOT HERE?

It seems to me that if sailing and yacht clubs truly want to be accessible to all, then there wouldn't be a half dozen of them on Alameda and not a single one in Oakland.

Carliane Johnson
Kyntanna, Freedom 38
San Francisco

Carliane — There have been yacht clubs in Oakland in the past, such as Oakland YC (which is now located in Alameda) and Metropolitan YC. But they were displaced by development!



LATITUDE / TIM

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LETTERS

Currently, Oakland has the Lake Merritt Sailing Club. The City of Oakland does a good job within their Parks & Rec Department. See www.oaklandca.gov/topics/youth-boating-and-sailing-camps.

↑↓ **LARRY PARDEY SETS SAIL ON FINAL VOYAGE**

The Pardeys' adventures, told through their many books, were inspirations to me and many sailors. Thanks for letting me know he's off on his last adventure, no doubt still advocating for boats with fewer holes in them. Fair winds and following seas, Larry.

Bob Schilling
Tuckernuck, Cherubini 44
Long Beach

Readers — Legendary bluewater cruiser and author Larry Pardey passed away in late July on the island of Kawau in New Zealand, where he'd been living for more than a decade.

↑↓ **A LETTER TO LIN PARDEY:**

It was my and our pleasure to greet you and Larry on your visit to the Adventurers' Club of Los Angeles some years back. As a lifelong sailor, I have had the pleasure of enjoying the sea as you have.

Martin Bloom
Past President, Adventurers' Club

↑↓ **MEMORIES AND A SAIL**

I remember Lin and Larry fondly from when they visited my Tackle Shop in San Diego. This must have been mid-'80s, and I rigged them up for blue-water, slow-speed trolling. We had a lovely visit and a short sail on their boat. They're both wonderful, and Larry will be missed.

Larry and Lin Pardey were known to cruisers everywhere as they pioneered and shared the story of the simple cruising life aboard 'Seraffyn' and 'Taleisin'.

Robert Ward
Moonshine,
Dogpatch 26
Richmond

↑↓ **YOU DON'T NEED A FORTUNE TO CRUISE**

Gwen and I met Larry and Lin several times during our circumnavigation in *Princess del Mar* during the '80s and '90s. I am not sure we ever told them how instrumental they were in our realization that we do not need a fortune to cruise. Lin, Gwen and I offer you our sincere condolences, and wish you well. You have made our lives just a little bit better. Thank you.

Jim and Gwen Johnson
Princess del Mar, Hallberg-Rassy 35
Chico
West Coast Circumnavigators, 1989-97

↑↓ **A CONVERSATION ABOUT ANGEL ISLAND**

Here's an interesting and recurring issue: Why are boats

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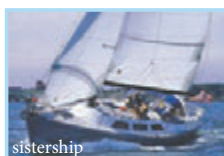
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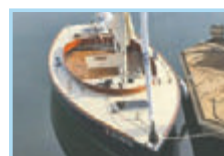
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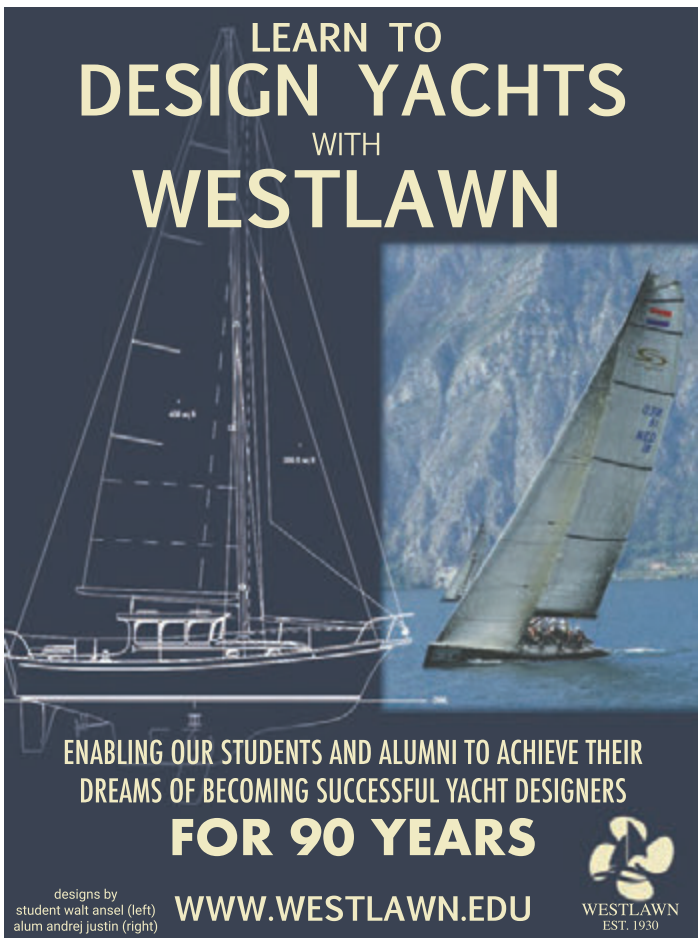


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LETTERS

owned by the park staff permitted to be permanently tied up at the park docks? One vessel is a derelict, and has now been abandoned there literally for years, but there are two or three boats, owned by park staff, that are there too. A beautiful Hans Christian 48 was tied between the floating ferry dock and the fixed pier for years and owned by a park ranger. Now it looks like a Sea Scout vessel is in that spot permanently.

A few years back, I broached the question with then-park superintendent Amy Brees about why the public wasn't allowed the same consideration for overnight berthing at the docks. After a lot of irrelevant back and forth, her argument was that the park *needed* the rangers' vessels in case there was a need for emergency evacuation (none of their personal boats were suitable for that purpose). Regarding my inquiry about the service vessel *Ayala* and the big landing craft, it was decreed that if all moorings were taken, visitors would be permitted to remain at the docks overnight!

I still have the email from Ms. Brees. None of the current staff has any knowledge of this understanding, by the way. I guess the question now is why is it that visiting vessels are prohibited from overnight docking (not mooring), and why are state employees allowed it?

Dane Faber
Sausalito



CRUISING CLUB OF AMERICA

The issue of boats docking overnight at Angel Island continues to perplex many local sailors.

↑↓ CAMPING BUT NOT DOCKING?

I've never understood why if camping is allowed overnight, berthing at the docks isn't. Another question I've had is whether the staff could install the same mooring system that is used at Avalon Harbor at Catalina Island. It's way easier to use and seems like it's serving the same function as the system at Ayala Harbor to keep boats from swinging.

Permanent mooring weights are in place on the bottom fore and aft. A mooring float with an attached pole sticking up 8 feet or so carries a pennant line to which the bow of the boat can be secured. That line is also attached to a line running underwater to the aft mooring weight. You just pull up that line from the float and walk it back to your stern cleat. Then you snug it up from the aft mooring weight to the cleat. The boat is then attached fore and aft.

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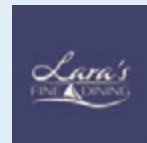
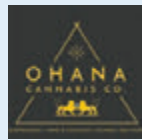
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**A sailor is an artist whose
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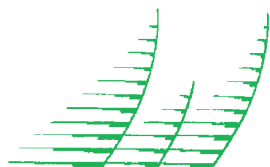
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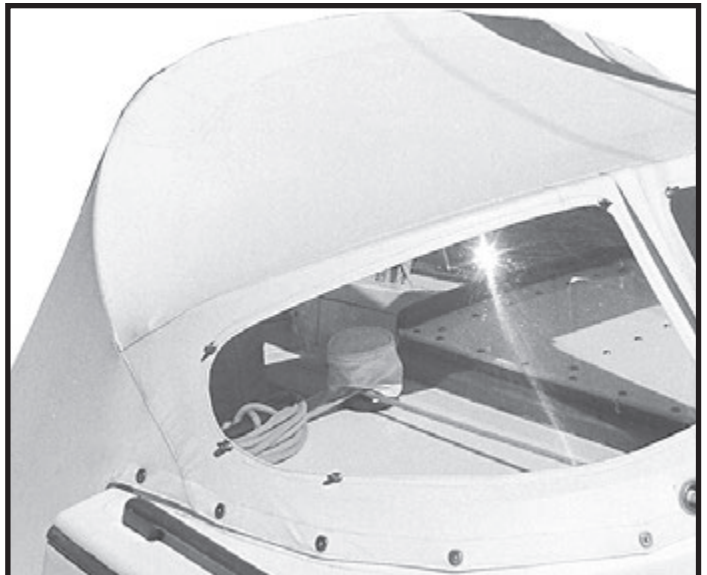
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LETTERS

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Taylor Miller
Mooring Aficionado

Taylor — Thanks for the info about mooring at Avalon. Incidentally, camping is currently not allowed at Angel Island due to COVID, as we write this in early August.

↑↓ A FOLLOW UP . . .

Comparison with Avalon is dead on point! Avalon is operated by the City of Avalon. The fee charged for guest mooring for boats 39 feet and under is \$27. The cost for larger boats is higher. The moorings are privately owned, but are rented out when not being used by the owners. Imagine what *could* be done with the equally attractive Angel Island destination if it were as well run as the several harbors at Catalina.

I know what a privilege it is to be a boat owner; it's truly a luxury, and we boat owners should be expected to pay for the privilege of mooring or docking at Angel Island. When



LATITUDE / ANDY

Who's the culprit of most public-use debates? Well, it's the public, and the inevitable pressure that comes from high usage. The Angel Island ferries provide essential access for hundreds of thousands of people, but the constant traffic may be silting in the anchorage. Many of our readers have said that Ayala Cove has been getting shallower and shallower.

the island went to the honor system for paying the modest fee for the dock use, I bet compliance fell by 50%. As for the moorings, it is a rare sight indeed to see the rangers out collecting, as was once their regular duty. Many nights I've spent there only to see a boat enter, tie up, then leave early the next morning. Some vessels lack the means to get ashore to pay even if they

would be happy to do so.

Angel Island is the only park in the several-hundred-unit State Park system that is an island. The state has no clue how to operate it or the money it needs to maintain it, even if they did know what they were doing. I've long thought it should be deeded to the feds as a part of Golden Gate National Recreation Area. At least the feds might get it dredged!

Speaking of dredging, am I the only one who has noticed the impact the ferries (especially Blue and Gold) have on the water depth? The way they enter from the west and spin bow out when docking causes their prop wash to blow silt toward the center of the mooring field. Simple hydraulics! The Blue and Gold fleet is at least partially responsible for the shallowness, so let them pay for dredging!

My first visit to Angel was in 1965 on my father's boat. I've not missed a year since without a few visits (during school years), and later, with a series of boats of my own, I am there frequently and year-round. I am retired now and go to the island a dozen times a year and more. I hold a Master Mariner Credential (USCG Master license) and believe we are witness-



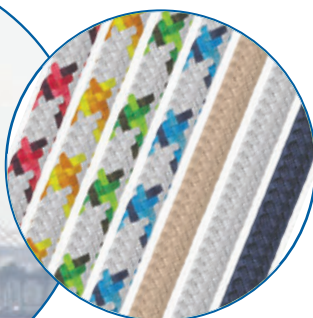
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LETTERS

ing the slow death of this precious jewel.

Dane Faber

Dane — No, you're not the only one who has commented on the shrinking depths in Ayala Cove. We aren't able to say exactly what impact the ferries have, but regardless, Angel Island's main anchorage is in great need of a dredge.

⇅ ENJOYING AN EMPTY ANGEL ISLAND DURING THE SUMMER OF COVID

I was lucky enough to have Wednesday and Thursday off [in July], and was the only boat on the moorings overnight. It was sort of eerie, but hey, I practically had the island to myself!

San Francisco's Aquatic Park Cove has the ability to accept their \$10-per-night fee online. Makes it easy. The State Park system, which runs Angel Island, should be able to do the same. That said, I'm happy they take credit cards now.

Max

Former part-time resident of Angel Island

⇅ MORE POLITICS, LESS ACCESS . . . NO GOOD

The Former State of California Department of Boating and Waterways paid for the Angel Island mooring field and the Lake Tahoe Emerald Bay mooring field to be installed using gas taxes paid by boaters. That was in 2008.

I was the resident marine engineer for both projects. In 2010, Boating and Waterways was merged with State Parks, and fewer facilities are now being built for boaters using the gas taxes we all pay. Today, our parks, both state and national, are frequently closed for political reasons on a regular basis, while the fees keep increasing.

Please keep advocating for keeping our public boating infrastructure open and maintained.

Curt Michael Taras

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LATITUDE / TIM

That's David Fielder, a windsurfer and advocate for parks and public access, standing third from left, at the new Point Isabel rigging area.

⇅ URBAN PARKS ARE FOR THE PEOPLE

This November, Bay Area residents living in Ward #1 of the East Bay Regional Park District (EBRPD) will have an important ballot choice to make for the director of that ward. That seat was held for many years by Whitney Dotson, whom I worked with to accomplish the Point Isabel Regional Shoreline Park's Launch Improvement Project, completed in 2019.

Director Dotson retired late last year, leaving his seat open.

LETTERS

The EBRPD Board considered four candidates for appointment to his remaining term and chose Elizabeth Echols. Notably, that was the second time her main opponent in the upcoming election, Norman La Force, was passed over in seeking a director seat on that board.

I won't reiterate all the concerns being raised in the park-user community around this election, but instead will emphasize how Elizabeth Echols has successfully stepped into her role as Ward #1 director. Specifically, she was a champion for reopening parks for people seeking some relief from the shelter-in-place restrictions of the local health authorities, while ensuring appropriate mask wearing and social distancing.

I'm encouraging everyone who cares about recreational use of S.F. Bay Area urban parks to get involved in this election. Even if you aren't in Elizabeth Echols' ward, you can still express support through Facebook 'likes', donations, endorsements or other opportunities for involvement with her campaign.

Her campaign website is: www.Elizabeth4Parks.org.

It's clear to me that we already have a strong and effective advocate on the board for public access to and recreational use of our important urban parks. My sense of Elizabeth's ability to get things done is buttressed by the unanimous endorsement of her current co-directors on that board. Notably, she is also endorsed by the Park District employees' union. She is clearly a consensus builder.

Let's ensure Elizabeth Echols keeps working with and for us all. She's demonstrated her intention and ability to do so.

David Fielder
Windsurfer
Berkeley

⬆️ **DENHAM NEEDS TO KISS FATE ON THE LIPS**

Latitude's advice — take an experienced crew or truck the boat — to novice ocean sailor Mike Denham on how he and his lady should get their boat south, would bring shame to him forever. So would having him work up to the passage by making short jaunts along the coast of Washington and Vancouver Island 'bunny slopes'.

In 1947, 14 miles from Cape Flattery, 10 of us aboard the lightship *Swiftsure* watched the waves — after the wind had died — take out the Neah Bay breakwater. Come that windless midnight, a wave rolled over the lightship — which had maybe 20 feet of freeboard.

I was on watch.

Denham should make the emotional passage without his lover/wife as the boat and sailing are his choices not hers. His lover/wife should await him in the Bay Area. If Denham has to endure terror on the passage, his lady will never know, and that's how it should be.

If Denham were going to take his boat the other way — north from San Francisco to Seattle, against the wind and current — I would agree with *Latitude* that he should take experienced crew or have the boat trucked.

As I'm a Seattle boy, I've sailed south five times. In '54, it was aboard *Wanderer II*, an engineless gaff topsail cutter, with skipper Bob Jones. I was an apprentice sailmaker. The Coast Guard guys shook their heads as they towed us out of Neah Bay. Eventually, they cast us off near Tatoosh Island.

Prior to leaving, Jones and I talked to a fireman and a postman who had previously sailed south with a 30-ft Block Island gaff schooner on what was to be the start of a circumnavigation. It was blowing 40 knots when they got off the Columbia River, so they decided to seek shelter at Astoria. The Coast Guard lookout at Cape Disappointment not only saw

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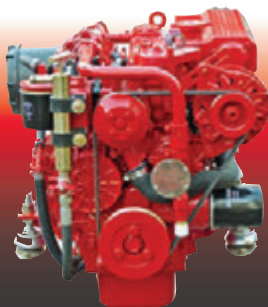
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STEERING THE DREAM

LETTERS

them approaching, he watched them and their Block Island schooner tumble end over end.

The Coasties rescued the fireman and the postman, then towed their yacht into Astoria. It was then we learned that the Columbia River bar was capable of 50-ft waves.

At the time, Jones and I knew as much about sailing as Denham probably does now. We sailed 50 miles offshore to bluewater — and beyond the fog — before we turned left. Before long, wave after wave climbed the stern and swept the length of the little cutter. *Wanderer II* had no thru-hulls, but she had

a bilge pump, which was a sauce pan secured with a line to the 2-ft by 4-ft cockpit. Most of the time you had to hunch down with the tiller over your shoulder to avoid the effects of the waves. But if you wanted to bail, you had no choice but to sit upright.

It was nasty out there, but the eerie composure of the gooney birds told us that some living thing thought the ocean was an all right place to live. As for myself, I vomited, stood

my watch, got soaked, and vomited again. I did this day after day. At night we set the trysail and storm staysail and hove to. Jones got the leeward bunk because he was the skipper. We had never heard of lee cloths. At least once a night I was tossed across the cabin to land atop the skipper.

Like first-time sex or marriage, we were scared and didn't know what was 'normal'. Jones read aloud from Hiscock to determine what to do. It made sense, as *Wanderer II* had been one of Hiscock's boats. I read from the Earl of Lonsdale, as that was my choice on gaff rig. While we took comfort from the books, we tried all their remedies without success. We were two wet and frightened 26-year-olds. Jones tried to shoot the sun, but it was obscured. I vomited, stood my watch, and learned a lesson: Before a wave can go under you, it must lift you. I also learned that a German beer stein with a lid is a great way to keep saltwater out of your lunch.

After 12 days at sea, Jones said he saw five ships in the Gulf of the Farallones to port.

"Jones," I replied, "those are rocks."

"I have bad eyesight," he responded.

Thirteen days after departing Neah Bay, we tied up at the St. Francis YC. When we finally got on the dock, we fell to our knees and, even though the dock was still, held on tight.



The venerable Donald Goring, the author of the letter you're reading.

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LETTERS

The yacht club was magnificent, letting us use their showers and giving us paper slippers and luxurious white towels.

The way I see it, Denham should buy life and yacht insurance with \$200 deductibles. Then he should gut the boat — a light boat is fast and buoyant — and ship all the extra gear south. He should then pick three strangers his age, not friends, to be crew. For provisions, he'll need a whole cooked ham and turkey, 10 loaves of unsliced bread, 10 days' worth of water, and five days' worth of fuel. Naturally the boat should be equipped to Coast Guard requirements. Then he and his crew should set sail.

Denham either arrives at San Francisco Bay in 10 days or he doesn't. If he dies trying to sail south, his death would be acceptable. If his wife or lover were to die making such a trip, it would not be acceptable. Sailing is Mike's dream and the trip south from Seattle is his apprenticeship.

When Denham arrives, California will welcome him. So will the spirit of Robinson Jeffers, who wrote: "He who has kissed Fate on the lips, and turned down the lamp, must lie in bed with her."

Donald Goring
Sailmaker
Alameda

Donald — You've become such a softie! What about flogging the crew until their morale improves? And holystoning the fiberglass decks?

Readers — This letter by Donald Goring was originally published in the February 1998 edition of Latitude 38. It was in response to a letter published in December 1997 by Mike Denham from Sequim, Washington, who asked, "We're planning to sail our boat from the Seattle area to San Francisco Bay in September of next year. Having limited sailing experience — and no experience whatsoever on sailboats on the high seas — we're looking for information and advice as to the conduct of our passage."

Latitude founder Richard Spindler responded: "Mike — When they teach people to ski, they start them out on bunny slopes rather than 'double diamonds'. Because the chilly coasts of Washington, Oregon and Northern California are subject to abrupt changes in weather, very strong winds and huge seas, they constitute one of sailing's 'double diamonds'. What makes it worse is that there are few ports of refuge along these coasts, and most can't be reached without crossing a dangerous river bar. Over the years we've talked with many folks from the Northwest who've done long cruises or even circumnavigations. More than a couple have told us that their trip from Seattle to San Francisco was the most frightening and dangerous of their entire voyage." (A point we made earlier in this Letters.)

Mr. Goring, who is featured in this month's issue on pages 74-76, must have seen fit to respond about his plunge onto the 'double diamonds'.

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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LOOSE LIPS

This month's Caption Contest(!) has been more than a 'ton' of fun. Who would have guessed that sea lions hanging out on a boat could provide as much entertainment as these two did? 'Rail meat' was a popular theme, as was the suggestion that perhaps the blubbery duo has eaten more than their share of 'fish tacos' and 'quarantine snacks': "Does this boat make my butt look fat?" Beni Bacon asked. And more than one person thought the pair should consider a bigger boat: "See Sheila, I told you we should have gone for the 36-footer," said Kirk Harker. There were also a few 'Ahem...' responses such as Kent Carter's "I told you not to anchor here on hump day!" or "Honey! I told you I wanted a bigger 'deck!'" Steve Allen said. But our favorite comments were actually quite suitable for a general audience. And so, with a little drum rolling please — or should we say 'lard rolling'? — here is this month's winner, followed by the Top 10.



SPAWN FLY FISH

"I expected Pier 39 to be bigger." — @clodagh831 (We loved the local reference.)

"Just a couple more minutes guys, I almost have the prop changed." — Jeff Collier

"This is what Jack and Rose from *Titanic* could have looked like sharing that wooden door." #sharingiscaring #therewasnotenoughroom — West Coast Boat Zincs

"No, you only need one extra seal in your spares inventory." — Peter Detwiler

"No, it's not more comfortable than the back seat of a Chevy!" — Luc de Faymoreau

"Here they come, Chauncey. Make yourself invisible." — Twig Brittell

"Honey, when you said we needed to downsize I didn't take you seriously." — Rosann Allenbaugh

"Told you we'd both fit it if you scooched up a little bit!" — Laurie Morrison

"I don't get why those humans like these things. This is the most uncomfortable float we've found!" — Roy Wilson

"I told you, it's my turn to lie on the deck!" — Thomas Gore

"It looked so much bigger on Airbnb!" — Hal Reynolds

"I'm not afraid of storms, for I'm learning how to sail my ship."

— Louisa May Alcott

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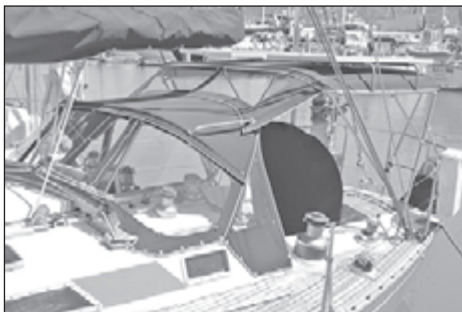
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SIGHTINGS

kurt jordan enjoys a composite career

Kurt Jordan is on his ninth America's Cup campaign, this time with the New York Yacht Club Challenger American Magic. The California native has truly been around the block in the America's Cup world. In 1992 he designed spars for Stars & Stripes, America3 and Il Moro di Venezia. In 1995 he worked with the Young America/PACT95 syndicate, in 2000 with America True, and in 2003 with OneWorld. In 2007 and 2010, Jordan was on board with Swiss team Alinghi, and for the 2013 and 2017 events he worked with Oracle Team USA.

"My kids keep telling me I have to do 10 because it's a round number, but I'm getting exhausted. I'm almost 60!" Jordan laughs congenially, adding, "But then of course I don't know how to do anything else."

Luckily the work is still exciting and interesting to him.

"2007 was the last of the IACC Class and my fifth Cup in those boats," Jordan said. "We were optimizing the littlest things, and it was starting to

continued on outside column of next sightings page

headsails

I often walk down the dock at many marinas looking at the furled headsails that are wrapped around the forestay of nearly every cruising boat and wonder just how long some of those sails have been hoisted. I will bet some of them may have been hoisted by the crew that commissioned the vessel at the dealership and have not been adjusted since. This article is intended for the typical cruiser on San Francisco Bay. I know there are folks who carry a different headsail for each wind velocity and point of sail, but this missive will deal with the people who have one to do it all.



American Magic sailing their AC75 'Defiant' in Pensacola, FL, in January.

on the half shell

Most modern furlers and headsails are designed to still perform when they're partially furled. There are a number of tricks sailmakers use, like foam luffs or bits of rope sewn vertically into the luff to make the headsail flatter as it furls. The old sailors used to stuff towels into roller-furling booms to accomplish that same effect, but I haven't pulled that trick since the Nixon administration. Some furlers also feature a 'free' turn at the tack to assist the process, but I would challenge you to find a sailor on your dock who knows whether their furler has this feature.

continued in middle column of next sightings page

kurt jordan — continued

look like it could get boring. But fortunately for me personally, the Deed of Gift match/33rd America's Cup in 2010 was raced in multihulls, and we've been in new, weird boats ever since."

Jordan graduated from Cal Berkeley, where he studied engineering and composite materials. He always wanted to be a yacht designer, and while he grew up sailing, it was his passion for windsurfing that turned him on to composites.

"I was windsurfing fanatically and building my own boards because I could hardly otherwise afford it," Jordan laughed. "I really got excited about composites — I thought it was cool stuff. I took a few composite classes and at that time — early '80s — if you wanted to be a yacht designer, you needed to have a Plan B, which was commercial naval architecture."

But work in the US for naval architects dried up as building and ship repair was going overseas, and there was a dearth of commercial work. Between that and getting excited about composites, he shifted out of the naval architecture department and into engineering. He was fortunate enough to get involved with the Cup just as the new Rule was written for the '92 edition. That Rule allowed for extensive use of composites.

While Jordan says with modesty that he's been doing the same stuff for 30 years, well, that may be correct, but just take a look at the projects he's been involved with — for the past 10 years it's been revolutionary foiling multihulls for America's Cup racing, and now he's working on the first foiling monohull, which is literally designed to fly. This is not your ordinary day job.

Jordan works in the engineering aspect of the hull design, and more specifically, where the role of composites fits in. While much of American Magic's design team works on the hull shape — the hydro- and aerodynamics — Jordan's engineering team of five to six work on the type of carbon fiber to be used, how much goes where, and everything that holds the structure together. His team continually goes back and forth with the other design sector as things that make his outcome better — like a lighter boat — may not necessarily be the best thing for aerodynamics, for example. "It's a very collaborative approach," Jordan explained.

Jordan's welcomed the transition from foiling multihulls to the AC75 from a technical point of view, but is skeptical that this concept will stand the test of time for yachts this large. Time will tell. It is anticipated that the AC75 will reach — unbelievably — speeds of up to 50 knots, like those attained in the AC72 catamarans.

"The boat's a little bit odd, as everybody who looks at it can see, but from a technical point of view it's fun to work on because it's so different and kind of new territory," Jordan commented.

One of the big differences — and technology challenges — is that a foiling multihull has righting moment when it is sitting flat in the water because of how wide it is, whereas the AC75 has minimal righting moment until it's foiling.

"You could see a scenario where races are won and lost by who gets up on foils fastest," Jordan said. "You get off them, you have to get back on them, it could be the whole race. It could take 30 seconds or a minute, and if the other guy is going 35 knots and you're not, it's a lot of distance for sure."

At home in Mill Valley with his wife Jaydee and their sons Cole, 21, and Bo, 18, Jordan's grateful to be in an environment where during COVID it's been easy to hit the trails on a mountain bike after work or sail with his family on the J/105 he co-owns. He'll soon head to New Zealand to join his team and move into the final stretches of the 36th America's Cup. This will be a period of intense anticipation because teams have yet to line up due to cancellation of two America's Cup World Series events earlier this year. The third event will be raced in Auckland, NZ, on December 17-20, and the outcome's just too difficult to gauge right now.

"If a team is off pace, it'll look a little embarrassing, but I expect at least one or two teams — maybe all of them — will be on it," Jordan enthused. "It'll be an exciting time!"

— michelle slade



Above: Kurt Jordan's J/105 'Blue Ribbon' sailing on S.F. Bay.
Below, left to right: Bo, Cole and Kurt Jordan at SFYC.



JAYDEE JORDAN

SIGHTINGS

sailing into summer

I grew up sailing with my family on Chesapeake Bay. We spent warm, lazy days gunkholing. During passages on windless summer days, my brother and I would find ways to keep ourselves occupied. A favorite pastime was hide-and-seek — tricky on a 29-ft boat. I recall the feeling of lying still under a crinkly spinnaker bag, trying to evade my brother's gaze by burying myself deep in the bottom of a sail locker. When the motor was cut and the anchor down, the foam floaties would come out for fun in the water.

Now I'm the skipper and my two daughters are the ones playing hide-and-seek — the 6-year-old thought she was so clever hiding in the hanging locker, until she realized there was no way to open it from the inside!

We've had plenty of wonderful excursions on San Francisco Bay, and my initial fears that the girls would be scared off by the cool weather and strong winds were unfounded — they love it. But nothing in the Bay Area has come close to my own childhood memories of summer sailing — nothing, that is, until we sailed east into the California Delta.

More than a few San Francisco sailors have extolled the joys of cruising the Delta with young kids. So this July we packed sunscreen, shorts and

continued on outside column of next sightings page

headsails

The mainsail has myriad control lines to change the airfoil shape for varying conditions (see last month's *Sightings*). The headsail has just three.

The halyard tension has a surprising amount of control over the depth or draft of the sail and where it's located. A speed stripe on your sail makes this easier to see. Some day when it's not too windy, ease the halyard until the headsail just starts to slip out of the feeder at the foil — I mean, really loose. Put the boat on a close reach and look how deep and baggy the shape is — preferred for light breezes. Save that setting for when drifting down the Delta. Now get yourself a winch handle and crank down or 'bone on' that halyard until vertical tension wrinkles form along



Clockwise from top left: Ben, Alexandra and Norah go for a swim; 'Dovka', a Hallberg-Rassy 352, tied to a tree in Georgiana Slough; the Tyler Island Bridge opens for 'Dovka'; Norah, Lauren and Alexandra.



— continued

the luff just behind the foil. Now fall off on a close reach and, voilà, you should be viewing a much flatter shape for pounding out under the bridge when you just need to feel the ocean under your feet.

The reason understanding the shape of your headsail is important is that if you're trying to go upwind with a slack halyard and a bag-o-rama headsail, you'll simply slide sideways, heel over, have weather helm, and basically be on the tack to nowhere.

Another control is the sheet lead. Most cruisers have long tracks for adjusting this, and most, to put it lightly, are under-utilized. Once you have the sail sheeted in to keep it from luffing, you can fine-tune

continued in middle column of next sightings page



sailing into summer — continued

flip-flops and sailed toward summer, up the Delta for the first time.

We started our journey with a short hop from our marina in Sausalito to China Camp, where we spent a quiet night. The next morning, this spot proved a good starting point from which to sail across San Pablo Bay, motorsail through the Carquinez Strait, and then motor into the San Joaquin River. With the tide's help, we were able to get farther in one day than I had anticipated, anchoring for the night off False River in Fisherman's Cut. As soon as the hook was down, the girls hit the water.

An orange sunset over the windward levee prefaced a magnificent, nearly full moon rising over the leeward shore — and best of all, my wife and I were able to enjoy sundowners in the cockpit in T-shirts and shorts!

The wind gusted to 20 knots most of the night, but the narrow cut was protected and the anchor held well against the river weeds on the bottom. The wind also seemed to keep away the mosquitoes that we'd been warned about — or perhaps their absence was due to the large bullfrog who serenaded us throughout the night and into the dawn.

Anchoring the next night wasn't as straightforward. After two failed attempts trying to get a heavy Bruce anchor with a blunt, three-pronged claw to hold in the weeds, I picked a new spot and switched to a lighter but pointier CQR — a sharp plow with a hinged shaft that was able to better handle the shifting tides.

The recommended way of making fast in the Delta is tying a bow line to shore and setting a stern anchor. I saw others, mostly motorboats, doing this. But it wasn't until our next-to-last night in the Delta, anchored in a curve on the Georgiana Slough, that I felt confident enough to try this.

As Hal Schell writes in his *Guide to Cruising California's Delta*, Jack London found inspiration in Georgiana Slough — supposedly spending his days there writing aboard his moored boat and walking into Walnut Grove to socialize with friends in the evenings.

It's no wonder the waterway provided fodder. The narrow, winding slough is beautiful, mostly tree-lined and quiet. We saw maybe two boats while traversing the roughly 12-mile ditch, opening four bridges on the way between the San Joaquin and Sacramento rivers. My elder daughter was intent on being our radio operator and, after listening a few times, got up the nerve to speak with the Georgiana Slough and Walnut Grove bridgetenders to request openings.

The public dock in Walnut Grove was clean, easy to tie up alongside, and, most importantly, directly across the street from Mel's Mocha & Ice Cream. After a walk through town, a quick shop, and our afternoon ice cream treat, we headed back downriver a little ways to a curve on the Georgiana that had caught my wife's eye on the way north.

We tied to a tree on shore, dinged an anchor astern, and sat quietly in 8 feet of water. It was the perfect place to spend our last night in the Delta. The low tide exposed a little beach, more mud than sand. But the kids swam over and spent more than an hour entertaining themselves ashore, building mud castles and picking blackberries, while my wife and I enjoyed a dip and a drink. It was a perfect Delta summer's eve.

Another day motoring south and west, through additional bridges, found us near Benicia on Grizzly Bay. We anchored a bit north of the Suisun Bay Reserve Fleet, hoping the windward shore would give us some relief from the 25-knot gusts. That wasn't to be, and we spent a night rocking and rolling as the wind and currents fought for control over the boat.

It wasn't too long of a night, because we were up at dawn to catch an ebb down the Carquinez Strait and across San Pablo Bay. We raised the sails to cut across San Pablo close-hauled and could soon see the fog creeping over the top of Angel Island and the Marin Headlands. There was a nip in the air, and, as we crossed under the Richmond-San Rafael Bridge, we knew we were home again.

A week of summer in the Delta evoked old sailing memories from my childhood and created new ones for our whole family. We could have spent much longer exploring, swimming, playing, and relaxing. And we're already looking forward to returning.

— ben shaw

SIGHTINGS

the return of vega

Built in 1892 by the renowned Norwegian boat builder Ola H. Nerhus for trade in the North Sea and the Baltic, the historical vessel *Vega* is still hard at work more than 128 years later, delivering cargos that improve the lives of people living on some of the most remote Indonesian islands imaginable. Every year we sail more than 6,000 miles to collect and deliver donated equipment, including tools and materials that teachers, midwives and health workers need to do their jobs. These items include laptop computers, LED projectors, solar panels, various medical supplies and test equipment, pharmaceuticals, basic school supplies, vegetable seeds, spare parts and reading glasses. The latter are provided free, and we train local health workers to fit them.

In February 2019, during a routine haulout at Phithak Shipyard and Services in Satun, Thailand, an unfortunate incident occurred. The carriage wheels on the marine railway lift collapsed, causing *Vega* to fall onto her port side. An attempt to lift her with a crane resulted in the boat's falling onto her starboard side. The accident caused extensive damage, and the next high tide completely flooded our vessel. Electronics, pumps, machinery — every system in the boat was damaged, not to mention all our personal possessions. The total damage was estimated at more than \$250,000.

Initially the boatyard accepted responsibility for the damage, but two months into the repair work, they changed their mind. In Thailand, going to court would have meant *Vega* sitting stranded for years. Stuck with a yard doing as little as possible, we were forced to hire our own workers to get *Vega* back in action.

We spent the remainder of 2019 — 12 hours a day, seven days a week — restoring *Vega* to seaworthy condition. Eighteen broken frames and 26 planks were replaced. All systems and wiring needed replacement. Every day was another battle with the boatyard. Meggi and I are not rich, so we did much of the work ourselves. *Vega* is now ready to deliver a long list of supplies and equipment that are needed now more than ever.

We were finally back afloat waiting for a weather window at Rebak Marina in Malaysia when COVID-19 brought our renewed plans to a screeching halt. Bent but not broken, we took a deep breath, then dove into the hundreds of jobs that still needed doing. *Vega* is now ready to deliver a long list of supplies and equipment that are needed now more than ever.

Vega is an all-volunteer operation with no salaries, expensive offices or benefit packages. Almost all of what we receive goes directly to deliverables. We do everything possible to cover operating costs ourselves. Insurance, fuel and food are the main expenses.

We need help to be loaded and ready after lockdown. After our missing two years (for the first time in the 15 years since this project started), the

continued on outside column of next sightings page



Above: Shane Granger. Below: 'Vega' delivered kits for these school kids in East Timor.



ALL PHOTOS COURTESY SHANE GRANGER

headsails

using the slider car. For basic starters, have the car set so the genoa sheet bisects or splits the angle formed by the clew of the sail right down the middle. If you slide forward from there you will close down the leech and belly out the sail for more power in the light stuff. If you slide aft from the neutral point you open and de-power the leech, and the boat can point closer to the wind as the foot flattens out. Holding a steady course in a steady breeze is critical to feel the differences these adjustments make.



'Vega' is a traditional Scandinavian galeas — a type of small commercial vessel once common in northern waters. She is 60 feet on deck and 80 feet LOA, with a 16-ft beam and an 8-ft draft.

— continued

Finally, the ability to partially roll the sail is just dead simple compared with an old-fashioned headsail change. Usually go ahead and put in one or two more turns than you think you need and take the power off. You lose some pointing ability, as the luff length is now shorter, but you will gain back in speed when you're not dragging the stanchions and lifelines upwind. It rarely happens, but it is possible to actually get a back-wrap in the headsail. If you are traveling on a run, adjust

continued in middle column of next sightings page

the return of vega — continued

lists of supplies needed are daunting. Donations put the wind in our sails and help keep us out of the doldrums.

Visit our new website at www.vega1892.com to learn more about Vega's mission, the out-of-the-way places we assist, and how you can help.

— shane granger

Readers — Shane Granger and Meggi Macoun met in the 1990s while working for the World Health Organization in Africa. In 2001, they bought Vega, in severe 'fixer-upper' condition, in the Canary Islands. They were on their way to Thailand for boat work when the 2004 tsunami in Indonesia made Vega's ability to carry cargo a raison d'être moment. Vega now supports 22 rural schools, 122 midwives and 18 health posts. — ed.



SIGHTINGS

eight bells for larry pardey

Those of us who still follow Lin and Larry Pardey through social media knew it was coming, but it was still a shock.

"Last night, Larry died peacefully at the hospital-level rest home where he has been cared for over the past year. He is now at peace after four years in special dementia care facilities," wrote Lin on July 27.

Larry Pardey was 81.

Less than a week later, Lin celebrated her 76th birthday. Though the grief was fresh, she says she also felt grateful. "In a way, Larry's passing was the greatest birthday gift. He was suffering from Parkinson's and Parkinsonian dementia, and last year suffered a major stroke. After that he couldn't talk or move without assistance."

Lin and Larry were married for 52 years. As pretty much every cruising sailor since the late '70s knows, during those five decades they cruised extensively aboard two Lyle Hess-designed cutters that they built themselves — the 24-ft *Seraffyn of Victoria*, launched in 1968, and the 30-ft *Taleisin of Victoria*, launched in 1983. (Larry was born in Victoria and grew up in Vancouver.) Their 200,000 miles include two circumnavigations — both eastabout and westabout. They wrote dozens of books, and later released videos, and became the inspiration for a generation or more of other sailors and dreamers.

Their austere philosophy was not without its critics. When they came out with, "Go small, go simple, go now," they weren't kidding. Neither *Seraffyn* nor *Taleisin* had two-way radios or engines, or even a head! (A bucket served that purpose just fine.) For maneuvering in tight quarters or no wind, Larry

continued on outside column of next sightings page

headsails

On a windy S.F. Bay summer day, this Hunter is sailing comfortably with a reefed main and partially furled genoa.



Circumnavigators Lin and Larry Pardey aboard 'Taleisin' in 2006.



— continued

LATITUDE / CHRIS

course up to a reach to prevent this from happening. If the leech falls into the wrap, you will end up with a problem. If the sail is flapping like a flag, this will not happen.

The key here is that you are out on your boat having fun. The better you understand the systems aboard your vessel, the more fun you will have.

People say sailing is expensive and difficult; well, expensive, yes, but hey, difficult? No, it shouldn't be. Sailing in the sun, yes that's fun!

— captain midnight,
acceptable at
the yacht club,
invaluable in
the whale pasture



Lin and several of Larry's friends have created a memorial to him at Camp Bentzon, which is right across the cove from their home base in New Zealand, and from which Larry loved to hear the sound of children's laughter. Donated funds will be used to upgrade and maintain the Larry Pardey Memorial Observatory at the camp, so that the 5,000 schoolchildren who visit every year have a chance to see the night sky unimpeded by city lights. Go to www.facebook.com/donate/288171872420846.

Both *Seraffyn* and *Taleisin* sail on under caring owners. Lin carries on, too. She is presently exploring Australia and Tasmania with Aussie David Haigh on his 40-ft Van de Stadt sloop *Sahula*. And she still writes, on her Facebook page and at www.pardeytime.blogspot.com these days.

larry pardey — continued

was adept at using a long sweep. Until their last trip from California to New Zealand a few years ago (when they had a GPS aboard), they navigated only by the sun and stars, because that's the way they liked to do it.

As they pointed out many times over the years, they never specifically advocated that anyone do it exactly as they did — especially the engineless part. "Our main message was to slow down and don't be overly concerned and confused by lots of gear," says Lin. With many boats these days seemingly weighed down with every gadget and gillickie known to man, it's still a message worth remembering.

There is so much written by and about Lin and Larry (check out Herb McCormick's 2014 book *As Long as It's Fun* for the definitive bio) that we're only going to share a few quick highlights and thoughts we discussed with Lin when we talked with her in early August, beginning with how they met.

"I decided I wanted to learn to sail," says Lin, who in the mid-'60s was going to school in Northridge. So she drove out to the coast, where she was referred to the skipper of a big schooner who had an 8-ft dinghy for sale. They got to talking and the skipper invited her to dinner. Afterward, they stopped at a pub where one of the skipper's friends looked up from a game of pool and asked, "Hey Bob, who's the chick?" Those were the first words she ever heard Larry say. A few days later, Lin and Larry ran into each other again and he invited her for coffee. One thing led to another and Bob — the noted schoonerman Bob Sloan — never had another date with her. "He didn't speak to either of us for two years after that," she says.

From the Larry Pardey highlights reel:

- Larry was Bob Sloan's first mate when they sailed together to film *The Wackiest Ship in the Army* in 1960 in Hawaii aboard a (real) 72-ft schooner. During the filming, he met and briefly dated up-and-coming actress Diana Hyland. She later dumped him for John Travolta.

- In 1967, Larry was part of a 1,700-mile sailing 'race' across the Sahara Desert organized by an ex-Foreign Legion officer. Using custom-made land-sailers, Pardey's team was leading when the race was downgraded to a rally due to "harsh conditions."

- Larry was beardless when he met Lin. After they started cruising, he found it difficult to shave while underway, so he thought he'd try a beard.

- Larry's sailing hero was John Guzzwell, who had solo-sailed a small boat around the world and written a book about it titled *Trekka Round the World*. In later years, Larry got to meet John and the two raced Guzzwell's beautiful self-designed, self-built Open 30 *Endangered Species* together.

- Halloween — October 31 — figures importantly into Lin and Larry's story. It's Larry's birthday, they were married on that day, and both *Seraffyn* and *Taleisin* were launched on that day.

While it's hard to pick the most special moments from a lifetime together, two stood out the day we talked to Lin.

"It was on my very first open-ocean passage with Larry on *Seraffyn* after we'd left San Diego. It was rock-rolly and I got deathly seasick. I was lying on the cabin sole with a pot next to me feeling so embarrassed. Larry came down, sat right next to me and said, 'Remember, Admiral Nelson got seasick on the first day of every voyage he ever went on.'"

Much later, during the first of *Taleisin*'s circumnavigations, the couple were amazed that they had cleared three of the five Great Capes in light breeze under drifter. And how cool it would be to do that at Cape Horn, of all places. But the approach to the infamous Cape was brutal, with winds to 45 knots and confused seas. They were both exhausted. Lin went down at one point during the night and fell into a deep sleep, only to be awakened the next morning by Larry yelling for her to grab the drifter and get topside. When she emerged, sail in hand, he said, "See that lump over there? That's Cape Horn. Wind is down to 12 knots, Put that drifter up! You've made the fourth cape with a nylon drifter up."

COVID-19 permitting, Lin plans a celebration of life for Larry at the couple's home base on Kawau Island in New Zealand on — when else? — October 31. "We're going to bring as many of his friends together as possible, bring in his two favorite musicians, and have a weekend party."

— jr

SIGHTINGS

tilligo and a final journey

I recently bought another boat. I have gone over to the dark side with the purchase of a really nice 1986 Grand Banks 42. Her name is *Grand Dame*. I've had my eye on this specific boat for a few years. I was finally able to get the owner to sell her to me and am very happy with her. Though I will miss sail-

ing my own boat, I can always sail with friends when the urge strikes.

So, I've been working on selling my beloved sailboat, *Tilligo*, a 1988 Union Polaris 36. I have owned her for 16+

wonderful years and put many miles and adventures under her keel. She's an amazing vessel, with everything one would need to safely and comfortably cross an ocean. This boat is not for just any sailor. There are many systems and special kinds of maintenance that must be performed and managed. Over the past year, I have had many interested parties come out and look her over, flying or driving in from all over the country. After viewing her, the comments were always the same: "I just want something

continued on outside column of next sightings page

'Tilligo' anchored off Tiburon.



ANDY SMITH

short

"**Brion Toss**, Port Townsend rigger and author of *The Complete Rigger's Apprentice*, died of complications from cancer in June," writes *Latitude's* longtime proof-reader, Jean Ouellette. "He was 69."

Brion Toss Yacht Riggers is an advertiser in *Latitude 38*, and has been an exhibitor at the Pacific Boat Show. Brion's wife Christian is going to carry on with the business and the name.

The **Oregon Youth Sailing Foundation**, based in Portland, is among the organizations receiving a Youth Engagement Grant in 2020 from US Sailing, with support from Rolex. Grants help with costs for materials, staff training and other expenses of implementing US Sailing's Reach Program.

"Reach utilizes sailing as an educational platform, challenging youth to embrace education, establish a love of learning and explore productive Science, Technology, Engineering, and Math (STEM) based careers," says US Sailing.

Reader Byron Jacobs writes, "The **Mayflower II** is returning to Plymouth, MA, on August 10 after a complete refit. It's the 400th anniversary of the First Thanksgiving; so much was planned and

In the third week of August, lightning sparked wildfires in the dry vegetation of the ridges ringing the Bay Area. While sailing a Catalina 25, Lee Panza shot these photos of a Sierra Point YC (Brisbane) Tuesday night race. "Just as things were getting underway, a brisk north-westerly brought us a dense plume of smoke from the brush fire on Point Reyes. The smoke came pouring in through the Candlestick gap and spread over the west side of the southern Bay. It looked like some kind of Armageddon rather than just a friendly beer can race."



LEE PANZA



sightings

now canceled."

SailGP has partnered with Acronis for a "technology solution that will bring fans closer to the high-speed, high-tech action. Through an innovative voice recognition project, every conversation on board the national teams' F50 catamarans will be tracked, transcribed and translated in real time. This will then be made available to broadcasters and viewers around the globe across a number of mediums and in a variety of languages, including French, Spanish, Japanese and Mandarin."

SailGP CEO Russell Coutts said: "Being able to listen to all of the onboard communications in the different team languages will truly bring another dimension to our broadcast."

In another SailGP press release, the league announced that "Olympic gold medalists and defending America's Cup champions Peter Burling and Blair Tuke will join SailGP as part of the newly formed New Zealand SailGP Team." They'll begin racing when the championship returns to San Francisco in April 2021 to resume the second season, interrupted by the pandemic.

— chris



tilligo — continued

simple to sail around in." Or, "Way too much maintenance for me," and "I just want something to live on and party on."

One day, I got a call from a guy asking if *Tilligo* was still for sale. We chatted for a long time and set up a day to meet at the marina. After meeting and going through the boat, we set up another day to take her out and put her through her paces on the Bay. As we hoisted the sails and cranked on the winches, I could see a warm and satisfied smile on the man's face. That smile continued through the remainder of the sail, as we tacked, ran with the wind, and maneuvered the boat through every sailing angle and configuration.

After we arrived back at the dock, he made an offer on the spot. This was a bittersweet moment for me, as I was happy to get her sold, but very sad because of my love for and attachment to her. I agreed to his offer, which was the full asking price. As we secured the final dock line, he looked at me and said, "Andy, I have an expiration date on my life — I have lung cancer with maybe 10 or 12 months to live. I don't want to die at home in a bed; I don't want to die in a hospital — I want to die on this boat." The whole time he was telling me this grim news, the smile never left his face. I didn't know what to say or how to respond, so I just looked at him, standing on the dock, alongside *Tilligo*. Then I remembered what the original owner of the boat had told me on the origin of the name. It's a Jamaican way of speaking, where they make a word out of a sentence — in this case, "Till I go," hence, *Tilligo*. After what seemed like a long silence between us, I gathered my thoughts, and shared with Jerry the meaning of the name. His smile grew even bigger as he said her name, "Till I go." He nodded his head in approving fashion with this fitting gem of a name for the boat that would take him on his final journey and complete the last item on his bucket list.

He plans to sail her down to Central America, through the Panama Canal, into the Gulf of Mexico, around Florida and off into the Atlantic Ocean. This is as far as he feels he will make it. We plan to stay in touch throughout his passage as best we can. The boat is equipped with a satellite tracking system that allows her position to be monitored anywhere in the world, via the web. I will keep an eye on them as they make their way through three oceans and beyond. Once the position tracking data is no longer available, or it shows fixed at some distant port, I will assume my friend Jerry has passed away on board *Tilligo*, only to continue his journey into the afterlife. I greatly admire this man, whom I barely know, for his bravery, sense of adventure and fearless attitude.

I share this story with a tear in my eye and a grin on my face. Godspeed, my friend; *Tilligo* will take you there.

— andy smith, coyote point yacht club



DAN TEXEIRA

A WELL-EARNED CELEBRATION —

There's no denying that white-sand beaches, brilliant turquoise anchorages and towering volcanic peaks are awe-inspiring to international cruisers. But we think most of them would agree that what ultimately sets one dreamy destination apart from the next, and yields the most vivid memories, are friendships and cross-cultural interactions made along the way with fellow sailors as well as shoreside residents.

In fact, we'd bet that most newly minted cruisers make more new friends and acquaintances during their first few months 'out there' than they would have in a decade back home in the workaday world. Why? Because the cruising life affords them the time and motivation to shed their hard-baked workplace personas, reevaluate their priorities, and perhaps even reinvent themselves into more gregarious, upbeat and intellectually curious versions of their former selves.

The annual Tahiti-Moorea Sailing Rendez-vous (July 24-26 this year) was designed specifically to tap into such curiosity. Its dual purpose is to celebrate

the arrival of a new fleet of westbound cruisers, and to introduce them to a variety of time-honored Polynesian cultural traditions — from music and dance to

outrigger canoe racing. Ever since the Rendez-vous concept was dreamed up 15 years ago, participants from many nations have praised its clever combination of fun, friendly competition and up-close exposure to revered elements of Polynesian life. (TMSR was created and is still run by the sailing event specialists at Archipelagoes of Tahiti, with support from *Latitude 38*, the Pacific Puddle Jump rally, and a boatload of other South Pacific sponsors.)



Part of 4-year-old Sally Lou's cultural education was learning how to open a coconut.

As you can imagine, due to the COVID nightmare, 2020's April-to-September cruising season has been, without exaggeration, the most unusual ever. As reported earlier, in mid-March virtually every popular cruiser destination in the South Pacific slammed its doors shut, declaring emphatically that its waters

were closed to sailors of all stripes.

French Polynesia was a rare exception. While it was officially "closed" to all foreign travelers, authorities left the door open just wide enough for several hundred westbound cruisers to take refuge in one of three harbors, at least

They endured weeks of confinement at anchor, without even being allowed to jump into the water to take a 'sea bath'.

temporarily, to rest, make repairs and reprovision.

Among those who eventually made landfall at Nuku Hiva, Hiva Oa or Papeete during the March-to-May confinement period were boats that were already en route to the islands when news of the pandemic's escalation broke. Other boats had already been cleared out of Panama or Mexico, and their owners found themselves without the option to re-enter. Still others were confined for many weeks in eerie isolation at the Galapagos Islands, straddling the Equator roughly 600 miles west of Ecuador.



ALL PHOTOS LATITUDE / ANDY

TAHITI-MOOREA RENDEZ-VOUS

By the time French Polynesia's confinement policies were lifted in late May, most of the territory's important seasonal sporting and cultural events had been canceled or postponed, including the all-important annual 'cultural Olympics' called the *Heiva*. In addition, after many months of planning, promoting and recruiting an impressive stable of world-class yachts, the Transpac Tahiti was postponed until May 2022. And the territory's premier annual interisland regatta, the Tahiti Pearl Regatta, also had to be canceled.

There were plenty of arguments for shelving the Rendez-vous this year, too. But organizers, sponsors and this writer all agreed that the 2020 cruising fleet deserved to do a little celebrating — not only for completing a major, three-to-five-week ocean crossing, but also for having endured weeks of confinement onboard, at anchor, without even being allowed to jump into the water to take a 'sea bath'.

So, the original Rendez-vous dates were pushed back to July 24, and word

began to circulate via cruiser nets and online posts that the Rendez-vous was on!

Unfortunately, with much of the cruising fleet still dispersed throughout the Tuamotu and Marquesas archipelagos, only about half the usual number of boats were available to participate: 20 boats from seven nations with roughly 100 sailors aboard. The upside, though, was that with fewer participants, the whole event was a more intimate experience for all who attended.

The Rendez-vous' well-balanced

Clockwise from upper left: Outrigger canoe races on tranquil Opunohu Bay. Lauri of 'Sea Bear' sports her favorite 'Lat 38' T-shirt while tasting Moorea-made wine. Local dancers perform sensuous traditional moves. Mako, the affable M.C. 'Mandalay's' winning chute. Tug-of-war tension. Nino samples old-school weightlifting. The fruit-carriers' race. Splendid conditions for the crossing.



By the looks of it, Metta and Nels (left) of the Jeanneau 45 'Jazzi' had as much fun on the crossing as their four Tahitian guests.

three-day itinerary has required few changes over the years. Following registration and a meet-greet cocktail session on the Papeete waterfront Friday afternoon, the fleet lined up Saturday morning outside Papeete's harbor for a sailing rally/race to Moorea's majestic Opunohu Bay (18 miles). With sunny skies and 12-18 knots of breeze, conditions were



A WELL-EARNED CELEBRATION

ALL PHOTOS LATITUDE / ANDY



Pretty as a postcard, the "self-made" Danish sloop 'Atreju' glides in Opunohu Bay after a splendid sail from Papeete.

near perfect. The well-sailed Danish catamaran *Mandalay*, a Fountaine Pajot 42, was first to finish, powered by a huge masthead spinnaker emblazoned with a Viking logo. And it was easy to predict the monohull winner: A repurposed IMOCA 60 around-the-world racer named *Some-where of London* took the honors.

Perhaps the most impressive aspect of the rally/race, though, was that more than 30 Tahitians were invited to ride along on the crossing aboard a variety of boats, the goal being that they would learn a bit about the cruising lifestyle, while the sailors who hosted them would gain insights into Tahitian life and values. The Florida-based Privilege 42 *Wind Dragon* was particularly generous in hosting six at-risk youth for the crossing, most of whom had never set foot on a sailboat.

The day's destination, Opunohu
Something to celebrate! As you can tell by their enthusiasm, these Rendez-vous participants were fired-up by the experience.

Bay, is a classic lagoon fringed by verdant volcanic peaks that's right out of a tropical daydream. Perched along the shore near the back of the bay is the historic Kellum -state, an idyllic garden property where the Rendez-vous' shore-side activities were staged. At the cocktail party Saturday evening, thirsty sailors were invited to sample Moorea-made wine, as well as Tahitian rum punch.

After dark, the sailors were treated to an authentic, high-energy dance performance that featured fire-dancing as its finale. A bountiful Tahitian feast followed, which included traditional preparations of many favorite Tahitian recipes.

On Sunday morning, members of the *Te Firinape Va'a* canoe club arrived at Kellum's, as promised, aboard four brightly painted, six-person canoes that were said to be equally matched in speed potential. Teams of four sailors, often from different boats, had been formed the night before, all with silly team names, just for fun. With Tahitian paddlers in the front and stern of each boat, a series of elimination heats were staged, followed by the final — which was won by an almost-all-woman crew. Lesson: Big guys may be strong, but their weight slows the boat.

After the races a variety of centuries-old Polynesian contests were staged on the lawn, including the fruit-carriers' race, a tag-team relay race where runners carry a hardwood pole weighted by stalks of bananas; stone lifting; the coconut-husking contest; and good old tug-of-war.

Later, as the sailors digested the many courses of their authentic Polynesian lunch, another dance troupe performed a final series of dances that were as athletically impressive as they were sensuous.

As anticipated, this year's Rendez-vous gave participants a much-needed respite from worrying about COVID and the widespread restrictions on cruising beyond French Polynesia. In addition, in its own small way, I think it succeeded



After Tom Woodward's father died, the British sailor adopted his dad's dream of sailing this ex-racer around the world.

in promoting empathy and cultural appreciation between people of dramatically different backgrounds. And that's something our world could use a lot more of these days.

— latitude/andy

Readers — It's hard to predict what the situation will be like in French Polynesia and other Central South Pacific cruising grounds six months from now, when the annual cruiser migration from the West Coast would normally begin.

As you may already know, out in the islands, many governments, and hundreds of cruisers, are currently in wait-and-see mode related to the pandemic.

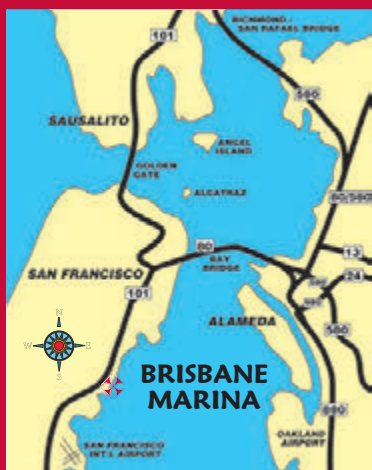
The 2021 Pacific Puddle Jump rally

is officially in hibernation until November 1, and dates for the 2021 Rendez-vous, have not yet been announced. But stay tuned for updates. Things will hopefully get back to some semblance of normalcy eventually.

— andy



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FROM ST. FRANCIS PERPETUAL REGATTA

DIANE BEESTON / SFYC ARCHIVES



Above, left: 'Athene', an S&S 63 yawl, won the inaugural St. Francis Perpetual Regatta in 1964. **Right:** John Kilroy's 'Kialoa 3' flies a blooper and a mizzen spinnaker. **Below:** Start of a race in 1967.

In late July, *Latitude 38's* Racing Desk received the press release we'd been expecting. "Due to the ongoing global pandemic, the 2020 Rolex Big Boat Series hosted by St. Francis Yacht Club in San Francisco, California, has been canceled," stated the official announcement.

"These are difficult times, and this was a difficult decision, but as a socially responsible member of both our local community and the greater sailing community, it was the right decision for St. Francis Yacht Club and all involved,"

said Commodore Ken Glidewell.

The regatta typically draws sailors from around the country and abroad. It had been scheduled for September 17-20, 2020, with racing for invited one-design classes, ORR boats greater than 30 feet and a Classics division for yachts built before 1955 and at least 48 feet long.

"Up until the final decision was made, we were fully vested in planning to safely race in 2020," said Susan Ruhne, the regatta chair. "We were encouraged by the 51 skippers who had registered to compete, and we had plans in place to mitigate the risk of contracting COVID-19. We weren't giving up, but reality is not something we can avoid."

The event was also to serve as the J/88 North American Championships and the Express 37 Pacific Coast Championships. "This would have been the 30th anniversary for the Express 37s, a class that's been incredibly competitive on our racecourse," said Ruhne.

This is only the second time the series has been canceled since its inception in 1964. The 2001 regatta had been scheduled to begin on Thursday, September 13. On Tuesday that week, multiple terrorist attacks on the opposite coast

DIANE BEESTON / SFYC ARCHIVES



TO ROLEX BIG BOAT SERIES



DIANE BEESTON / SFYC ARCHIVES

Above, left: Jim DeWitt chartered the Santa Cruz 50 'Silver Streak' in 1981 and won the St. Francis Perpetual Trophy. Right: Frank Kawalkowski's PJ 48 'Sirona' won the City of San Francisco Trophy in 1974.

reverberated throughout the US and the world beyond. StFYC at first planned to shorten the series to the weekend only, then canceled it completely as it became clear that travel by air and across borders was impossible — and the country was in mourning. Competitors flying in from New Zealand were turned around midair with no explanation until they landed back in Auckland.

In lieu of a Big Boat Series report, *Latitude 38* ran a retrospective in the October 2001 issue. Susan Ruhne called it "a great resource that I've gone back to many times."

In 1964, RC Keefe convinced Commodore Stan Natcher that StFYC should create a series to showcase big-boat talent. Nine entries from Northern and Southern California competed in that first regatta. Jim Wilhite's S&S 63 yawl *Athene* was awarded the St. Francis Perpetual Trophy.

The regatta soon morphed into the Big Boat Series, but evolved with the times as sailors' interests — and boats — changed.

The BBS hosted the glory days of IOR and IMS racing and welcomed maxis, sleds and America's Cup class boats. Entries topped out at 115 in 2003. In 2004,

the club first used the IRC rule for boats 35-ft and longer. Numerous one designs and ratings-rule classes have used the series for various championships. In 2005, Rolex came aboard as title sponsor and donor of coveted wristwatches for select divisions. Five additional trophies have joined the original St. Francis Perpetual.

"The St. Francis Perpetual Regatta was started to encourage racing between large ocean-racing yachts," Susan Ruhne told us. "As the types of boats people raced have changed, we have changed too. One designs have become a huge part of the regatta — the Express 37s joined in 1990 and the J/105s not long after. Many fleets have used RBBS as

Chris Dickson and Larry Ellison sailed Ellison's 'Sayonara' in the 91-boat 1996 edition. They won the IMS Maxi division.



LATITUDE / ARCHIVES



FROM ST. FRANCIS PERPETUAL REGATTA

STEPHEN BUCKINGHAM



Melges 32s in 2010. Luca Lalli's Italian entry 'B Lin Sailing' won the 27-boat class.

They said, 'We can only do windward/leewards,' and sure enough we sent them on a Bay Tour on the last day. They were ecstatic about it. We wanted to give people different experiences, and even get them out of their comfort zone, get me out of my comfort zone.

"When I got out on the racecourse as a competitor, there was stuff that was difficult to figure out in terms of which way to go or how to get there. That meant it was good, it wasn't the same. We always tried to do something innovative within the constraints that we had. You know, trying to make the competitors think on the racetrack, and not make it the same old thing all the time.

"The other thing we've done is be inclusive. One of the events when I was first into this sport, coming up from

their tune-up before a World Championship on the Bay — Farr 40s, Melges 32s, Melges 24s, J/70s."

Ruhne has served as regatta chair since 2015. Norman Davant preceded her for about 15 years. "A wise man — Tom Leweck — once told me that the yacht club is there to shoot off guns and hand out trophies. I took that advice," Davant told us over the phone. "We always tried to do something different, innovative, minds open, don't try to tell people what to do, but be as open to new ideas as possible. People don't like change, but every time we made a change, people were excited about it. One example was when the Melges 32 fleet showed up for their championship.

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Melges 24s in 2013. Scott Holmgren's 'Rosebud' won the 35-boat class.



J/70s in 2016, a prelude to their Worlds. Hailing from Mexico, Julian Fernandez Neckelmann's 'Flojito y Cooperando' won the 36-boat class.

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Southern California, I think there were 25 boats in the regatta. It was not a big event. Then we evolved into having more than 100 boats. Then the next years not so much, and we got criticized for not having as big an event. Having the smaller boats, J/70s, Melges 24s: 'Why would you have those boats in the Big Boat Series?' Well, they're very active, super-good fleets. And that's what people are evolving into. So instead of us saying no, we embrace it and say yes. We were trying to be inclusive and innovative. That was my mantra for 15 years. And Susan over the last five has done the same thing and will continue to do so."

Speaking of inclusive, the RBBS is not just a StFYC regatta. "You really draw on volunteers and assets from clubs all around the Bay," we commented to Davant.



TO ROLEX BIG BOAT SERIES

He agreed: "It takes way over 100 volunteers to run the event. (It takes a bunch of professionals as well.) The way we get people engaged in this sport, the way to get people engaged at yacht clubs, is to invite them.

"Many people think that St. Francis is an exclusive place. It's the opposite — it's an inclusive place. We support sailboat racing, we support boating; if somebody has a powerboat or powerboat skills, we take advantage of that. We reach out to all the other yacht clubs. There's a lot of people on the race committee who are not St. Francis members. It takes a village to run the event, and it also continues to keep that village strong by having an open policy for the event.

"It's a bummer we couldn't do it this year. But I want to mention Rolex, because Rolex has given us the opportunity to do things that we would not normally do. Rolex has always been incredibly supportive of us being innovative. They've never put any constraints on what we wanted to do. They've always embraced the sport. They've never

said you can't do X, they always said, 'Sure, sounds great, we trust you, make it happen.' And that's allowed us to do a lot of things that we couldn't do otherwise."

The 56th edition of the regatta that evolved into the Rolex Big Boat Series is scheduled for September 15-19, 2021.

We asked Susan Ruhne what the goals are for the future. "Get more boats to untie the docklines and come racing," she responded. "We'd like to see more ORR racing on the Bay, even if clubs or the YRA dual-score with both ORR and PHRF. Keep finding ways to reduce our footprint, like our water filling stations and reusable drink cups



LATITUDE / CHRIS

Signs of the times? After downsizing from a J/125, pals Paul Cayard and Andy Costello won the 13-boat J/70 class in 2014's 50th anniversary series on Costello's 'Double Trouble'. That year, 99 teams competed. Last year, Cayard sailed aboard a Rhodes 54 in the Classics division.

in 2019. Grow and improve our social media so more people can spectate from around the world. Who knows what else we'll see in the future as the boats and types of racing change!"

— **latitude** / chris

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WASHINGTON TO SAN FRANCISCO —

In the buying and selling of yachts, it always seems as though the right boat is in the wrong place. With real estate prices being what they are and with COVID-19 travel restrictions, it's somewhat easier to bring the boat to the buyer, rather than have the buyers relocate to where the vessel is berthed. Besides, who knows what kind of school system they have there and where the nearest Starbucks is?

Enter the delivery skipper. His job is to relocate the vessel in a safe and timely manner for less money than it would cost to transport it by truck or by ship. In some cases, the vessel is simply too large to transport economically and has to travel on her own bottom. These are the boats my mother would like. Her policy was to never travel on a vessel that is shorter than your age.

Seattle to San Francisco on a Monohull

This journey takes us to Seattle. Usually I try to get there a day or two before departure for fueling, grocery shopping and systems checks. Sometimes the owner wants to come along. Sometimes they don't, and that is why they hire a skipper. In this case we were on a performance-oriented cruiser, the Sabre 426 *Second Wind*. The crew were the owner and his lovely wife, two fine San Francisco Bay sailing women, and

Velina and Peter Barnes.



DEIRDRE COLLINS



DEIRDRE COLLINS

Snack time.

myself as delivery skipper. Some insurance companies require a licensed skipper for offshore voyaging until the owner has enough miles under his keel. The plan was to make it from Seattle to San Francisco nonstop, in five to seven days depending on the weather.

There are dozens of free websites like PassageWeather and Windy for keeping track of predicted wind and waves. Generally, June-August sliding down the West Coast and watching the thermometer rise is either reaching or running, although not always.

The wind compresses and the velocity increases at the capes, especially Mendocino, but downwind sailing is fun, and if it gets too rambunctious, simply stow the main and run with the jib on a stick — a rolled-up headsail on a whisker pole — and away you go.

Interestingly, this boat did not have a pole of any kind. We actually ran wing and wing sometimes, and the pole certainly moved up the priority list after the sailmaker delivered a repair estimate for the UV cover, which took a beating from the headsail's collapsing as the vessel rolled down the waves.

We caught an evening ebb out of Seattle, made Port Townsend in about six hours and started bucking a flood to Port Angeles. We motorsailed overnight and pulled into Neah Bay. The Makah Tribe has the reservation shut down due to C-19 and you're not allowed off the boat,

or access to any services. We transferred four jerry cans' worth of fuel with a slick plastic siphon device and were off Cape Flattery by noon.

Let's take a moment here. If you are a West Coast sailor and have never seen the rock formations and the waves crashing on Tatoosh Island, or Duntze Rock just breaking the surface, you really should. It is unforgettable.

We rolled out the genoa and beamreached at hull speed overnight. We had a cool overlapping watch system with two on deck for four hours at night and six hours in daylight. No autopilot, lots of music choices, porpoises, great chow and generally motoring in the morning to charge batteries and keep our hull speed over 5 knots.

Who knows what kind of school system they have there and where the nearest Starbucks is?

From Cape Flattery to Cape Disappointment — who creates these names? As we proceeded south, the wind filled in solid, as predicted, and we were pushing 200-mile days.

We would reef down at night and installed a boom brake in case the helmsperson got distracted when we caught a fish or sunscreen dripped in their eyes

AND VICE VERSA



DEIRDRE COLLINS

Above: The Seattle-San Francisco delivery crew, clockwise from foreground: Deirdre Collins, Andy Schwenk, Velina Barnes, Lisa Wilson and Peter Barnes.

Below: Homecoming for 'Second Wind'.

— don't ya hate that?

The last 24 hours were just what the doctor ordered: 12- to 15-ft seas and winds gusting over 30. We tucked in the second reef and rolled the genoa down

about 50%. Everybody was in the 12-knot club and our top speed was 16.9. Heck, let's turn up the averaging damper and call it 17! We jibed about a dozen times to average 5-15 miles off the coast, as when we turned deep the headsail would collapse too much — very annoying. In these conditions we would 'chicken-jibe' or wear the boat around to ease strain on the gear.

We cleared under the Golden Gate in five days, five hours. Captain Midnight won the ETA betting pool, resulting in enough cash to catch an Uber home.

To be honest, not every voyage ends like this. I think each person aboard was secretly hoping it could've been just a few more days and we could have shared a few more giggles. Watch for a gorgeous, navy-blue hull and a smiling blonde woman on the helm with her proud husband beside her — they're the new kids on San Francisco Bay.

San Francisco to Anacortes on a Multihull

Catamarans are still fairly rare along the West Coast of the US. Catamarans heading north rather than south are rarer still. Be that as it may, I was recently hired to skipper a Leopard 39 from San Francisco to Anacortes, in the heart of the San Juan Islands. I thought it would make a neat compare/contrast article to the monohull delivery south, along the same course, two weeks earlier.

We set out past the "Do Not Turn Right" sign on the North Tower of the Golden Gate at about midnight on a fairly good ebb. The wind was predicted to be light northerlies for this trip, and for the most part it was. No fancy chartplotting or nav gear required. Simply look aloft and follow where the wind arrow pointed.

This vessel had a 30hp Yanmar in each hull. On flat water using one engine, she made 6 knots; with two engines, 6.5 knots. When punching into waves, both engines were required to make just shy of 6 knots. Each hull carried a 43-gallon fuel tank, so the burn rate was a gallon an hour for each engine.

We set three-hour watches for the nighttime hours among the three of us. The plan was to pick up the owner and his pal in Crescent City. With no favorable winds predicted or found, we minimized mileage and stayed 2-7 miles off the coast and almost made Crescent City with both engines running but not quite. The fuel dock is dead simple, and it's a little-known sailor secret, but some



CINDE LOU DELMAS

VICE VERSA

diesels on some days don't really have to be bled to restart. Crescent City offered reasonable moorage rates and lots of action at the fish-cleaning station.

The owner and his pal arrived with everything they sell on the internet for fishing, and a YETI cooler full of custom meat products.

It's always windy off Cape Mendocino, and we eventually decided, "OK, it's gonna be a little lively but let's

do this thing." Yes, it was lively. Cats have this thing called 'hull slap.' It's when waves get up between the hulls and whack the bottom in between. It can get annoying, especially to the crew sharing the bucket on their knees in the main salon. Things

The geography.

ANDY SCHWENK

The Leopard 39 'Seabatical'.



settled down, and we chose Tillamook for pit stop #2. The owner had brought four 5-gallon jerry cans, and two were left as we rode a massive flood into the fuel dock.

We filled the water tanks and fuel tanks, ate a celebratory ice cream bar, and shoved off into the Blue Pacific before the tide turned. The fish assassin the owner had brought aboard insisted we allow him to troll for one hour off the mouth of the Tillamook. If you're like me and have had your ass thoroughly kicked off Cape Flattery, you know the difference an hour makes when you're chasing weather-chasing windows at that crucial corner. Maybe you're sitting there thinking, "What's the difference between 2.5 and

6 knots?" Well, I can tell you this: We had five salmon aboard in less than an hour.

If I'd had any idea how to use a gaff in order to drag that fish flesh aboard rather than just ripping the hook outta their mouths, we woulda had two more. Fresh salmon, flat, greasy seas and a badass cribbage tournament made for a classic evening.

Usually all a skipper has to do is make Neah Bay, just inside the Cape, and it's a cakewalk home with full fuel tanks and more frozen treats. This year you're not allowed off the boat due to C-19. Fortunately we caught a rare easterly in the Strait of Juan de Fuca and had enough

"Do not raise spinnaker less than 2 miles from final destination."

fuel to coast into Anacortes.

Well, it wasn't exactly that easy... As we entered the final leg down Guemes Channel, the owner mentioned he really wanted to fly the spinnaker. Chapter One in the delivery skippers' handbook clearly states, "Do not raise spinnaker less than 2 miles from final destination," and there's a reason why. Once the sheet was firmly wrapped in the prop, we found a calm spot where nobody in my hometown could see me strip down to my swimming costume for a quick dip in the icy water to unscramble that mess.

As we motored into the harbor, high fives were exchanged, followed by a drop of Nelson's Blood all around and more salmon on the BBQ. We were able to trade some salmon for Dungeness crab with our neighbors across the dock.

Yes, I like catamaran sailing. What's not to like?

— andy schwenk / uscg-licensed captain, instructor and rigging specialist



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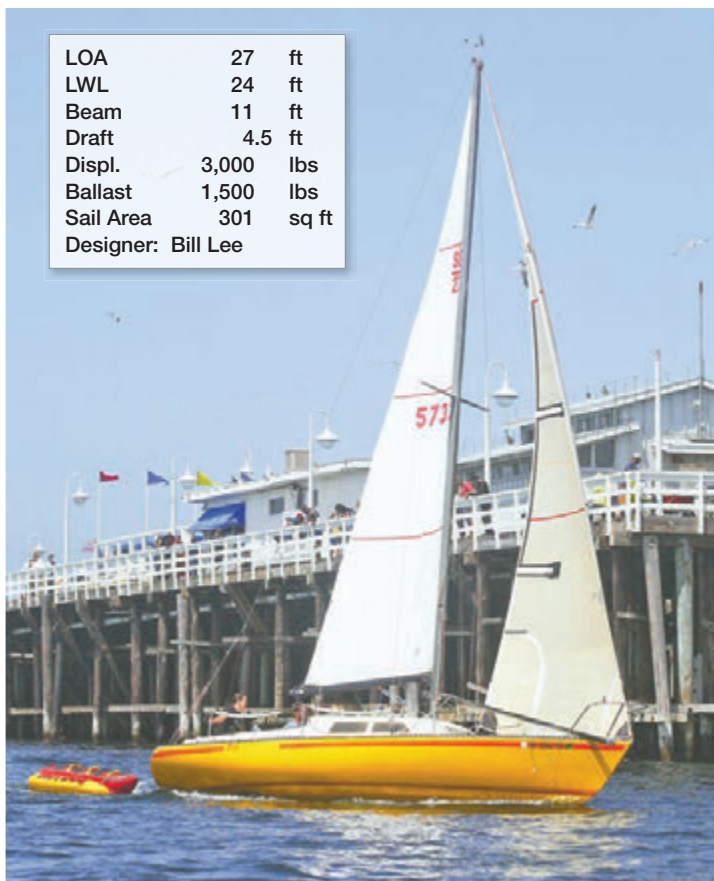


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SANTA CRUZ 27

Way back in October 1983, *Latitude 38* did a Boat of the Month story on the already well-established Santa Cruz 27. Now, 37 years later, we decided that it was time for an update. The boats haven't changed much, but the class has new owners and new energy contributing to the continuation of Bill Lee's 'Fast Is Fun' ethos. One of the new owners, Ros de Vries, brings us the update. — *ed.*

When it comes to talk of popular one-design racing boats on the West Coast, there are certainly standout favorites. Yes, there's the scrappy Santana 22 fleet. There are the Express 27s and the Olsons and the J/24s. But from Columbia Gorge to San Pedro, no one class gets the reaction of, "Hey, that's a cool boat!" as reliably as the Santa Cruz 27.

Bill Lee's most prolific ultralight displacement boat (ULDB) design is known for its ease of handling, high performance in both light and heavy winds, trailerability and, well, ability to outrun and outlast. Boats that were produced near the beginning of the SC27's production run (c. 1974) are still thundering along today; nearly 50 years on, it's still a competitive boat, or more pointedly, one to "get you back to the bar first," as original client Martin Roe stated in his design requirements to Lee.

Beyond the buoy racing scene, the Santa Cruz 27 has demonstrated that its lightweight 3,000-lb design can still take a real beating. Born and still at large in Monterey Bay, it's an ocean boat at heart. This was stressed to me by John Simpson, who completed the Singlehanded Transpacific Race in 2018 on his SC27 *Crazy Rhythm*. The race to the finish line pitted him against a Hylas 42, a boat that in all respects apart from speed is almost the SC27's opposite. Imagine the SC27's scrappy David, sailing toe-to-toe against the Hylas's Goliath,

ALL PHOTOS ROS DE VRIES EXCEPT AS NOTED

which boasts almost three times the displacement, three times the sail area, and certainly many more comforts than you could cram beneath the SC27's 4-odd feet of headroom. And with a well-maintained SC27 selling for around the \$13,000 mark, there's something to be said for a capable bluewater boat that costs one-tenth as much as its closest competitor in a race to Hawaii.

The accessibility of the Santa Cruz 27 has given it staying power, across both decades and generations. First, there's real bang for your buck. As Evan Diola, the defending SC27 national champion, said: "The Santa Cruz 27 has a great look to her."

It's still a competitive boat, or more pointedly, "one to get you back to the bar first."

It holds crew comfortably and does great with its big sail area when PHRF racing. It's a bit harder to handle than a Moore 24, and you get a little more beat up, but that makes you strong!"

Bill Lee was 26 when he designed the SC27, and his motto, 'Fast Is Fun', certainly describes the youthful exuberance of his designs. When asked what drives the "Fast Is Fun" factor, Rachel Cherry, who has sailed with Evan since their meeting in the Santa Cruz Yacht Club Junior Program, put it this way: "The masthead kite has a lot more oomph and power than the Express 27, the boat is an extreme surfing sled — and in a big breeze, it will take off!" Rachel and her partner Mark Voropayev won the SC27 division in Richmond YC's 2019 Great Pumpkin Regatta on their boat *Kasatka*, beating out Evan that time.

Secondly, there's the scene. If you spend a moment with any committed Santa Cruz owner, you'll learn that their roots tend to go deep. Evan and Rachel both grew up on the water, in families that raced. Evan's earliest memories were sailing with his dad, brother and uncle, on Nationals-winning boats

John Simpson sails 'Crazy Rhythm' into Kauai's Hanalei Bay, in 2018.



LATITUDE / CHRIS

BOAT OF THE MONTH

The 2018 Santa Cruz 27 Nationals at Made in Santa Cruz Race Week.

such as *Get Down*, *Kurzweile* and *Hanalei Express*; the latter was skippered and owned by former class president and SC27 legend Rob Schuyler.

Evan recounts his proudest moment, when he won the Santa Cruz 27 Nationals during the 2018 Made in Santa Cruz Race Week. In the first four races, Evan and crew scored four bullets, one of them for placing first in the Dave Diola Memorial Distance Race, a tribute to his late father. He describes that as a truly profound moment — and all within a fun, well-attended and action-packed regatta.

There's the saying, "Every hour of racing is two hours of maintenance." And so after decades of rounding marks and crossing oceans, it should be no surprise that maintenance is an ongoing affair. In light of that, the Santa Cruz 27's longevity has in part been a testament to the skill and hard work that people have been willing to put in — and willingness to help others do the same. It helps, of course, that so many of the Santa Cruz racers are in the maritime trades.

Rachel, Mark and their first mate, Erik Upson, are practically a boat-building shop in their own right. From Rachel: "*Kasatka* makes me proud every time I see her. I think it comes from all

the love Mark and I have poured, and continue to pour, into her. My proudest moment was probably *Kasatka's* first splash after her refit last spring." Rachel laid fiberglass and performed bulkhead repairs, while Mark (Left Coast Composites) and Erik (Moore Sailboats) repaired damage from a previous collision, reconfigured the deck layout, and gave her a new exterior.

Evan himself is a spar builder and rigger at Ballenger Spar Systems; in 2019 and 2020, heavy involvement in major boat repairs has preceded (and nearly endangered) the defense of his championship title. This year, he is forgoing much of his social and sailing life to redo the topsides of his boat, *Mistress Quickly*, at legendary boatbuilder Ron Moore's shop. It's true, Santa Cruzes do require the occasional bout of intensive care. But according to Evan, "They're worth saving!"

Meanwhile, there is a very active Santa Cruz 27 National Class Association Google Group and Facebook page, fueled by tech-savvy members and a touch of youthful ambition. This year, Phil Strause of Berkeley YC (*Wolpertinger*) was named SC27 fleet captain for San Francisco Bay, marking a new expansion from mother shores and into The City that Knows

Left: Evan Diola at Santa Cruz Marina. Right: Evan's SC27 'Mistress Quickly'.



SANTA CRUZ 27

How. Phil also represents the younger generation of sailors who have maintained the SC27's notoriety. In his words, "The SC27 is a fantastic platform that is perfectly suited to sail singlehanded, doublehanded and, eventually, fully-crewed again" — pandemic pending, of course.

"I hope with an active fleet, others will be inclined to keep a lookout for their own SC27 to resurrect and get out on the race course."

After speaking with so many passionate SC27 owners, we were compelled to find out what Bill Lee thought of this runaway success in particular. After all, The Wizard (as he's known by many) went on to build much larger, more high-profile boats — most notably *Merlin*, which set and held the Transpac course record for the 20-year period from 1977 to 1997. *Merlin* was adapted to become the Santa Cruz 70, the first of the California sled fleet and the next progression in big-boat racing.

When asked about the Santa Cruz 27's enduring popularity — which in no small way can be credited to its design — Mr. Lee maintained an even keel. "You never know what is going to turn into a cult following and what isn't," he said.

But that isn't to say that it was all a shot in the dark. More



The next-next generation: Gary Mirfield on SC27 'Good Timin', sailing off Santa Cruz with his family and their dog.

directly, he added, "They are great boats, and they just keep going." Bill Lee retired from building boats in 1994 — and still lives in Santa Cruz.

— ros de vries



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DONALD M. GORING —

ALL PHOTOS COURTESY THE GORINGS EXCEPT AS NOTED

It's not unusual for the small world of sailing to provide moments of confluence. We received a note from Monique Selvester letting us know that her friend, John Fredericks, was caring for West Coast sailing pioneer Donald Goring, now 92 years old. Don brought the original Van de Stadt ULDB Black Soo *Starbuck* to the West Coast. (*Starbuck's* current owner, Stephen Buckingham, just happens to have her up for sale in our *Classy Classifieds*. And Dutch yacht designer E.G. van de Stadt and his Black Soo design were featured in the June edition of *Seahorse* magazine.)

Fredericks connected us with Don's son Morgan, who gave us a rundown on some of his father's exploits, which, if recounted in their entirety, could fill a book. To get some additional perspective on Goring, this month's *Letters* section includes a rerun of a letter he wrote to us in February 1998. — *ed.*

As a sailmaker, despite learning all the traditional 'old-school' techniques of handwork, Donald Goring was always avant-garde and trying new things to make boats go faster.

Donald's lengthy sailmaking career began with an apprenticeship under William Hard of Hard Sails in Islip, Long Island, in the mid-1950s. Hard Sails was then on the cutting edge of design, being the first loft to use Dacron fabric for

sails. Donald learned both traditional cotton and hemp handwork plus the new Dacron while in Islip.

By 1958 he was back in his hometown of Seattle, working as a sailmaker at

Pier 65 and continuing the numerous friendships he'd made as a student at the University of Washington. After a couple of years in the Seattle rain, he'd had enough, and in 1960 he tried sailmaking in New Orleans. His impression of the Big Easy was, "They're all crooks."

By the early 1960s, he was working for Peter Sutter in Sausalito. Sausalito was a lively town then, and he got to work with Sterling Hayden and Spike Africa on the schooner *Wanderer*, and made sails for the 110-ft schooner *Le Voyager*, and did a few stints as sailing master aboard the schooner on her trips to Mexico.

The Black Soo 'Starbuck' in 1992 and in 2019.



Donald Goring during the 1986 Vallejo Race aboard 'Mirage', a 'Starbuck' sistership owned by Ben Mewes.

In the late 1960s, Donald opened his own loft at 730 Polk Street in San Francisco. He spent long hours in the loft, building up the business despite the Summer of Love happening in the City. As an early multihull proponent during the popular homebuilt Piver and Brown years, he made sails for many trimarans in the Polk Street loft. He later raced aboard a Crowther Buccaneer 33 for a while, but could not adjust to the lack of heel underway, didn't like the sea motion, and decided to stick with light-displacement monohulls.



SAILMAKER FOR 55 YEARS



Racing his small sloop *Growthtiger* on San Francisco Bay, Donald thought that competing against the bigger boats was inherently unfair, so in 1967 he helped found MORA, the Midget Ocean Racing Association, with a maximum boat length of 30 feet.

He wanted a faster boat and, with partner Ralph Nobles, commissioned a 9-meter *Zeeslang* (Black Soo) hard-chine sloop to be built at the Van de Stadt yard in Holland. *Starbuck* was delivered in 1968 and went on to win many races, including the third annual San Francisco to Newport race in 1969. *Starbuck* was still winning singlehanded races in the 1990s and early 2000s under skipper Greg Nelsen, including winning the Singlehanded Transpacific Race overall in 2000. Fellow Singlehanded Sailing Society member Stephen Buckingham bought her from Greg and continues to race her.

Ralph was an interesting character. As one of the youngest physicists on the Manhattan Project, Ralph witnessed the first atomic bomb blast, the Trinity Test, firsthand (see www.atomicheritage.org/profile/ralph-nobles). Ralph was so enamored with *Starbuck's* speed and seakindliness that in the 1970s he built "big *Starbuck*," a 40-ft version, in his Redwood City backyard. Big *Starbuck* is still sailing San Francisco Bay.

While campaigning the little *Starbuck* in the late 1960s and early 1970s, Donald's crew included George Olson and Ron Moore, both ULDB proponents. Donald's biggest regret with *Starbuck* was that funds were tight and she was built from marine ply instead of being a lighter fiberglass sandwich. He owned *Starbuck* on and off for 30 years and continued experimenting with her; she was converted from cutter to sloop, with a full-batten mainsail and later a self-

Some designs from Goring's Alameda sail loft.

tending, full-batten jib. A 'sugar scoop' transom extension was added that significantly improved boat speed. He tested vortex generators about one-third of the way back from the luff of the main as a way to improve laminar flow over the sail upwind. With *Starbuck*, he was forever sold on the hard-chine concept as the best way to get a monohull to plane downwind; under the right conditions, *Starbuck* surpassed 20 knots under spinnaker.

Donald had learned how to sail on the mostly placid waters of Puget Sound as a student at UW in the early 1950s. While he did extensive offshore racing throughout his career, he considered light-air sailing his consummate achievement, being able to make any boat move under almost any conditions. His offshore racing from San Francisco Bay began with *Growthtiger*, then *Starbuck*; there were numerous Farallones, Newport, Bodega Bay, Santa Cruz and Monterey Bay races in the 1960s and '70s.

Donald left San Francisco in the early 1970s to try homesteading in British Columbia, but sailing and sailmaking were never far away. While in BC, he converted a community hall at Gorge Harbour, Cortes Island, into a part-time sail loft, and continued making sails for the burgeoning fleet of homebuilt multihulls in the Pacific

Northwest.

In the late 1970s, he sailed a 35-ft sloop from Seattle to Ketchikan, Alaska, and repeated that trip in 1980 with a Skipjack 45 ketch. Neither of these boats had functional motors, so Donald got to put his light-air sailing skills to good use. During these trips he dreamed up the idea of an Inside Passage race from Puget Sound to Southeast Alaska, a concept that he drew up on a large wall hanging and displayed at his Alameda loft for 25 years. The race finally became a reality with the R2AK starting in 2015,

Did a Sausalito to Lahaina MORA race happen in 1969?



DONALD M. GORING

including the prohibition of motoring.

In the late 1970s, while still in Canada, he served as sailing master aboard a yacht for the Victoria to Maui race, and subsequently spent a year in Hawaii working in a sail loft. After Hawaii, in the early 1980s Donald worked for a sail loft in Seattle, then returned to manage the Johnson & Joseph loft in Oakland. By 1983, J&J had closed and he started Bogart & Goring Sailmakers in Alameda, which ran until his retirement in 2010 at age 82.

In the mid-1980s, he collaborated with Alan Adler (of Aerobie flying disc fortune) on his Fast 40 project. The Fast 40 was an innovative design with a lifting keel, and Donald's job was to create a double-clamshell mainsail with foam-filled luffs that would replicate an actual wing section when sailing upwind.

In the late 1980s, Donald worked on the restoration of the scow schooner *Alma* for the San Francisco Maritime National Historical Park. In order to make period-correct sails for the *Alma*, he ordered rolls of Egyptian cotton and genuine manila hemp rope. In true 19th century style, the Egyptian cotton had

to be wet, stretched and sun-dried prior to sewing. The peak, throat, tack and clew cringles were created by hand from hemp and sewn in by hand. The luff and footropes were also handsewn to the sails.

Donald had warned the Park Service that traditional cotton sails could never be put away wet, or they'd mildew and turn black — which is exactly what happened. *Alma's* main weighed hundreds of pounds when completed. One person alone could not be moved the sail, yet he managed to build the entire sail on his own, without any assistance. (For more on *Alma*, see [https://en.wikipedia.org/wiki/Alma_\(1891\)](https://en.wikipedia.org/wiki/Alma_(1891)).)

In 1990, at age 61, Donald raced in the San Francisco to Kaneohe Bay Pacific Cup as sailing captain aboard Fred Weibel's MacGregor 65 *North Star*. Fred of Weibel Wines was one of Donald's oldest continuous customers. He had made sails and worked on Fred's boats



Hand-sewing 'Alma's main.

for 30 years. He was proud to say that in 30 years of working with Fred, a dollar never changed hands.

Over his 55 years of making sails and improving sailboats, Donald worked on everything from El Toros to the 110-ft schooner and *Alma*, with everything in between: monohulls, multihulls, junk rigs. You name it — if it floated and had sails, he's seen it.

— morgan goring

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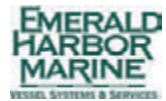


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"This makes no sense at all," I mumbled as I reread the notice from the County Health Department for the 10th time.

"Members of your yacht club can go out on the Bay waters in their sailboats with members of their own family, however no racing regattas are permitted at this time."

"What's the difference in terms of infection risk?" I asked my dock neighbor. "When we petitioned the County Health Department to give us the green light for the Friday night races, we were very clear that there would be no pre-race or post-race gathering, the club would be closed, crew would be restricted to family or cohabitants, and the boats would hardly ever get within 30 feet of each other. So where's the additional risk from having a race compared to just going out daysailing with family?"

It was one of those informal group meetings of sailors on the dock, and the venue was the main dock walkway where the secondary walkways branch out at right angles, making a four-point crossing. Each of us could stand well clear of everyone else in the formation. These cherished bits of socializing happen fairly often on my dock. And when the wind is up and we feel a little daring, we might even take down our masks so we can speak more clearly. But I still try to avoid standing on the downwind end of one of these groupings.

For evening races, the smaller/slower divisions should get a big head start, so the tail-enders aren't the only ones caught out when the wind dies at sunset.

"It's possible," my friend with the big new race boat suggested, "that the county bureaucrats know a little more about sailboat racing than we do."

"You've got to be kidding," I said, dismissing the thought.

"No, really. I'm not saying they're smart, but in this case they could be right. There's no way that racing sailors will be able to resist a post-race gam. Look at us right now. There are four — no, now it's five of us congregating, and we don't even have a race to lie about."

Another sailor had hove up to a second-row position on one of the smaller dock walkways. Counting myself as a racer, now we had two racers, a cruiser, a powerboater, and a dinghy sailor represented in the discussion. And then Lee Helm, a windsurfing grad student, appeared on the dock carrying her windsurfer rig over her head. She needed us to clear a path to her favorite launch site at the end of the dock, where the wind was least obstructed.

"Max, can you do my back zipper?" she asked through her mask. It was the kind with an exhaust valve, but she had sealed it with a small piece of duct tape. "Since I cut off the wetsuit zipper-pull tether to reduce parasitic wind resistance, I can't reach it myself."

"OK, but I'm not supposed to get this close," I said as I pulled up her zipper.

"Are you racing this Friday?" she asked. "I'm like, starting to miss big



ALL PHOTOS LATITUDE ARCHIVES

boats. If I wear my N95 and stay on the bow I think we're cool on the social distance rules."

I shook my head. "County still won't let us race," I sighed, and then repeated what seemed to me like total idiocy on the part of our County Health Department. "Maybe we'll have another one of those rogue pursuit races instead, so there's no crowded starting line, and the boats will be spread apart so far that no one will recognize it as a race."

"Except when everyone finishes at the same time," said the dinghy sailor in the group, "which is how a pursuit race is supposed to work."

"But it hardly ever does work that way," added the cruiser. "The short-handed pursuit races are the only races I ever enter, and the fast boats always seem to win. Why do you think that is, if the ratings are correct?"

"The fast boats tend to have the better sailors," I observed.

"It's also, like, timing," said Lee. "If you start a race in mid-morning, when the thermal breeze is just starting to





In order to be fair to smaller and slower boats, pursuit races should start after the sea breeze has filled in. And in tidal waters, the distance used for handicapping should be increased to something greater than the actual course distance.

build, the boats starting first will spend a lot more time in light air than the boats starting last. They get rolled by the big boats before lunch, and when you're rolled by a big boat early in a pursuit race, you might as well, like, hang it up and go to Angel Island for lunch."

"Doesn't that happen in regular fleet racing too?" I asked.

"Sure, but if the scoring is by division, it doesn't matter that much. And like, the start time differences are much bigger for a long pursuit race. Point is, when conditions are variable, you want all the boats to be in the same conditions at the same time. When conditions are steady, it's OK for boats to be spread out and spend different amounts of time on that part of the course."

"Where is this going?" asked the powerboater, showing a little impatience with the whole problem of running fair sailboat races.

"For a long day race," Lee explained, "conditions vary more in the morning,

at the start. But the wind is much more stable and steady in the afternoon. For a day race, when boats start together and finish spread out, the handicaps sort of work between fast and slow."

"Sort of work' is about as good as it gets," the racer interjected.

"Now think evening beer can race," Lee continued. "The wind is strong and steady at the start, but sometimes shuts off around sunset. That's when it's much better to start small boats first. In fact, some clubs, even though it's not pursuit format, start the small divisions first and space the faster divisions at 10-minute intervals, so no one is caught in the sunset glass-off and everyone gets to the bar at about the same time."

"Back when yacht clubs still had bars," complained the cruiser.

"Same principle in reverse," Lee added. "Boats can be spread out time-wise when conditions are steady, but when conditions are likely to be variable, you want the boats to be together as much as possible."

"Don't forget that the current has a worse effect on the smaller boats," said the racer. That's one reason to have a boat that's big and fast if you race handicap in tidal current."

"I think the race distance should be arbitrarily increased by 10%," suggested the dinghy sailor, "for a pursuit race in tidal waters to be fair."

"Wait, isn't the tide the same for everyone?" asked the powerboater.

When racing, the current has a bigger effect on smaller boats.





MAX EBB

"Not really," Lee answered. "Contrary tides hurt small boats more."

"But then favorable tides should help the small boats more," concluded the cruiser. "It should even out."

"Wrong!" said Lee. "The simple proof is to consider a small boat that makes a good 4 knots upwind racing against a big boat that does 6. If there's a 4-knot flood, the small boat never finishes a windward-leeward course. The big boat is delayed, but will still finish and win on handicap."

"This came up in a time-trial contest last month," said the racing sailor. "It was a windward-leeward course in the middle of the Bay, and my friend was trying to figure out what time of day she should sail the time trial, for the best tide effect. I first suggested slack tide, but she insisted that some ebb current, but not too much, would shorten her elapsed time."

"Funny you should bring that one up," said Lee. "I use that as a calculus problem for the high school kids that

I've been tutoring. Pays a lot better than my usual grad school T.A. gig."

"So what's the answer?" I asked. "Is there a formula for optimum tidal cur-

"They get rolled by the big boats before lunch, and when you're rolled by a big boat early in a pursuit race, you might as well, like, hang it up and go to Angel Island for lunch."

rent strength on a windward-leeward course?"

"I think it depends on the boat's VMG speeds upwind and down," suggested the racer. "Those numbers would

have to be inputs into the formula."

"I'll leave you with the problem statement," said Lee, still holding the windsurfer rig over her head and eager to get out onto the water. "Windward-leeward course, same distance over the bottom each way, tide parallel to the course. Use constants V_u and V_d for VMG upwind and downwind. V_c is optimal tidal current speed, expressed in terms of V_u and V_d . In reality the current will change the relative wind speed over the water slightly and change the VMG speeds, but ignore that, it's a second-order effect. You'll need, like, the time-speed-distance relationship and the chain rule for differentiation. It's due on Monday, show your work, gotta go . . ."

— max ebb

Readers — For the solution to Lee's problem statement, turn to pages 87-88 in Racing Sheet.



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THE RACING

We run the West Coast gamut — north, south, west, east and central, from the **Hobie Mile High Regatta** on Huntington Lake to the **Southern Crossing** of Lake Tahoe; **Round the Rocks** of San Francisco Bay; from the **San Diego Olympic Classes Regatta** to the **Un-Shaw Island Race** in the San Juans; to Stockton for a **Singlehanded Race**; and to Watsonville for the announcement of the **Moore 33**. Plus a **Max Ebb** math problem and some **Out of the Box Scores**.

Hobie Mile High Regatta

This past spring, across the country, regattas were being canceled one after the other due to COVID-related issues. Fresno Yacht Club, the Hobie Mile High Regatta's sponsor, announced that they would not support sailing events at Huntington Lake this year.

Except in 2014 during the drought, the Hobie Mile High Regatta had been a long-standing tradition started by Michelle and Tom Sykes in 1973, with the last couple of years seeing registrations

near 50 boats. We did not want to be the next casualty and were confident we could hold a safe regatta. We battled every imaginable obstacle — race management challenges due to COVID-19, the government shutdown of the National Forest due to the pandemic, and the closure of three of Huntington Lake's major camping areas due to hazardous tree removal. With a few weeks to go, things finally started to come together: The National Forest Service opened the lake to boaters and limited camping; the proprietors of Lakeshore Resort and China Peak made their private property available for camping in addition to their normal cabins and indoor lodging; and people started registering for the regatta.

Kathy Erwin, who races with her husband Scott on a Hobie 20, exclaimed, "I can't wait to get on the water and see you all!"

Although we did not have our usual parties, like the wine and cheese welcome on the Lakeshore Lodge deck and the Saturday night BBQ on the beach, we were treated to

great breeze and enjoyed appropriate, socially distanced conversations. Hobie Division 3 of California stepped up and provided regatta shirts, while Faye Ren, of Surf City Catamarans, donated fundanas (cloth face buffs).

Pat Porter, Hobie 16 racer from Garden Valley, CA, remembers the early years of more than 300 boats, with the Forest Service capping registration. On Friday before the races began, Michelle Sykes, who was visiting the lake with her grandson, approached him to see about a ride on his Hobie. "Of course!" For a couple of hours, they sailed the lake and talked about the good ol' days.

Huntington Lake, at an elevation of over 7,000 feet, is located in the Sierra National Forest. According to the USDA website, "On summer days, hot air from the central San Joaquin Valley expands and rises up the canyon, forcing cool air that has settled above the lake at night into the mountains above. This

thermal effect produces consistent afternoon westerly winds averaging 15 mph." It's true! You can set your watch by the area's steady winds, which makes running punctual 11 a.m. race starts possible. This good breeze also helps to keep motor sports off the lake, leaving the pristine, cool waters for sailboaters to enjoy.

Escaping the Arizona heat, Barb Perlmutter, who usually skippers her own boat, teamed up with her husband in order to maintain their social bubble. Happily, they were still talking to each other at the end of the regatta. Barb said, "It was a challenging lake and a lot of good sailors on the race course."

First-time racers, like Michelle Bell, a nurse from Maricopa, AZ, got to experience the Hobie Way of Life and couldn't contain her excitement. "I had the time of my life!" She even changed her Facebook profile to include a photo of her hiking out with skipper Dave Peltier of Reno, NV, on his Hobie 18. Huntington Lake is an awesome place to get people on the water both sailing and racing.

Roger Brown of Orange County decided to come up last minute and was really happy he did. "It was great to get away from home for a few days and hang out with Hobie friends." After returning home, he was even happier that he had come after finding out that the rest of

The youngest skipper, Marcos McGee, had just gotten his Hobie 18.



DAFNA BROWN

Above: Fourth-grader Trinity Tomlinson of Fresno learns how to hike out on a Hobie 16. Below: Steve Leo and Sue St. Sure won trophy mugs.



DAFNA BROWN

SLACKWATER SF





A Hobie 16A start at the Mile High Regatta, held on Huntington Lake August 1-2.

SoCal's Hobie regattas were canceled, "So, we are one and done for this year."

Huntington Lake-specific courses were used, which saw the racers going to almost every corner of the narrow five-mile lake, and rounding several different marks, including a super-fast reach leg. Leanne Drummond of San Luis Obispo ran the races from the point, which allowed for proper social distancing from her race committee of Becky Ashburn and Rolf Jaeger. With six different courses to choose from, the committee was able to keep all 30 boats in three different classes from overlapping on the water.

With a Hobie sense of humor, it was announced that no protests would be heard and that the racers needed to keep their distance both off and on the water. Thankfully, the racers abided by these conditions. Lowell Ellis from Alameda, along with his grandson, Bud, provided chase boat assistance on *Big Red*, but luckily there were no incidents.

Mark and Kim Zimmer of Fremont sported a perfect record in the Hobie 20 class. On Saturday their opponent and good friend Gene Harris felt, "They had no problem distancing. No one could get near them!" On Sunday, their races were tighter, with several different lead changes, yet they managed to find the wind and favored side to stay on top.

In the Hobie 16A class, Ben Brown, reigning Hobie 16 North American

champion, raced with his longtime girlfriend, Casey Astiz, both of Los Altos. Their first-place win was not as easy as the Zimmers'. For them, it came down to covering Blair and Sasha Wallace of Olympic Valley, CA, on the final race on Sunday. With what seemed like a million tacks and jibes, the strategy paid off.

Carl Delfino, 81 years old, raced with and against his family. His crew and granddaughter, Ella Parks, was hooked on sailing and wanted to compete in more regattas. With a 50-year age gap, he gave his cousin, James Batey of Bakersfield, a run for his money in the Hobie 16B class.

With a new-to-him, very old Hobie 18, our youngest skipper, 20-year old Marcos McGee of Stockton, match-raced against his opponent David Peltier and Michelle Bell.

Against all odds, the Hobie Mile High Regatta at Huntington Lake was a success in the midst of the pandemic.

— dafna brown

HOBIE MILE HIGH REGATTA, 8/1-2 (7r, 1t)

H20 — 1) Mark & Kim Zimmer, 6 points; 2) George Pedrick/Gene Harris, 15; 3) Kent Bliven/Paul Biener, 19. (9 boats)

H18 — 1) David Peltier/Michelle Bell, 8 points; 2) Marcos McGee, 9. (2 boats)

H16A — 1) Ben Brown/Casey Astiz, 10 points; 2) Blair Wallace/Sasha Spiegel, 13; 3) Jeff & Barb Perlmutter, 18. (12 boats)

H16B — 1) James Batey, 7 points; 2) Carl Delfino/Ella Parks, 10; 3) Jay Smith/Johnny Brucker, 23. (3 boats)

Full results at www.regattanetwork.com

Southern Crossing (of Lake Tahoe)

South Lake Tahoe Windjammers Yacht Club squeezes more racing into a few months than most clubs do all year long. They feature weeknight beer can racing, single- and doublehanded racing, and distance racing as well, set against a fantastic backdrop of mountain peaks and bikini bottoms.

Right smack in the middle of the summer, on July 18, their premier distance race, the Southern Crossing, gives these mountain-high mariners a chance to cover about 25 miles through the crystal-blue waters. Moore 24s, Express 27s and SC27s dominate the racing scene on the lake, but the J/Boat virus is spreading fast. Cruisers and

For more racing news, subscribe to *Latitude 38* online at www.latitude38.com

August's racing stories included:

- Regional, National and International Yacht Racing Updates
- Meet Champion Hobie Sailor Ben Brown
- YRA Racing Returns to S.F. Bay
- Who Are Those Masked Men?
 - Regatta Cancellations and Postponements
- More on the new Moore 33 design
- Preview of September Races, and more.



Melges 24s round out the fleet.

The Southern Crossing got off on time before noon, which is fairly rare on Tahoe, as the later the better if you are talking wind. The wind started at about 5-7 knots, which makes forward motion difficult as wakes from "Lake Lice" — those being jet skis, ski boats, tour boats, tow boats and about any craft you can haul up Highway 50 and launch on the lake — churn up the transparent waters. The wind died away and shifted around, then came on to blow. The cruisers furled their headsails and the racers scooted their butts to the rail and weathered through some 15- to 25-knot squalls and gusts.

Just after a solid starboard-tack start, Dr. Ross Groelz launched his Express 27 *Eagle* off the line on a long port tack toward Cave Rock and never looked back. He flew to an insurmountable lead. Although John Siegel kept folding up the miles on his Moore 24 *Moorigami* every leg after that, he still came up 3 minutes short. Rising up and being the good son and letting Pa win, Andy Groelz fired the Express 27 *Phoenix* into third place.

Just getting a chance to spend a day sailing on a high mountain lake in blustery conditions is sorta interesting

Reefer madness in the SSS Round the Rocks on August 8. Clockwise from top left: The Wilderness 30 'Beyond' (ex-Nightmare') has a reefed main and jib; the Beneteau 10R 'CruzSeaBaby' tucks in a reef before the start; the deepest reef of all, on the Mini 6.50 'Rogue'; the Olson 30 'Flying Fish' (with merely a boned cunningham), the Moore 24 'Oxymoron' and the J/92 'Zaff' at the start; the Alerion 38 'Surprise!' at Blossom Rock.

for those of us who live near the salt chuck. The mountain air is thinner, so even though the velocity is the same, the air mass is different, the water does not provide the same buoyancy as our backyard whale pasture, and the geography plays a major role in the wind direction. Yeah, we got crushed... That happens sometimes when you play in someone else's backyard.

No worries though. With friendly folks, skimpy tan lines and plenty of swimming to cool off, we'll be back.

— captain midnight,
acceptable at the yacht club,
still learning alpine sailing skills

Reefer Madness Round the Rocks

It was reefer madness on Saturday, August 8, on the Berkeley Circle. This year's Singlehanded Sailing Society Round the Rocks Race was a windy, fast romp around the Bay in a good flood current that made it one of the fastest yet.

The start was off of the GOC buoy in the Circle. The SSS assigned two

courses this time. Course 1 for the singlehanded boats was traditional: the start, then Alcatraz (The Rock) to starboard, Harding Rock to starboard, the Brothers to starboard (they're only rocks after all), Red Rock to port, and then finish off Richmond YC's breakwater race platform. Course 2 was for the doublehanded boats and went from the start to Blossom Rock on starboard, Blackaller (not a rock) to starboard and the rest of the course chasing the singlehanders.

Why the separation? A few years back and again just this year in February there were some unfortunate entanglements between single- and doublehanded boats, so the SSS is trying new things to mitigate the problem. Sending the majority of boats to Blackaller worked, but also made for a hard beat up the Cityfront against the flood.

It was windy at the start, and a good percentage of boats tucked in reefs at the very beginning. Many kept them in for the whole race. On the beat to Blackaller the wind topped out at 25



ALL PHOTOS FRED FAGO

knots, with higher gusts, but thankfully in the flood the chop was manageable.

The singlehanders had to overshoot Harding Rock a bit just to make it around in the current, and most went down Raccoon Strait with spinnakers flying. The wind got lighter in Raccoon, but at least the water was flowing in the right direction. Out of the Strait and around Point Bluff on the tip of Tiburon, the chutes came down when the wind went forward. A thin wind line followed the contour of the hills to the west. On the far right Richmond side lurked a big wind hole waiting to trap the unwary.

Getting around the Brothers was easy, but beating back to take Red Rock to port was not. As it got windier, a nasty chop was building, making the progress going south just like the progress going west at the beginning of the race. South of Red Rock, that same wind hole still lurked. Trying to keep forward motion going while bouncing around in the waves was tough. Just 200 yards later it was windy once again all the way to the finish off Richmond YC.

Because of COVID restrictions on the number of race committee people allowed to stand next to each other on the 6-ft by 6-ft platform, the race orga-

Encinal YC's Summer Twilight race on Friday, July 17. Clockwise from top left: Dan Alvarez with his son A.J. at the helm of the JS9000 'JetStream'; John Davis and Karissa Peth on the 1963 Columbia 5.5 #1 'Roja'; a raucous start; the J/24 'Dream Catcher' catches a mark.

nizers had requested that the sailors take down and report their own finish times, via text, email or voicemail, to be entered into Jibeset, the scoring software. One problem with that is that if you are singlehanded it can be hard to stay away from other boats, keep from hitting the pin (a metal channel buoy, aka 'Killer Green'), stay away from the breakwater that's coming at you fast, look at a watch, and try to write down your time.

The other problem is that if there are any missing pieces to the puzzle there is no backup. And that is what is happening right now. As this is being published, the SSS is still trying to deal with several protests and figure out the final results. Check www.jibeset.net for the results.

In the future we will see fully electric foiling Wyliecats going around autonomous marks while broadcasting their position and automatically uploading results to Google in .050 milliseconds after their finish. But we're not quite there yet.

— ncs

San Diego Olympic Classes Regatta

With an eye cast toward the Los Angeles Olympic Games in 2028, the third annual San Diego Olympic Classes Regatta offered an opportunity for sailors to train and compete in international high-performance classes.

Due to limitations on recreational boating and competition due to the coronavirus pandemic, the 2020 SDOCR allowed only singlehanded classes. Eighty-one competitors sailed seven races on the Coronado Roads ocean venue.

— latitude/chris

SDYC OLYMPIC CLASSES REGATTA, 8/8-9 (7r, 1t)

FINN — 1) Henry Sprague, 7 points; 2) Mike Dorgan, 11; 3) Scott Griffiths, 22. (16 boats)

LASER — 1) Ford McCann, 7 points; 2) Marshall McCann, 10; 3) Paul Didham, 19. (11 boats)

RADIAL — 1) Nathan Sih, 10 points; 2) Morgan Pinckney, 14; 3) Santiago Quiroga, 22; 4) Katharine Doble, 26; 5) Thomas Kraak, 30; 6) Zoey Ziskind, 32; 7) Taft Buckley, 36; 8) Devon Owen, 43; 9) Oakley Cunningham, 59; 10) Chris Salas, 63. (54 boats)

Full results at www.sdyc.org



THE RACING



ALL PHOTOS THIS PAGE TBFPHOTOGRAPHY

49½th Un-Shaw Island Classic Race

It turns out that fresh-air sailing was just the thing to escape COVID-19 craziness, as 49 sailboats showed up for San Juan Island YC's special and unique 49½th Un-Shaw Island Sailboat Race on Saturday, August 8. The weather was just as crazy as everything else this year, and the currents, once again, never looked at Washburn's tables.

As in the past, racers could circumnavigate Shaw Island in either direction, factoring in shifting winds, variable currents, narrow, rocky channels and ferry traffic. This was a pursuit race, with each boat assigned a start time based on her PHRF or committee-assigned rating. Physical distancing requirements meant no committee boats and no pins, so the start/finish line was determined via GPS and visual locators and timing was on the honor system.

Winds were light and shifty at the start with just enough breeze to allow for a semi-orderly start. Two-thirds of the fleet headed north up San Juan Channel against the ebb for a clockwise rounding, while the rest of the fleet rode the ebb with light but steady following winds. In Upright Channel the wind eased and adverse current pushed boats back toward

Bill Canepa on the Columbia Challenger 'Faith' won Stockton Sailing Club's Singlehanded Race on July 25. Dave Van Dyke on the Cal 30-3 'Free Spirit' placed second, and Budge Humphreys on the Morgan 30 'Miss Savannah' came in third. Clockwise from top left: 'Faith'; Tom Leuck struggles with a spinnaker wrap on the Hunter 40 'Sir Leansalot'; 'Free Spirit' and 'Sir Leansalot', with spinnakers flying just fine, thanks.

Cattle Pass. Wind conditions were fluky, with boats, spinnakers flying, passing in opposite directions, and other boats on the same course and bearing but on opposite tacks.

Narrow Wasp Passage presented its usual challenge of avoiding collision with other boats and rocks while bobbing along with the light current and equally little wind. Additional battlegrounds for clockwise racers were rounding Hankin Point and punching through the flood waters rushing between Canoe Island and Flat Point in Upright Channel. A rising southerly wind in San Juan Channel aided racers in both directions toward the end of the race. "We charged down San Juan Channel to the finish in just enough wind to cross the line a couple of boatlengths behind *Madrona* and a couple minutes ahead of *Secret Squirrel*," said Chris Wolfe, skipper of the J/111 *Raku*. (*Madrona* is a custom 40-footer, and *Secret Squirrel* is a Schock 40.) These three boats placed first, second and third in Division 4 and fourth, fifth and sixth

overall.

There were many challenges on this crazy race day, and only 13 boats crossed the finish line during the last hour and a half before the 6 p.m. cutoff.

"We were under power heading for the slip when time expired. Still, a great day on the water!" said Jack McKenna, skipper of *Sleeper*, a Peterson Ganbare 35. "What a great break to spend six hours thinking about nothing but boat speed."

First to finish and winner of Division 2 at 4:26 p.m. was Betsey Whareham's *Purple Martin*, one of six Martin 242s entered in the race. Second overall and for Division 2 was *Rozz*, the Martin 242, skippered by Jeff Johnson, followed by Mark Bunker's *Interface*, a Dash-34, and first in Division 3. Another Martin 242, Marc Broman's *Ekono Mart*, took third place in Division 2. In Division 3, Luis Colasuonno's Beneteau First 35s7 *French Curve* placed second, followed by Ronald Hendricks' C&C 99 *Gone With the Wind*.

In keeping with tradition, the highest-



SHEET



BORIS LUCHTERHAND

Betsy Whareham's Martin 242 'Purple Martin' won the Un-Shaw Island Race in Washington's scenic San Juan Islands on August 8.

rated boats are in Division 1, and unfortunately there were no finishers in that division.

Complete results and photos can be found at the club's website at <http://sjiyc.com>; click on 'Race Info'.

A special shout-out goes to Wally

Lum, who sailed with Kat and Michael Durland on the 6-Meter *Challenge*. They finished with 30 minutes to spare. This was Wally's 50th, having competed in every Shaw (and Un-Shaw) race! Well done, and we look forward to celebrating properly next year.

There was no dinner served by the First Mates at the clubhouse followed by no awards presentation. Winners will receive a hand-sewn nautical face mask that may be worn for personal protection or flown as a brag flag.

— jim corenman & peg gerlock

Problem Statement from Max Ebb

Calculate the speed of the current that minimizes the time to sail a windward/leeward time-trial course.

The windward mark is directly upwind of the start/finish line. The tidal current flows parallel to the course axis. Assume that VMG through the water is not affected by the tidal current. That is, assume relative speed of the wind over the water is constant.

D = Distance from start/finish line to windward mark

Vu = Upwind VMG

Vd = Downwind VMG

Vc = Speed of current

T = total time to sail the course

Time upwind = $D/(Vu+Vc)$; Time downwind = $D/(Vd-Vc)$

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THE RACING

then $T = D/(V_u+V_c) + D/(V_d-V_c)$
To find the V_c that minimizes T , differentiate T with respect to V_c .

Solve for V_c for which $dT/dV_c = 0$. Rewrite as: $T = D(V_u+V_c)^{-1} + D(V_d-V_c)^{-1}$ by power rule for differentiation, and by chain rule: $dT/dV_c = -D(V_u+V_c)^{-2} + D(V_d-V_c)^{-2}$

for $dT/dV_c = 0$,

$D(V_u+V_c)^{-2} = D(V_d-V_c)^{-2} = 0$

therefore $V_u+V_c = V_d-V_c$

Solve for $V_{c\text{optimal}}$:

$V_{c\text{optimal}} = (V_d-V_u)/2$

The optimal ebb tide current is half the difference between upwind VMG and downwind VMG. Example: If upwind VMG = 4 knots and downwind VMG = 7 knots: Optimal current speed is $(7-4)/2 = 1.5$ -knot ebb.

— lee helm

The Next Big Thing: The Moore 33

On August 10, Moore Sailboats Inc., a new entity comprising sailboat builder Ron Moore, yachtsman and entrepreneur Blaine Rorick, and CFO Sam Willner, announced the pending production of the all-new Alan Andrews-designed Moore 33.



LATITUDE / NICKI

Ron Moore in his Watsonville shop, with Alan Andrews' design plans for the new Moore 33.

Andrews' design skills and Moore's boatbuilding expertise will combine to produce a mid-sized racer promising graceful lines, elegant style, performance and speed. The trailerable sloop will come in two configurations: one for distance racing with a four-person crew

and another for buoy, day or coastal racing with a crew of seven. It will be able to be configured to meet US safety requirements for offshore racing, with features planned for one-design, PHRF and measurement-rule competition.

Moore Sailboats plans to release hulls

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In the absence of club-side awards at the end of Encinal's Gracie & George, a women's skipper race for coed doublehanded crews, the race committee chase boat came alongside every boat and greeted the female skippers with a glass of sparkling wine right after they finished. In this photo, Theo and Lisa Rohr return to the dock after handing out the drinks. It was Lisa's idea.

#1 and #2 in February 2021.

"It's going to be screaming fast, capable of hitting speeds in the 20-knot range," said Rorick.

For ease of trailering, Andrews has designed a retractable keel. With a dis-

placement of 3,750 pounds, the boat should be launchable from most yacht club hoists. This boat will be beamier than the older ULDB designs.

"The drawings are gorgeous!" said Moore. "The design and planning part is

SHEET

the most fun, but I'm looking forward to the construction: sculpting the molds, the interiors, the keel and the rudder."

Ron is clearly enthused. "It's going to be a sexy Italian-inspired hot rod!" he said.

By the time you read this, the company should be ready to take deposits for pre-production orders. For info, contact Blaine Rorick at (909) 754-4487 or b.rorick@moore33.com.

— *latitude/chris*

Out of the Box Scores

TYC AUGUST PURSUIT RACE, 8/15

1) **Lion**, Olson 25, Lon Woodrum/Steve Nimz/Tracy Hansen; 2) **Joyride**, J/105, Bill Hoeler; 3) **Siento el Viento**, C&C 29-1, Ian Matthew. (7 boats)

Full results at www.jibeset.net

EYC GRACIE & GEORGE, 8/16

OVERALL — 1) **Bombora**, Express 27, Rebecca Hinden/John Hansen; 2) **Zilla**, B25, Laura Arneson/Brent Draney; 3) **Sonic Death Monkey**, Columbia 5.5, Krysia Pohl/Dominic Marchal. (15 boats)

Full results at www.jibeset.net

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*This month we hear from Leigh Hunt, who shares that although **Benicia** is a local destination, it can feel like an excursion getaway.*

Benicia Cruise — The Perfect Two-Day Getaway

I love sailing on San Francisco Bay! Whether I am taking friends out on the Bay for their first time, or trying my hand at a local beer-can race on a weekday evening, any sailing day on the Bay presents beauty, challenge, and variety enough to keep my senses engaged. A simple two-hour sail after work on a summer evening always renews my spirit.

But sometimes I want a little more of the feeling of an excursion, a getaway. I've spent nights on the mooring balls at Angel Island, which is a majestic experience after the last ferry departs for the day. I've taken slips at San Francisco Small Craft Harbor and enjoyed the convenience of the short walk to all of the dining options in the Marina District. But from my homeport of Sausalito, both of these options are so close that I don't quite get the feeling of going on a sailing trip.

I was looking for a bit more of a stretch, something that required several hours of sailing to reach a location where I could dock, get off the boat, and explore ashore. After I'd asked around, the location that was mentioned most often was Benicia. Approximately 26 nautical miles from the dock at Modern Sailing in Sausalito, Benicia provides an opportunity to explore waters outside my usual stomping ground of the Central Bay.

The C&H Sugar factory is just under the Carquinez Bridge and still in operation.



I recruited a friend and fellow sailing captain, Blaine McClish, to join me for the trip, and we made our plan. We arranged for an overnight berth at the Benicia Marina. The rate of \$1/ft was very reasonable compared with San Francisco marinas, which are often twice as much. Our vessel, *Coho II*, a Spencer 1330 (44-ft), was easily accommodated. A key was to be left in a lockbox at the fuel dock in case we arrived after 5 p.m. This would turn out to be an important point!

We used Navionics to make our route plan, but it's really a very straightforward route with line-of-sight navigation from channel marker to channel marker up San Pablo Bay and into the Carquinez Strait. Our intended departure would have us sailing the bulk of the journey on a flood tide. Expecting the Sausalito run to Benicia to take 4-5 hours, we set our departure for immediately after lunch. Of course, in my usual fashion, the prep for the trip took longer than anticipated, so it was closer to 3 p.m. when we finally cast off. Even with a later start, the day was picture-perfect as we motored past Sausalito #2 preparing to hoist sail and turn downwind for the run through Raccoon Strait.

The tide-assisted reach through Raccoon Strait gave us a taste of the pace for the day. We were cruising along at 7 knots, easily making up ground from our late start. As we passed under the Richmond Bridge and left the East Brother Light Station to starboard, we skirted the right side of the channel, keeping an eye out for downbound shipping traffic.

In San Pablo Bay, we had all the hallmarks of perfect S.F. Bay summer conditions, with brisk winds, choppy waters, and beautiful, spirited sailing. Entering the Carquinez Strait felt like passing into another climate zone. The waters flatten, the temperatures



ALL PHOTOS LEIGH HUNT

warm, and the C&H Sugar factory sign reminds us of an older, more industrial time. In the early evening, we ghosted under the bridge, ensuring our jibing course didn't cross any of the working barges that shared the river with us. There was some large-vessel traffic, but there is plenty of room for a sailing vessel like ours to skirt the sides and feel comfortably out of the way. We had set Carquinez Strait Buoy #25 as our target to strike sail and head into the marina.

The entrance to Benicia was one of the more challenging elements of the day. Finding it is easy, but after spending hours on a wide river, the narrowness of the marina entrance looked a bit daunting. Once inside, it is quite easy to find your way around the marina.

The first thing you encounter is the harbormaster's office and fuel dock immediately on your port. If you recall, we were supposed to stop there to get our



OF CHARTERING



After leaving the Central Bay fog behind, Blaine McClish shows it's already shirtsleeve sailing just after passing under the Richmond Bridge.

slip key. Since it was after 5 p.m., and we already had our slip assignment, we proceeded directly to the berth. Slip labels are visible when you get close, although we did have to guess which dock was "A." A tip for the next time: Print out a marina map!

Safely tied up in our slip, and feeling pretty great about the ease of the day's excursion, we locked up the boat and departed for dinner ashore. The smug satisfaction of a day where everything had gone smoothly disappeared when we discovered that the marina gates lock from both sides, and we were locked inside! Feeling very ridiculous about our choice not to stop at the fuel dock, we sheepishly flagged down some people heading into the Benicia Yacht Club. And, fortunately, a good Samari-

tan let us out so we could retrieve the key fob that had been left for us.

After that little adventure, I was even more glad to be heading downtown for a post-sail beverage. From the Benicia Marina, it's a short (1/4 mile) stroll to Benicia's waterfront downtown area. The First Street Promenade has many shops, boutiques, and great pubs and restaurant options. We opted for Bella Siena, a fantastic



You leave San Pablo Bay and enter the Delta as you reach the Carquinez Bridge. Vallejo is on the left and Benicia a few miles farther on.

Italian place in the revitalized Tannery Building.

The next day we tried the First Street Café for breakfast/lunch. There's a lot to explore in Benicia, but another lesson I'll take for next time is *depart early* for your return trip! A late departure means tackling San Pablo Bay in the brisk afternoon winds.

Our conditions that afternoon were 20-25 knots, so we were in for some spirited upwind sailing. *Coho II* is a heavy-displacement bluewater vessel, so she simply smiled at the weather, while we reached for more wet-weather gear.

After a fun but wet and chilly few hours, we were happy to pass under the Richmond Bridge and return to the Central Bay proper. A flat, easy ride

There's plenty of room but you do need to pay attention to shipping traffic.



WORLD OF CHARTERING

ALL PHOTOS LEIGH HUNT



Left: Benicia Marina with Mount Diablo in the background. Above: It was sunny, warm and protected in Benicia, with fuel, water and pumpout, and just a short walk to town.

through Raccoon Strait, and we were almost home.

We pulled into Sausalito tired but pleased with the overall success of the

trip. Benicia turned out to be exactly the type of destination we were looking for; one that gave us the feel of a real sailing trip. A picture-perfect downwind

run to get there, a great seaside town as your destination — but, if you're not careful, a wet and wild slog to get back!

— leigh hunt



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Avalon, Catalina in December: Average high/low: 65°/54°. Water temp, 59°.

Banderas Bay (Mita, La Cruz, Vallarta) in December: Average high/low: 84°/77°. Water temp, 80°.

CHANGES

Accustomed to rolling with the punches, cruisers are finding silver linings even during a global pandemic, including **Exit Strategy**, reflecting on the many unplanned detours and happy accidents that have enhanced their ongoing eight-year circumnavigation; **Taliesin Rose** on life lessons learned from COVID-19; and, if you still have room, enjoy a nautical digest of **Cruise Notes** with hitchhiking boobies who save the day — and mast — of **Pakele Loa** on their 2019 Puddle Jump; and the solo sailor-surfer on **Carthago** realizes you can have too much of a good thing.

Exit Strategy — Wauquiez PS40 The Ties that Bind Tom Christensen and Kim MacLean Victoria, BC

We were sailing the Grenadines when the COVID-19 outbreak occurred, and were fortunate enough to return home on the very last repatriation flight to Canada



"Two Canucks a long way from home." Tom and Kim somewhere in the Pacific.

two weeks after they officially closed the airport. The day we left, the islands were in complete lockdown and the taxi driver required police permission to take us to the airport. We could have stayed in quarantine on our boat of course, but we weren't willing to accept the risks of getting sick in a tiny island community. As it turns out, there was a silver lining to our returning. If we hadn't been home this summer, we wouldn't have found the property that we'd been dreaming of for a number of years. So, while I'm busy packing our belongings for our big move, I'm reminded of how many great experiences we've had during our sailing adventure that weren't planned, and the amazing people we've met because of the changes we made along the way.

Playing at 'Adult Summer Camp' on Suvarrow in the Cook Islands is a good example. One day during happy hour in

Happy hour with the Maunies — Di and Graham.



Bora Bora, we were discussing weather forecasts and passage plans with some of our cruising buddies. We had planned to sail straight to Tonga. Someone brought up the possibility of stopping at Suvarrow en route. "Suvarrow? Isn't that where some crazy guy spent 17 years in isolation in the '60s and wrote a book about it?" By sundown, we had located the speck of an island on the map and figured it should take just over five days to sail there. We were in. Tonga could wait.

We were in the middle of our first major ocean crossing at that point, and were getting our first exposure to how tightly knit the sailing community can be in spite of its transient nature. We all relied on each other a lot — sharing tools and fixing things, commiserating, and celebrating. Through the Pacific Islands, buddy boating in groups of two or even 12 was common, and in this case, 14 of us from seven boats ended up spending a couple of weeks together playing on Suvarrow. If we hadn't changed our plans about going directly to Tonga, we would have missed out on some of the most fun we've had in our cruising career so far.

Later that season, we sailed to Niue, where we were struck by the generosity of complete strangers. Niue's unspoiled charm is due in part to its lack of a natural harbor. The only way to get ashore is to hoist your dinghy up the cliff with a crane for hauling supplies from container ships. If a friendly cruising couple hadn't been there to help us figure out how the crane worked, we might have nixed the idea of exploring Niue altogether and continued on to New Zealand.

Niue has one of the most laid-back, charming communities we've ever come across. When we went to the Niue Yacht Club/customs office to check in, the staff mentioned that we would need some local cash. Appreciating her forethought, we asked if there was an ATM. She said unfortunately not, "but I can give you some now and you can pay me back later, before you leave." We were dumbstruck. Sure, living on a tiny, isolated island can afford a certain level of trust that people won't steal or cheat without being caught, but it was a heartwarming gesture all the same.

In Niue's tight-knit community, there aren't any locks on the jail cells in the police station. There's no need — every-



one knows each other. Apparently one local character has a habit of drinking too much and causing a ruckus. He's often picked up by locals and taken to the station, where he can sleep it off. He never tries to escape.

One day we were walking along the roadside when a car pulled up and two young women asked where we were going. We told them we were on our way to explore the caves. They welcomed us to hop in and when we politely declined, explaining that we really enjoy walking, they absolutely insisted. So we hopped into the back seat. While we were chatting with them, Tom mentioned that the fruity dessert one of them was eating looked good. She laughed, handed it to him and said, "Take it — it's really tasty!" And she wouldn't take 'no' for an answer!

When it was time for us to leave Niue, we were told that we had to check out of the country at the tiny airport that was on the opposite side of the island. Realizing we were on foot, the staff (who'd loaned us the money when we arrived) pointed to the vehicle outside and told us we could

IN LATITUDES



Above: 'Exit Strategy.' Top: Cruising buddies old and new, who took part in a spur-of-the-moment detour to Suvarrow. Left: The view during a hike on Reunion Island in the Indian Ocean. Inset: Taking a dip in a hidden grotto in the Marquesas.

take it to the airport. (The keys were in the ignition, which is often the case on Niue.) We drove to the airport, checked out, put some gas in the tank and returned the car to the yacht club. When we thanked her very much for loaning us her car, she said, "Oh, that isn't *my* car!"

Since then we've learned a lot from visiting small-island cultures, where communities are more communal. They share their wealth and really pull together during tough times. It's common for people to give you a possession if you compliment them on it. In the Marquesas, I met a woman wearing an intricate beaded necklace. I told her how much I admired it. She smiled, removed it from her neck, explaining how she'd made it out of seeds she'd collected, and placed it in my hands. She insisted that I keep it. I've treasured that necklace ever since.

Remember the couple I mentioned who helped us hoist our dinghy with the crane on Niue? They became good friends.

And it turns out that generosity is embedded in their DNA. It's uncanny how many times Graham and Di of *Maunie* (aka 'the Maunies') have helped people out during their travels. It seemed that wherever they went, there was a calamity underway requiring their service. When they were crossing the Mediterranean, a boat nearby lost steerage and was at risk of drifting onto the rocky shore, so *Maunie* altered course and towed them for countless miles to port. They subsequently became good friends and cruised together for the next few years.

When villagers on a remote island lost their only fishing vessel in a hurricane, The Maunies adjusted their cruising itinerary to help build them a new one. When an elderly and inexperienced sailing couple approached an unforgiving coastline well after dark, *Maunie* talked them through the approach and shone their spotlight on a nearby buoy. The next day they taught them some new sailing skills

to keep them safe during the remainder of their Pacific crossing.

Their generosity earned them good karma. Later that season they themselves were rescued in the Tasman Sea. Weather conditions deteriorated during a long ocean passage, leaving them stranded and without fuel. A cruise ship responded to their distress call, altered course, and gave passengers some unscheduled, exciting entertainment by dropping a big jerry can of diesel down to the tiny sailboat 20 meters below.

It's striking how easily people bond through shared experiences — especially challenging ones. We had a brutal passage from New Zealand to Fiji (after numerous ocean crossings since then, it still remains our worst). When we finally arrived at Savusavu, we tied up to a mooring ball and crashed into a coma-like sleep. The next day, we headed to shore for clearance procedures and ran into a couple we'd met briefly in Opuia the day before we departed New Zealand. We met for a beer after we'd both checked in and instantly bonded while commiserating over our awful passages.

We ended up spending a lot of time exploring Fiji together that season. Ana and Colin from *Ithaka* proved themselves to be good 'friends indeed' when we became 'friends in need' at Naivivi Bay. They were invited along with us to Sunday church by the village chief, who escorted us in our dinghies through shallow coral reefs and mangroves to a hidden, remote community. Given that we were anchored in his village's bay, we would be loath to refuse his offer.

Unfortunately, nobody (including the chief) had predicted the lengthy time between tides that day and together with *Ithaka*, we ended up getting marooned on the beach with our dinghies for more than 10 hours, miles from the anchorage. It was clear that the villagers didn't know quite what to do with us after church, and few spoke English. But they generously invited us to join their Sunday feast and drink numerous

Watching humpbacks breach nearby wasn't nearly as nerve-racking as sailing through scores of them headed the other way.



ALL PHOTOS EXIT STRATEGY

EXIT STRATEGY

CHANGES

cups of kava, and later welcomed us into their huts to rest until high tide.

By then, it was very late, and very



Tom (right) and Joel atop the tallest peak overlooking the Cape of Good Hope.

dark. It was reassuring to have Ana and Colin close by as we navigated our way back through the maze of mangroves and dark narrows. What a relief it was to finally spot two bright stars on the other side of the mangroves — our anchor lights! Without our friends we would have run the risk of being lost, stranded overnight, and completely mosquito-ravaged.

Seasons later, while on passage in western Indonesia, we had the opportunity to pay it forward by helping out friends aboard CG who were being closed in upon by a suspicious, unmarked vessel. Alain and Patricia attempted numerous maneuvers to shake the boat off without luck. Fortunately, we were able to intimidate the could-be pirates by motoring at full throttle toward them until they veered off at dusk.

These same friends had a transmission failure in the doldrums of the Banda Sea, giving us an opportunity to come to the rescue again. We stood by and prepared lines to tow them to safety, but luckily

Celebrating safe harbor between weather systems on the lip of the reef at high tide on Minerva Reef.



they were able to jury rig a temporary fix and made it safely to port before sundown.

If we hadn't arrived late to Darwin because of a rudder issue we encountered on passage north of Cairns, we probably wouldn't have met CG at all. We had both signed up for the Sail Indonesia rally, but missed all of the festivities and the departure date, so together we braved the Timor Sea crossing two weeks behind the rally fleet. We struck up an enduring friendship on the way, and have rendezvoused frequently since then in numerous countries, from Indonesia all the way to Brazil.

When I think back about the path not taken (or in this case, the route not taken), I'm really happy we changed our minds about the route we took from Australia to South Africa as a key aspect of our circumnavigation. For years the plan was to take the traditional route, stopping at Cocos Keeling and Mauritius along the way to South Africa. This course avoids areas of piracy in the northern Indian Ocean and Suez Canal, but it can be tough sailing in the strong trade winds with a beam-on swell.

After doing more homework, we opted for a modified route that is more circuitous, but involves shorter passages and more benign conditions. This route took us across Indonesia, past Malaysia, across to the Maldives, south through Chagos, Rodrigues, Mauritius and Reunion; then north around the top of Madagascar and across to Mozambique before heading south to the Cape of Good Hope.

This change in plans also allowed us to join Indonesian and Malaysian rallies (with the potential benefits of having safety in numbers, minimized customs hassles, and organized social events — particularly if you show up on time!). And even though we crossed the ominous Bay of Bengal and the Mozambique Channel, we stayed well south of the pirate-ridden coast of Somalia and the Suez Canal. It proved to be a good decision and for the most part, we enjoyed benign sailing conditions and had incredible experiences visiting diverse, fascinating cultures in beautiful, exotic places. (Our only rough passages were between Chagos and Rodrigues and around the top of Madagascar.)

It was on passage up the east coast of Madagascar when we first interacted with Des, the guardian angel who shepherds sailors through the Mozambique Channel and around the infamous Cape of Good Hope.



For years he's been giving invaluable support to sailors in the region, sharing local knowledge from his years of experience about currents, dangerous shoals and weather patterns. Winds were up that day and seas were boisterous.

As if that weren't stressful enough, we had managed to find ourselves smack in the middle of humpback migration season. We felt like we were driving the wrong direction on a superhighway. Scores of whales rushed toward us, narrowly avoiding collision by ducking below our bow or parting directly in front of us, surfacing so close to starboard and port that we could smell their breath and see individual barnacles on their backs. We couldn't do a thing about it at that point, and regardless, we had other things to attend to. The current kept nudging us toward shore. We contacted Des for advice about the shoals and current in the area and he calmly advised a quick course change, adding in his South African accent, "The contrary seas will make it challenging but

IN LATITUDES



Above: Traditional supply ship beached for unloading at Crater Bay, Madagascar. **Left:** A posh 'yacht club' created out of flotsam by passing cruisers on an uninhabited island of the Chagos Archipelago. **Top left:** Ana and Colin of 'Ithaka' share tea with the chief. **Center:** Snorkeling day in Belitung, Indonesia, with Patricia and Alain from 'CG' and Debi and Jono from 'Taka Oa.' **Right:** Even the lemurs are friendly in Madagascar.

you've done a great job so far and you're nearly there — don't stuff it up now!"

Des worked tirelessly, answering questions and providing guidance to scores of sailors that season, not resting until each and every one of us had made it safely around the Cape. And he did it all for free. We were thrilled when he won an SSCA award for his generosity and commitment to keeping adventurous sailors out of trouble.

That same season, our *amigo* Joel proved that he's always game for adventure. He left his own boat, *Compañera*, in Mexico for the season and journeyed halfway around the world on a series of grueling flights on dodgy airlines to meet us in Madagascar. We'd met by chance years before on the dock in Santa Barbara on our way south to join the 2012

Baja Ha-Ha rally. He made an immediate impression on us as he lumbered down the dock muttering away to himself, his hulking frame embellished by his long, flowing hair and Hawaiian shirt wafting in the breeze. He and Tom bonded immediately over the differences between Robertson and Phillips screwdrivers. Since then we've shared many fun adventures together: cruising the Sea of Cortez, exploring Mexico's Copper Canyon, and sailing from Malaysia to the Maldives. Joel was keen to sign up for a more challenging passage than our benign passage to the Maldives, and the potentially treacherous waters of the Mozambique Channel and Cape of Good Hope seemed like a perfect opportunity.

The three of us waited patiently between 'busters' as we made our way down Africa's east coast, skedaddling from port to port as soon as the screaming winds and raucous seas abated. As it ended up, our challenges were limited to an engine hiccup at the entrance of the long channel to the East London anchorage (at precisely the moment the winds died, of course); and later, after fighting winds of 35+ knots all the way across the False Bay basin, eventually tying up to the dock on a narrow slip at the Yacht Club without incident. Reaching the Cape of Good Hope unscathed was a major milestone for us all.

All sailors have stories of mishaps, misfortunes and luck. In many of these stories, friendships are struck, often in times of challenge. And some are gilded for life. It's the people we encounter on our unpredictable journeys through life, whether at sea or on land, that give us hope, humility, and faith in the goodness of humanity. It gives me optimism about our ability to overcome the challenges of this pandemic. I'm sure we will all come out of this with heartwarming memories of the people who helped us through.

— Kim 7/16/20

Readers — Kim and Tom are nearing the end of a (so far) eight-year circumnavigation. Before COVID-19, they were anticipating tying the knot later this year or early next. Now they don't plan to return to Exit Strategy, currently lying in Grenada, before January 2022. "Then home by summer," says Kim.

Taliesin Rose — Bavaria 46E
Fennell Family
Gratitude in the Time of
Corona (Pt. 1)
Tiburon, CA

March

We spent the first part of the year in Panama finishing up a significant refit after two years of full-time cruising, and preparing for our jump across "The Puddle." After wrapping up our projects, we boogied up to Nicaragua to spend a few months surfing before we made for the open ocean.

Puesta del Sol Marina is like a second

Riding breaks isn't the only surfing Rowan and Vikki have done. Check out 'Taliesin Rose' crossing the bar at Bahía del Sol, El Salvador.



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TALIESIN ROSE

CHANGES

home to us. We have friends who live in the area and we have come to surf for many years. The last two trips we came



TALIESIN ROSE

The Fennells — Mom Vikki, Papa Rowan, 9-year-old Lucy and 7-year-old Emmy — have been on the go since sailing south with the 2017 Ha-Ha.

on our own sailboat. We quickly resumed our regular schedule of morning surf missions with friends, paddleboarding and wakeboarding in the estuary, walking to town for *gallo pinto*, *queso frito* and *fritanga* (Nicaraguan barbecue over wood fire in an old oil barrel), and exploring our favorite special spots along the rural coast of northern Nicaragua. Vikki volunteered at a local school and helped with a nonprofit, Rise Up Kids International, which was working to renovate the public elementary school in the village. We completed the installation of the new roof just as rainy season began, and unknown to us, the pandemic was approaching.

We had planned our Puddle Jump departure for the first week of March. We had already done our major provisioning, and every cupboard and bilge compartment was filled to the brim with food for six months at least. News continued to

A socially distant farewell to friends who run the nonprofit Rise Up Kids International.



TALIESIN ROSE

trickle south as the US began to experience a significant rise in COVID-19 infections — though very few cases had been reported in Latin America and none in Nicaragua.

We felt the first indirect effect of the pandemic when a friend, planning to come the 90 miles from El Salvador by boat to join us as crew, realized that his chronic asthma placed him in a high-risk category for COVID. We decided to put our departure plans in a holding pattern to see how things developed.

Within a week, doctors and scientists went from advising that the coronavirus was like a bad flu to taking the threat seriously after seeing the near collapse of healthcare systems in Europe.

We quickly came to the conclusion that crossing an ocean to remote islands of the South Pacific with limited access to medical care was probably unwise. And within a few days, departure was no longer an option. In quick succession, countries all around us closed their borders. We began to self-isolate the same day that our friends and family back home in California officially began to shelter in place.

We felt it serendipitous to be 'isolating' in Nicaragua as it was so lovely. The marina was peaceful aside from a few other cruisers on the docks. We kept our distance and wore masks. But we had access to the pool and beach connected to the marina. We had veggies delivered directly to the docks from the local farmers, and even arranged to have the *fritanga* restaurant make orders to go. What little tourism there was in the village shut down entirely, and it was devastating to see our friends suffer as their livelihoods evaporated. We tried to help as much as possible by organizing regular food orders for the other cruisers from local eateries and supporting the shops in town.

The nonprofit Vikki was volunteering with transitioned from remodeling the school to delivering food and supplies to the most needy families in the community. Nicaraguans are some of the most resilient people we have met and are no strangers to hardship. Their positivity and appreciation for the simple pleasures taught us the true meaning of gratitude.

In the meantime, life didn't change much for us. We continued homeschooling, playing in the estuary, and surfing empty waves. We created a quarantine bubble with the other cruisers. We set up a projector and would have socially distant movie nights outside on the patio, and once a week the owner



of the marina, Don Roberto, would treat us all to a traditional Nicaraguan meal. The staff at the marina took such good care of us and became family. We felt incredibly fortunate and prepared to sit out the pandemic in our Nicaraguan paradise in the shadow of San Cristobal Volcano.

Coronavirus Gratitude Lesson #1 — I once read a quote attributed to the Dalai Lama on the wall of a hostel in El Salvador: "Home is where you feel at home and are treated well." Our community in Nicaragua made us feel so at home during a time when many other cruisers around the world were feeling unwelcome, enduring extreme restrictions, or having to leave their boats and fly home. The care we experienced from the people in Puesta del Sol and the surrounding areas is a kindness for which we will be eternally grateful — and one we hope to repay someday.

April

The first week of April brought Rowan's birthday, and two days later, Vikki's. We celebrated with homemade cake,



IN LATITUDES



ALL PHOTOS TALIESIN ROSE

Above: 'Taliesin Rose' crosses the Bahía del Sol bar the other way. Top left: Emmy with Moto, the ship's cat. Center: Rowan's barracuda. Right: Chores are chores, afloat or ashore.

wakeboarding on the estuary, and a bonfire at the sandbar. A few days later, we painted tin cans from the recycling bin, stuffed them with leftover piñata candy and had an "Easter egg" hunt at a half-submerged rock pile in the middle of the estero. The girls said it was their favorite treasure hunt ever. We then turned our colorful tins into a quarantine garden and vases that we used for fresh-picked flowers that the girls delivered as presents to all the other cruisers on the dock. We learned that with a bit of creativity and good company, special and memorable celebrations can be made from very little.

We heard from a number of friends we had seen earlier in the year that they had contracted COVID-19! The seriousness of this disease hit home as people we knew, healthy people our age, with no pre-existing conditions, struggled through difficult and sometimes months-long illness.

Coronavirus Gratitude Lesson #2 — As we completed another lap around the sun and people everywhere struggled with their health, finances and the stress of being confined at home, we felt even more prepared and grateful for the position in which we found ourselves. Instead of feeling like we were in a predicament, we felt we had been unknowingly training for just such a situation. We were well-set-up to distance from others. We had access to desolate nature, fresh air and sunshine. We were fully provisioned and Rowan had set up the boat for off-grid living, so we were entirely self-sufficient. We had the means and skill to sail anywhere if we needed to travel. We had our health and each other, and wanted for nothing more.

We loved our life on the peaceful estero, even with the pandemic restrictions, but we could feel the change in season as the afternoons brought huge, puffy clouds threatening rain, not to mention our 90-day tourist visas were soon to expire. We heard unofficial rumors that it was becoming increasingly difficult to

get exit documents processed. Combined with impending responsibilities back in the States, it felt like the prudent decision was to get north, away from electrical storms and torrential downpours — and to eventually repatriate.

It was imperative to us that wherever we traveled we could easily respect any restrictions, and that we were welcome. Mexico was the only option other than sailing directly to the US via Hawaii, which we were prepared to do if Mexico suddenly shut its doors (as countries were doing everywhere by then). But even Hawaii had made it clear that they did not want visitors.

Don Roberto had to make some calls, and the US Embassy made inquiries on our behalf. And by the skin of our teeth, we were able to get a navy commander to come and grant us our exit *zarpe*, without which we wouldn't have been allowed entry into Mexico. We then had 30 minutes to say hasty but heartfelt goodbyes to some of our favorite people, track down Moto the cat, who had taken to spending afternoons napping on Don Roberto's boat, and set sail on the three-day passage to Chiapas with our fingers and toes crossed that the border didn't close before we arrived. Luck was with us again as the evening lightning storms stayed far off in the mountains, and we had a pleasant and uneventful passage.

We were welcomed by the Mexican navy with a health screening and temperature check, masks, and a hearty "*¡Bienvenidos a México!*" We stayed at Marina Chiapas just long enough to get some well-deserved ice cream, fuel and provisions, and then rolled right into a Tehuantepec crossing and five-day, 700-mile passage to Ixtapa.

At one point we were approached by a fishing *panga*, and our occasional cynicism made us wary of their approach. The fishermen asked for food. We quickly filled a care package with cans, snacks and drinks and passed it over to the *panga*. The three men shouted an enthusiastic "*¡Gracias!*" They immediately came to an abrupt stop and dug right into the cereal bars and jar of nuts with famished abandon. My heart filled with compassion, faith in humanity restored, and I wished that we had given them more.

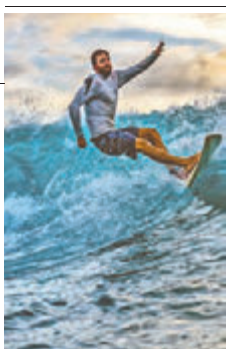
We experienced the famous Mexican hospitality as we were welcomed by the proprietor of the beach restaurant at Isla Ixtapa to use his *palapa* and wood-fired grill. We spent a lovely week playing in the sand, grilling fish, and feeding the wild rabbits and deer that live on the island.

CHANGES



'Carthago' makes a pit stop. In Fiji, boats are set into 'cyclone pits' dug into the ground (with tires providing a cushion) to ride out hurricane season. Inset: Jose catches one.

Next up, we pushed on to Barra de Navidad. While restrictions were in place, we felt thankful to be able to take long, meandering walks on the beautiful property and get pizza and groceries delivered



to the dock. The highlight was a tour of the full-size replica of the *Santa Maria* that was docked in the marina. We stopped in beautiful Tena-catita and went for an awesome estuary tour to the lagoon before continuing on.

— Vikki 7/31/20

Next month: Heading back to Mexico and learning some of the 'new normals' of cruising.

Cruise Notes

• "When COVID started flaring up around the world, I was in New Zealand and realized borders were going to close," writes Jose Castillo of the Beneteau Oceanis 423 **Carthago**. "I was faced with the option of staying in New Zealand for the winter, or making a run for it to Fiji and guaranteeing myself empty surf breaks and warmth." Unable to find crew for the getaway, Jose singlehanded the mostly uneventful 10-day, 1,000-nm passage. "I arrived in Fiji just in time to hide in the mangroves from Category 5 Cyclone Harold," he says.

"Turns out, being the only one surfing empty, world-class surf breaks is amazing for a month, or two, or three, but as a socially outgoing, single guy, I was starting



Charlie and Cathy have been exploring the Chesapeake this summer.

to dread being there mostly by myself for much longer. So, I put my boat away in a cyclone pit at Vuda Point Marina, pre-paid until April 2021, and flew home to San Francisco. It's actually really nice to be back in my apartment after five years cruising, and I'm hoping my plethora of cruising stories and sailing experience help get me invited onto some sailboats in the Bay. Hit me up, or follow my adventures by searching for *Sailing-Seababtical* on Instagram or Facebook!"

• Charlie and Cathy Simon of the Seattle-based Taswell 58 **Celebrate** are no strangers to these pages. They completed

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a circumnavigation in 2014-15, a Northwest Passage in 2017, and a circumnavigation of the North American continent in 2018. These days, they're on the East Coast, having spent last winter cruising between Ft. Lauderdale and Key West. "We really loved cruising the Keys and spent a month at the Stock Island Marina in Key West — a great place to meet other cruisers from all over (it reminded us of Shelter Bay Marina on the Caribbean side of the Panama Canal)," says Charlie. They've now sailed north to Chesapeake Bay for the summer and are based in Annapolis.

• One of the more unusual cruising boats that has sailed through *Changes in Latitudes* is the 57-ft *Spray* replica **Thane**, owned by Sherry and Robert "Cap'n Rob" McCallum. A couple of years ago, we featured their story as the former "three-hour tour" charter boat out of Victoria was being prepped to head south with the 2018 Baja Ha-Ha fleet. After that, the big plan was for big cruising,



Left: Sherry and Cap'n Rob are loving *mañanaland*. Above: 'Thane' cuts a handsome profile.

but as often happens when people see how lovely Mexico is, they never got farther than Banderas Bay . . .

"We fell in love with Banderas Bay and consequently Puerto Vallarta," says Rob. "We now own a condo, which is a five-minute walk to *Thane's* new home at Marina Vallarta. Turns out Banderas Bay is an amazing jumping-off spot, be it daysails, short weekend cruises or longer distances. North, south or west, the possibilities are endless. The sailing community here is wonderful, but believe it or not, the most difficult part of sailing here is finding people to come with us! We are getting older and like to have help when

we sail now; it's just easier. If you find yourself down in PV, give us a shout; extra crew is always welcome on daysails."

• The Stolze family — Evan, Tanja, 3 1/2-year-old Mats and family dog Noah — (and a somewhat mysterious crewman know simply as *Kruiser*), sailed their 42-ft steel sloop **Alsager** south in 2017, briefly crossing paths with that year's Ha-Ha fleet, but happy to part company on their own schedule and do their own thing. After a great season, Evan flew Tanja and Mats home to Sausalito and bashed back up the coast with a couple of



'Alsager's' Tanja, Evan and Mats. *Kruiser* is "vagabond/surfing Vancouver Island."

pickup crew. The family have settled back into 'land life' — with the familiar theme of COVID-caused work interruptions, including having to homeschool Mats, now 6. They're still cruising on *Alsager*, just

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ALL PHOTOS TAHU LE'A

closer to home. "We managed to spend a few days at our favorite island in the Delta, and a few weekends at our 'secret' anchorage at Angel Island," says Evan.

• Earlier this year, David Cohan had an epiphany. "I realized that in over 20 years of sailing **Tahu Le'a**, our Morris 46 cutter, I'd never taken her out without at least one of the wonderful women sailors in my immediate family: my wife and long-time cruising partner Sharon Jacobs, or our now-adult daughters Kimberley and Kaela." With Sharon's physical challenges from multiple sclerosis, and both daughters pursuing their own lives, he decided this was the year to venture outside the comfort zone and invite currently boatless sailing friends out on the Bay. "Alas," he says. "The pandemic crushed those

Left: David and Sharon. Center: 'Tahu Le'a' underway. Right: Kaela helps get Mom aboard. David has made a number of modifications to the boat so she is comfortable aboard.

plans, among others."

Happily, the family did fit in a fine day of sailing with Kimberley in February (and are looking forward to more). Kaela, in medical school in New York City, wisely chose to evacuate in mid-March, rejoined the household bubble in mid-April, and joined her parents for several daysails in May, June, and July. "It reminded us once again that any day spent sailing, even for just a few hours in local waters, is well worth the time and effort," says Dad David. "Both daughters are, of course, well practiced in helping run the lift we use to help Sharon on board *Tahu*

Le'a, so she enjoyed all of our limited time on the water as well."

Kaela has since returned to NYC and Kimberley is busy with her own life in the City, "so we are effectively marooned ashore until health conditions permit sailing friends beyond our family bubble to join us on the water once again."

(For more on the extensive cruising this family has done, as well as David's clever accommodations to get Sharon onto and off the boat, see the December 2017, *Changes in Latitudes*.)

• Just because it's cliché doesn't mean it won't work. Last month, three castaways were rescued from a small atoll because they carved a big **"SOS" in the sand**. On July 31, the three, described only as "mariners," were reportedly on a

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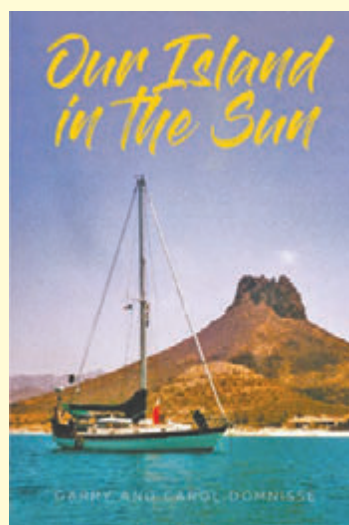
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26-mile trip from the Micronesian island of Puluwat to Pulpap on a 23-ft boat. They never arrived. US authorities in Guam launched a search, and three days later, spotted the SOS (along with the beached boat and a makeshift shelter) on Pikelot, an uninhabited atoll almost 120 miles west of the men's departure point. In good health, they were picked up and taken home by a Micronesian patrol vessel. They



No Gilligan or Mary Ann, but the big SOS on the beach got these castaways rescued.

reported that their boat had run out of fuel.

• Paul Hedberg, who sails the San Juan 28 **Free Indeed** out of Mission Bay, crewed aboard Tim Hogan and Anna

Wirth's Sausalito-based Tayana 48 **Pakele Loa** for last year's Pacific Puddle Jump. As with many boats, they picked up some blue-footed boobie hitchhikers. After the novelty wore off — which doesn't take long once they start pooping

— Paul headed forward to shoo them off the pulpit.

"They were a blessing in disguise," he says. "I noticed that the cotter pin holding the clevis pin, which holds the forestay, was missing, and the clevis pin was working its way out. It had already passed through one arm of the tang. The other arm was bent and flexing with each wave." The crew quickly secured the tang and the fix was made. "A certain employee of a certain boatyard in Puerto Vallarta was deemed the responsible — or irresponsible — party. So we checked all of his other work and found similar issues with each job he had done." All's well that ends well, and *Pakele Loa* completed the 21-day voyage to Fatu Hiva with no further issues.

We've heard lots of these sorts of stories over the years. The 'worst' one was a story we did years ago of Bill Forrest, who was singlehanded the *Capo 30 California Girl* down the coast of Costa Rica



Paul with an unidentified Polynesian acquaintance.

PAUL HEDBERG

back in 1993. The boat was motorsailing under autopilot when he leaned against a lifeline during a bucket shower and the lifeline broke. He went into the water and watched as his boat motored over the horizon and out of sight. He was 12 miles offshore, naked, and had a big fishhook in his hand from trying to hold onto the trolling

line. He made the swim and lived to tell the tale. *California Girl* went onto rocks at the entrance to Bahia Culebra. Holed and sunk, the boat was salvaged and put into a boatyard. Just before Bill headed back to the States, he went aboard to see what part of the lifelines had failed, since they had just been replaced a month earlier. He found that nothing had broken — the little circlip holding the clevis pin in place had not been put all the way on, and had worked itself out, followed by the pin.

Advice of the month: Check your pins and retainers regularly, folks!

— latitude/jr

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8.5 FT ZODIAC CADET, 2010. Zodiac Cad-
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 Very good condition; always covered; this
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7' 9" WINNER 3D STAR OPTIMIST, 2016.
 2016 Winner. 3D Star for sale. 5 sails. Mk
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 DSK blades. Extra daggerboard for lighter
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 tras. Price: \$2,000. Location: Belvedere.
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9-FT WALKER BAY, 2006. Four-person
 tender (Odyssey 270, Air Floor, PVC,
 70lbs). V-shaped air floor, telescopic oars,
 foot pump, seat, and storage bag. Original
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24 FEET & UNDER



24-FT SOVEREIGN 24, 1997. Miya is a
 bluewater pocket cruiser. Beautiful cabin,
 full head, sink, icebox, sleeps 3 comfort-
 ably. Comes with two anchors (Bruce
 and Danforth), great stereo, uninstalled
 VHF radio, and extra gasoline tank. New
 workhorse Yamaha outboard 9.9hp long
 shaft, less than 20 hours. New high-end
 NorthStar AGM batteries less than 4
 months old. Great daysailer around the
 Bay, or lake. Shoal keel 2.5ft draft. Trail-
 erable. Comfortable in weather. Bottom
 paint June 2014. Sails by North Sails and
 rigging 2015. Well loved and maintained.
 I'm sad to see her go, just don't have the
 time to sail her. Price: \$8,500. Location:
 Gashouse Cove, San Francisco. Email
 miyasailboat@gmail.com.

22-FT MACGREGOR, 1972. On trailer
 (with new tires, lights, and wiring), sleeps
 3, large battery, electric motor, speed and
 depth instruments, never-used inflatable
 dinghy, new winches. Anchor and chain,
 Porta-Potti. Price: \$2500. Location: Por-
 terville, CA. Contact (559) 542-2684 or
 (559) 368-3027 or scrose2@gmail.com.



22-FT MERIT, 1983. Well outfitted, 5hp
 Honda long-shaft. Functional trailer.
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16-FT NEWPORT 16, 1973. Stainless
 steel cockpit railings and bow pulpit;
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 \$3,500. Location: Benicia. Contact (707)
 567-4351.



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23-FT WESTERLY, 1972. English twin-keeler owned since 1976, cruise veteran, 5'10" headroom, propane galley, enclosed head. New cabin and deck paint. Serviced 9hp Mercury, electric starter/alternator, new battery, charger, heavy main, roller jib, drifter. Needs rewiring, bottom job. Price: \$4,000. Location: Alameda. Email squeaks47@earthlink.net.



20-FT NIMBLE 20, 1988. Classic 1988 Nimble 20 Yawl designed by Ted Brewer. New standing rigging 2016, new running rigging 2017. 2 jibs, mainsail, mizzen, sail covers. Suzuki 6hp OB. Anchor and rode. Fusion Bluetooth marine stereo, AGM battery, LED running lights. Bottom job 2019. Price: \$3,500. Location: Vallejo. Contact damgaardmd@yahoo.com or (510) 390-4447.



22-FT CATALINA WING KEEL, 1989. Fully loaded: Honda electric start and trim; new main halyard, main sheet, single line reefing with rope clutch. Raymarine autopilot, wind, depth, speed and temp i70. Pop-top lifting kit, dual battery system. Roller furl jib. Paint job: Morrison marine spray on epoxy Teflon barrier coat; dual battery system with solar and ACR. 2 Danforth anchors. Comes with trailer: brakes and master cylinder rebuilt. Whole trailer stripped and repainted with DT paint. Price: \$11,000. Location: Morro Bay (dry dock). Contact (530) 308-6694 or waltintahoe@sbcglobal.net.

22-FT COLUMBIA, 1968. New bottom paint March 2020. 5-yr-old main, lightly used. 95 120 jibs, storm jib lightly used. 5-yr-old Honda 8hp. Full boat cover and new custom sail cover. Price: \$3,000. Location: Alameda Marina. Contact (510) 909-9946 or chuckcopus1@gmail.com.



22-FT MERIT, 1984. Very good condition. Bottom paint good, interior new, sails: 2 jibs 2 main RC/CR, storm blade, working jib, and spinnaker. Loaded with gear, 6hp Evenrude OB. Trailer restored with spare tire and mount. This boat is fast, it is a two-time winner of the Delta Ditch Run cruise class. Call Richard, leave message. Price: \$8,000. Location: Lake Yosemite, CA. Contact (316) 350-0981.

15-FT CATBOAT, 1976. San Rafael. \$2,750. Locally built by craftsman from Wooden Boat plans. Gaff-rigged Catboat, hard chine, 5/8 steel centerboard. Marine plywood with dark green gelcoat. Tabernacle mast for easy trailering. Hand-made wooden boxes for seating. Kitty Sark - for brig Unicorn's cat. Replaced mast, cabins sole, sail and rigging over last 10 years. Full cover and other useful equipment. Newly painted cockpit. With free trailer (needs work) Ready to sail. Will help deliver via water locally. Email Alice@Alicecochran.com.

22-FT NONSUCH 22, 1986. Hull #26, Tiller with 6hp Tohatsu Sail Pro. Unique boat with stand-up headroom, enclosed head, and galley with ice box and sink. Easy to handle cat-rigged (Wyliecat) sail plan. Large cockpit with coaming. Good condition! Price: \$16,500. Location: Alameda. Contact (650) 465-2206 or denismcarroll@hotmail.com.



24-FT J/24, 1981. Looking for good new home to race, daysail or boat camp. Dry sailed and stored. Sails and gear - clean. Full standing rig - needs 10 lbs weight. Good hatch, no perlite. Can race/sail now. Relocating and no time to sail it. Price: \$2,500/obo. Location: Santa Monica.



25 - 28 FEET

28-FT SLOOP, 1972. 28-ft sailboat made by Cheoy Lee, with 18hp Yanmar diesel. New bottom paint, 10-ft Avon tender with 8hp OB. Price: \$18,000. Please call. Ask for Ralf. (707) 965-2051.



26-FT HUNTER 2001. Clean, lightly used. 3 sails. Bimini, winter cover. 18hp outboard, pulpit seats, water system, stereo. Remote throttle, bottom paint, UHF and trailer. Price: \$12,500. Location: Lakeport, CA. Contact (707) 245-8264 or daniel.christensen@mchsi.com.



27 FT ERICSON 1972. One owner, always kept in great condition. Excellent Bay cruiser, club use. 22' headroom, gallery and head. 22' anti-foul, bilge pump, 22' 2018. All internal hardware. 22' 22 winches. 9.9 Johnson OB, serviced, VHF. Clean interior, 4in cushions. Full cockpit cushions. Many extras.



27-FT NOR'SEA 27 WITH TRAILER. 1979. Legendary Nor'Sea 27 long-range bluewater cruiser with optional 3-axle Transcontinental trailer. Outstandingly appointed and impeccably maintained cruiser/liveaboard that can be trailered anywhere. Wonderful boat. Complete info: <http://thecruisinglife.net> Price: \$39,900 + \$5,500. Contact saltydogfritz@yahoo.com or (415) 383-7888.



25' 10"-FT MACGREGOR 26X, 1999. Original owner. Sail or wakeboard, ski or tubing. Yamaha 50hp four-cycle, slim shifter. Sails = main, 130% furler + std jib, asym. spinnaker, fish finder, depth, speed and temp, VHF with antenna, compass, electric faucet, starter and deep cycle battery, 120V wired, bilge pump, fenders, boat hook and docklines, cockpit pedestal table with teak, dual alcohol stove, stereo AM/FM CD player, speakers inside and out, 2 anchors with rode and 150ft line, mast raising system, Porta-Potti with spare tank, cockpit seat and seat back cushions, Bimini top, swim ladder, ski tow rope, trailer, SS disc brakes, new tires. Price: \$19,000. Location: Los Gatos, CA. Contact (408) 353-8908 or hugh_shyba@comcast.net.

26-FT MACGREGOR, 1998. Clean 26-ft MacGregor in fair condition. 50hp Honda trailer. Price: \$5,500. Location: Santa Cruz Area. Contact (831) 454-0920 or 26sail@comcast.net.

29 - 31 FEET



30-FT TARTAN 30 1978. 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. Price: \$13,500. Location: Burlingame, CA. Contact (310) 968-7804 or frank@2garcia.com.



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31-FT VAN DE STADT BLACK SOO. 1968. 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. Price: \$8,500. Contact (415) 647-7387 or buckingham@sonic.net.



30-FT WILDERNESS 30SX, 1980. This boat was built to do Hawaii races! I bought this boat last year with the intention of doing the next Singlehanded Transpac (canceled) and have maintained and improved systems over this time. This boat is ready to go. The boat has won Bay races this year. Custom B-32 keel. New 6hp OB, bottom paint, cockpit, instruments, sails. Re-rigged for easy singlehanded sailing. Solar panels and all the required offshore equipment. Contact me for complete details. Price: \$15,000. Location: Alameda, CA. Contact (510) 846-2670 or seowens4@gmail.com.



30-FT WILLARD 30 VEGA HORIZON. 1975. 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. Price: \$28,000. Location: Richmond Marina Bay. Email vernaj@pacbell.net.



30-FT RAWSON 30, 1961. Built for circumnavigation. Other plans, years of good work. Huge personal loss. All systems changed out, new Yanmar 30 GMF, chainplates. Ballast Resi-Crete stable. Hull stripped and epoxy coated. New chainplates, portholes, hard dodger, sails marginal. Solar panels, new wiring panel, AC breaker. SS handrails, registered. In yard. Call if coming to see. Live short distance from yard. Willing to help (a little). Have paperwork. Price: \$7,000. Location: Antioch, CA. Contact (925) 778-4349.

32 – 35 FEET

33-FT FT CAL 33, 1989. 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. Price: \$40,000. Location: Redwood City, CA. Contact (650) 460-4823 or john.927grace@gmail.com.



32-FT ALLIED SEAWIND II, 1975. 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 bowroller. Cabin wood stove. Shorepower. RIB + OB. Too much additional gear to list. Email for more pics and info. Price: \$23,000/obo. Location: Richmond, CA. Email poprocks23@gmail.com.



34-FT CAL 34 MK II, 1975. 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. Price: \$12,000. Location: Point Richmond, CA. Contact (510) 599-1216.



32-FT MARINER 32, 1975. By Clair Oberly. Impeccably maintained with rigging and fittings built well over spec. Recently overhauled rigging, new sails and new windows. Roller furling genny, Yanmar 3GM 30F diesel, aluminum masts, Edison worm gear steering. Inflatable with 5hp Nissan. Brightwork has been professionally maintained. A classic in outstanding condition. LWL: 25'. Draft: 3'8". Beam: 9'9". Price: \$16,000. Location: Corinthian Yacht Harbor. Contact Eric. (415) 786-6146 or pundit@mac.com.



32-FT WESTSAIL, 1973. Escape the Covid apocalypse. Sail away on this solid bluewater cruiser. Universal MD50 in good condition. Plenty of heavy duty ground tackle with 300ft+ of chain. LED electrical. Newer standing rigging. Some new running rigging. Recent barrier coat applied. Sails in good condition. Survey available. Price: \$19,000. Location: Martinez Marina. Email isailonu2@gmail.com.



33-FT RANGER, 1977. Beautiful well maintained Ranger 33. Sails in good condition, interior comfortable in excellent condition and efficient Universal diesel engine with 400 hours. Control lines led to the cockpit making for easy singlehanded or crewed sailing. Price: \$19,500. Location: Alameda. Contact (510) 457-6552 or MrMike1230@gmail.com.

35-FT SANTANA 35, 1979. Fully equipped for racing or cruising. Blue hull white deck. 6 sails, 6 sheets, winches. Includes Avon and 5hp Mercury OB. Recent survey value \$23,000. Price: \$18,000. Location: Balboa Yacht Club. Contact (714) 662-3467 or (714) 936-4304.



33-FT INTERNATIONAL ONE DESIGN. 1958. Exceptionally well maintained IOD. Built in Norway in 1958. Rebuilt in Sausalito in 2008. This boat is the current season champion and race ready. You won't find a better wooden IOD in SF Bay. Price: \$25,000. Location: Tiburon, CA. Contact (415) 250-7854 or pzupan@gmail.com.



35 FT CORONADO CENTER COCKPIT. Sloop, 1972. Flush deck center cockpit creates a generous floor plan with two private cabins, efficient galley and comfortable salon. Moderate displacement, fin keel with spade rudder. Consistently upgraded and maintained for 30 years by a meticulous owner who's moving onto a larger boat. If desired, a partnership-LLC would allow the boat to remain berthed at South Beach Harbor, your pied-à-terre in The City! Description of improvements, video and photos can be found at <http://sfcoronado-35.com>. Price: \$29,000. Location: South Beach Harbor, SF. Contact markshindel@gmail.com or (408) 623-4004.



35-FT CHALLENGER, 1974. 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. Price: \$30,000. Location: Alameda, CA. Contact (925) 577-0239 or ghall4135@gmail.com.



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32-FT COLUMBIA 5.5 METER. *Top Gun.* 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. Price: \$13,000. Location: Stockton Sailing Club. Contact (209) 482-0180.

36 – 39 FEET



36-FT SABRE, 1994. 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. Price: \$119,000. Location: San Carlos, Mexico. Contact (805) 320-5600 or robker2@comcast.net.



37 FT TARTAN 37, 1982. *Trek* is a highly modified cruise-ready ocean sailing machine. She was customized and had a major refit 2010. including a new vinyl ester bottom, Awlgrip paint on the hull and deck. First 6 feet solid glass and G10 plate at chainplates and jib track. Raymarine Axiom navigation electronics. Nexus wind instruments. Full Victron electrical system, inverter and solar controls using four panels. Hard dodger, running backs and inner forestay. 8 bags of sails and two spinnaker poles. Monitor wind vane, Comnav hydraulic pilot and two Raymarine wheel pilots. Price: \$80,000. Location: Seattle, WA. Contact (206) 817-3189 or mike@s3maritime.com.



36-FT ISLANDER, 1972. 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>. <https://youtu.be/QCqptMHA04E>. She is well equipped for Bay sailing and long weekend cruises. At 36' she's sloop-rigged with a low-hour 2014 inboard 30hp Beta diesel, making for easy singlehanded. The warm teak interior is comfortable, spacious with LED lights and a wood-burning fireplace for cold nights on anchor. 2014 c. 385hrs Beta 30 engine/65amp alt. w/ serpentine belt. Newish VHF/autopilot/instrument. Price: \$30,000. Location: Alameda. See <https://muhiudeen.wixsite.com/sypulau>. Contact muhiudeen@yahoo.com or (510) 282-1849.



37-FT O'DAY CENTER COCKPIT SLOOP. 1979. The *Easy Go* is a documented, 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. Price: \$25,000. Location: Richmond, CA. Contact (415) 515-0093 or rrm2rock@gmail.com.



39-FT ERICSON 39 FLUSH DECK, 1972. 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. Price: \$20,000/obo. Location: Richmond, CA. Call Bill. (707) 225-5696 or bill.borgen5151@gmail.com.



J/37, 1987. Well equipped performance cruiser. Recent bottom paint and cutlass bearing in August 2019. NEW Yanmar 29hp in 2018. 420 amp lifeline AGM house back plus start battery. Price: \$65,000/obo. Location: Newport Beach. Email for full spec sheet: sailcalifornia@gmail.com.



36-FT C&C 110, 2001. A fast two-cabin racer/cruiser that has been well maintained. Raytheon electronics, TV and standard radio, GPS, two anchors, 5 sails including a gennaker, whisker pole, 28hp diesel Saildrive. Can be seen at Moss Landing, CA on Monterey Bay. Price: \$80,000. Location: Moss Landing, CA (North Harbor). Contact (831) 385-1106 or (831) 206-7878 or whunt1@sbcglobal.net.



37-FT BALTIC 37, 1981. 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. Price: \$49,000. Location: Brisbane, CA. Contact (650) 270-9190 or 37baltic@gmail.com.



36-FT ISLANDER 36, 1974. Sailors who know what to look for will see the value in this boat and all of the hard work that has already been done. This much-loved Islander has been in the seller's family for 25 years and is most of the way through a full refit for racing and coastal cruising. The owners relocated to the UK, which is motivating the sale before they've finished the refit. The boat has a brand-new bottom job (8/2020)! The teak deck work was just refinished as well. The owners are experienced and competitive sailors that have done a lot of work to her. Deck hardware replaced, Harken blocks, mast refit, engine rebuild, electrical re-wire, and MORE! Price: \$28,000/obo. Location: Point Richmond, CA. Contact (609) 276-6703. See <http://www.islander36.org>.



36-FT CAL 36, 1967. Classic fast passagesmaker. Lovingly maintained, refit and equipped for offshore cruising. 2009 Westerbeke. 2011 sails. Pelagic autopilot, cutter stay, LazyCradle, windvane, watermaker, SSB, AIS, radar, solar, dinghy, updated electronics. Ready. Price: \$44,000. See <http://laiholokai.com>. Location: Mazatlan. Email svlaiholokai@gmail.com.



38-FT CATALINA, 1982. Beautiful condition, professionally cleaned, new varnish, new outside cushions, 3 new batteries, Xantrex battery charger and monitor. Lewmar self-tailing winches, Autopilot and radar chartplotter. Pineapple mainsail, Hood genoa on Harken furler. New sail covers. Price: \$36,000. Location: Berkeley Marina Berkeley. Contact kgaretson@gmail.com, (405) 706-5520 or (405) 834-7259.



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36-FT ISLANDER 36, 1976. 36-ft beautiful Islander. This is a meticulously maintained boat. Islanders are excellent Bay sailers or bluewater boats, many have circumnavigated. This boat sleeps six, galley, head. New main and jib. Price: \$36,000. Location: SF Marina. Contact kris.youngberg@gmail.com or (415) 828-1833.

39-FT FREYA, CANDIDE 1978. *Candide* is a Hawaii and Mexico vet. Yanmar diesel, ProFurl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. Price: \$55,000. Location: Brisbane. Contact (650) 728-9528 or (650) 773-3834 or hogancanoes@aol.com.



38-FT BALTIC 38DP, 1983/ 2013 REFIT. After a complete rebuild and modernization of one of "the World's Best Sailboats", *Yacht Freyja* is now available for sale. Complete website on this sailboat. <http://www.baltic38freyja.net>. Aquatech Yachts Services, has redesigned deck layouts, modernized sail handling for shorthanded sailing. Navigation and audio/ entertainment systems are like none other. Wireless technology are some of these features. This yacht is kept in "near perfect condition" owned by a marine tech. and boat shows like it! Price: \$120,000/obo. Location: Dana Point, CA. Contact (949) 466-3156 or aquatechyacht@gmail.com.

40 – 50 FEET



44-FT CATALINA-MORGAN 440, 2006. s/v *Cuba Libre 3* is for sale. Fully equipped and meticulously maintained. Turnkey ready for Sea of Cortez or Pacific Puddle Jump cruising. Email for complete list of numerous extras. Price: \$205,000. Location: Mazatlan, Mexico. Email sailclub@yahoo.com.

41-FT ISLANDER FREEPORT, 1979. This world cruiser boat has brand-new, never-been-used sails, roller furlers, all new canvas, and lots of modified equipment. Great liveaboard. Price: \$89,000. Location: San Francisco Marina. Contact (415) 602-8416 or johnnyelda@sbcglobal.net.



41-FT FORMOSA 43, 1980. 41'9" LOA. *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. Price: \$32,000. Location: Alameda Marina. Contact (925) 228-8661 or chasberletti@comcast.net.

45.2-FT JEANNEAU SUN ODYSSEY. Owners Version, 2000. Bristol condition, E97 Raymarine chartplotter, fish finder, 20m color radar, SeaTalk, wind. LaFabrica dodger, bimini, Strataglass windows, 316SS frames, covers. Teak cockpit table and stainless dorades, Harken winches, Mediterranean rear entry, twin leather-covered helms, fresh blue Petit 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. Price: \$149,500. Location: Blaine, WA. Contact (360) 306-0953 or a64me@yahoo.com.

42-FT CATALINA, 1990. *La Bella Vita* is a 2017 Baja Ha Ha vet. 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. Price: \$79,500/obo. Location: Hidden Harbor Marina. Contact (916) 804-8213 or drsbakken@gmail.com.

40-FT PASSPORT 40, 1985. Famous bluewater cruiser, hull #90. 46hp Westerbeke. All systems updated: electrical, refrigeration. Newer canvas: Stack Pack and full boat cover. Newer latex mattresses. Raymarine chart plotter/navigation. Hydrovane. 400 watt solar panels 10-ft dinghy included. TV/DVD stereo with outside speakers. 2019 survey reflects value at \$115k. Much more included. Great boat for exploring Sea of Cortez! Price: \$99,000. Location: San Carlos, Mexico. Email for more information and photos: Glouisiv@gmail.com.

42-FT ANACAPA, 1974. Full keel pilot-house motorsailor. 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. Price: \$45,000. Location: Oxnard, CA. Contact (805) 407-6479.

50-FT BENETEAU OCEANIS 50, 2011.

This Beneteau 50 is a 3-cabin model that is very clean with low use. This is a very nice sailing boat. It is a perfect shorthanded sailing yacht for weekend sailing. A great opportunity to buy the very successful Beneteau Oceanis 50 which combines performance, comfort and style. It has the dock-n-go system installed. Price: \$315,900. Location: Richmond, Marina Bay Yacht Harbor. Contact (510) 816-7711, (510) 415-1747 or carex@sbcglobal.net.



46-FT WARWICK CARDINAL, 1982. Fully equipped fast cruising sailboat. *Sirena* has a tri-cabin interior layout and she is in spectacular condition! Totally refurbished 2012 thru 2014; including new diesel engine, new tapered mast and rigging. Easily sailed by two. Price: \$134,500. Location: San Diego, CA. Contact (949) 285-9272 or (949) 285-9273 or edcquesada@aol.com.



45-FT EXPLORER 45, 1978. 45-ft Stan Huntingford design, center cockpit, cutter, heavy fiberglass hull with encapsulated full keel w/cutaway. Excellent stable bluewater vessel with Perkins 4108/Velvet Drive transmission. Motivated seller. Price: \$65,000. Location: Ventura, CA. Contact (805) 320-8523 or Windblown13@outlook.com. See more at <http://Explorer45.com>.



45-FT NORSEMAN 447. Center Cockpit Cutter, 1983. Rebuilt Perkins 62hp diesel. Extensive upgrades include new chainplates and rigging, watermaker, solar and wind generators, bow thruster, fresh bottom with new thru-hulls, wood-burning fireplace, custom stainless davit, fuel polishing and more. Many spares. Price: \$199,500. Location: Marina del Rey, CA. Contact rtdnathanson@aol.com or (310) 430-1769.



40-FT CAL 40, 1969. #150. Just out of extensive 8 week haulout. Complete bottom job, new standing rigging, Yanmar 27hp 3 cyl V-drive, new batteries, heavy duty chain plates, lots of extras. Price: \$56,000. Location: Kaneohe Yacht Club, Hawaii. Contact (808) 292-6844 or gvan@hawaii.rr.com.



50-FT STEPHENS, 1987. Strong, fiberglass bluewater cruiser, Sparkman & Stephens design. Well and lovingly maintained. Fully equipped, ready to go anywhere! Sleeps 6 comfortably. Spacious, open-plan salon with large galley. Includes RIB dinghy and 15hp motor in good condition. Price: \$155,000. Location: Sausalito. Contact (954) 240-3666 or rob.andi.overton@gmail.com.

42-FT CATALINA 42, 1995. *Breez'n* must be seen to be appreciated. She has new standing rigging, recent instruments, electric Harken rewind winch with remote buttons, 3DL sails, asymmetrical spinnaker, Autostream prop, dinghy OB and factory custom woodwork. She has always been professionally maintained and shows it. Price: \$129,000. Location: Point Richmond. Contact (510) 912-5800 or bill.gage@savitar.net.

47-FT CATALINA. Customized bluewater-ready. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, cold-plate refridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, windvane, new hard dodger, Autoprop. Much more. Pacific Puddle Jump-ready. Price: \$189,000. Contact (916) 607-9026 or cestlavie_2000@hotmail.com. See more at <http://adream2sail.publishpath.com>.

51 FEET & OVER



56-FT SUNDEER, 1994. Hull #4. 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: Location: San Carlos, Sonora. Email hughfnorman@gmail.com. See <http://sundeer56.com>.





62-FT CUSTOM AL MASON DESIGN. 1985. 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. A vessel for the real sailor... not a toy. Price: \$585,000/obo or trade for real estate. Location: Chesapeake Bay, VA. See more at <http://sailmarnie.com>. Contact (757) 971-1811 or Sailmarnie@yahoo.com.



55-FT STEEL WORLD CRUISER, 1992. Hydra se... ous Naval architect... 1992 expertly... sails, rigging, 2-s... ec furlers davits, much more. Replacement value over a million.

SOLD

CLASSIC BOATS



35-FT WARNER YAWL, 1939. 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. Price: \$13,000. Location: Owl Harbor. Contact (206) 384-1175 or sagieber@gmail.com.



23-FT CRUISING, PICNIC LAUNCH. 2007. Elliott Bay replica steamboat cabin launch with Yanmar diesel. Large cockpit with canopy. Finished by Woodrum Marine, Sausalito. Mechanical maintenance by List Marine. Hull maintenance by Spaulding Boatworks. Tahoe Concours d'Elegance entry. Price: \$37,000. Location: Loch Lomond Marina. Contact (415) 699-7605 or cdenicke@aol.com.



41'6"-FT ALDEN MALABAR II. Schooner 2000. Alden Schooner built 2000 in excellent condition, Yanmar diesel 300 hours. This is not a project boat. Ready to sail. Price: \$75,000. Location: San Diego. Contact pthnrvana@gmail.com or (360) 431-8805.



65-FT MONK SLOOP, 1946. Monk designed sloop. Built Vancouver Shipyards. Teak and yellow cedar hull, over 100 new laminated oak frames sections. Silicon bronze-fastened hull. Interior undergoing refinishing now. Photos and survey. GMC 4-71 diesel. Price: \$75,000. Location: Mats Mats Bay, Port Ludlow, WA. Contact termiteatlarge@yahoo.com or (808) 796-7777.

MULTIHULLS



38-FT LAGOON 380, 2000. One owner, never chartered or cruised, lightly used, professionally maintained, washed monthly, bottom cleaned every 60 days, engine inspection/service annually, haul-out every two years, maintenance records available from date of purchase, including survey reports from 2012 and 2019. Captain's 3-cabin version, two queen-size berths. Upgraded twin 27hp Yanmar 3GM30FC inboard diesel engines, combined hours 1155, 45gal fuel tanks. Yanmar sail drives SD-20. AGM house batteries, total capacity 420 amp hours, 3 house 4D batteries, two Group 31 starting batteries. Quantum Fusion MC 65 mainsail and Fusion MC 65 genoa sail pack. Raymarine EV-200 autopilot, i60 wind instrument display, i50 Tridata DST800. \$50,120 in upgrades and replacements. Price: \$225,000. Email: sanctuarycat4sale@gmail.com. Location: Alameda, CA.



55-FT TRIMARAN. Horstman-Inspired, 1989. Must sell majestic comfortable liveaboard, 62' LOA X 27' W. New-ish sails: Norseman System main; furlled genoa. Dinghy/OB. 800w solar, Outback VFX2812. 15kw Westerbeke generator. Needs motor(?). Refrigerator, large freezer. Watermaker. 2 kayaks, Brownie's Hookah, fishing equipment. 3 heads, sleeps 6+. Custom SS lifeline, large brass portholes in V-berth, teak table in large covered cockpit. Includes 20-ft Novurania Equator 600 w/trailer in dry dock. Price: \$90,000. Location: Panama City, Panama. Contact (775) 350-4935 or (775) 782-7035 or bssevers@msn.com.



54-FT CHRIS WHITE HAMMERHEAD. Trimaran, 1995. 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. Price: \$395,000. Location: Long Beach, CA. Contact johnbarry3rd@gmail.com or (970) 946-6216.



40-FT NORMAN CROSS TRIMARAN. Custom, 1978. 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! Price: \$69,000. Location: Honolulu, HI. Contact jaynebrody@gmail.com or (415) 272-7890.



PROUT SNOWGOOSE 37 CATAMARAN. 1985. The catamaran is in Greece available for cruising the Greek Islands! Built in 1985, 10.9m long, 4.85m wide and has a draft of 0.85m. Boat info/specs can be found here: <https://sites.google.com/view/sv-camala-for-sale>. Price: \$45,000. Location: Preveza, Greece (Europe). Email svcamala@gmail.com.



46-FT CATAMARAN. 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. Price: \$70,000. Location: Santa Rosa. Contact (707) 696-3334 or john@windtoys.net.



28-FT TRADEWIND TRIMARAN. Trimaran project. Fiberglass production hulls, deck and cabin, demountable for transport, inboard saildrive, rig and sails, miscellaneous gear. Needs interior. Priced for quick sale. Sistership photo, more pictures available. Price: \$3,500. Location: Santa Rosa. Contact (707) 696-3334 or john@windtoys.net.

POWER & HOUSEBOATS



49-FT HAMPTON. With slip included, 2002. Getaway apartment on the Bay! Imagine your own private Bayfront yacht. This is not a liveaboard, but a retreat for getting away from the everyday humdrum of city living. Weekends will take on a whole new meaning. Visit website to see details and pictures of yacht and views from yacht. Price: \$425,000. Location: Slip G6, Pier 39, San Francisco. Contact (707) 287-5632 or garylrichaud@gmail.com.





36-FT GRAND BANKS 36, 1982. 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's (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 GB36's on the West Coast. Price: \$84,900. Email popeye.gb36@gmail.com.



34-FT SABRELINE FLYBRIDGE, 2001. 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. Price: \$145,000. Location: Pt. Richmond, CA. Contact (775) 443-6746 or matgville@gmail.com.

25-FT RANGER TUG 25SC, 2012. Excellent condition. 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. Price: \$98,000. Location: South Beach Harbor, San Francisco, berth G-69. Contact (707) 337-1583 or scmcgrath@sbcglobal.net.



40-FT HERSHINE TRAWLER, 1982. Tri-cabin layout with two electric flush heads. Huge aft stateroom 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. Price: \$49,900. Location: Loch Lomond. Contact Andromeda@jilindsey.com or (415) 987-7526.



48-FT OFFSHORE 48 SEDAN, 1992. 48-ft motor yacht with low engine hours. Well maintained and regularly upgraded. Two staterooms with two heads, a spacious saloon and lots of storage. Twin 3208 Cats, 8 kW generator, 2 a/c units and an 11-ft Zodiac with a Yamaha 20hp electric start motor. Everything in good condition. For more information and pictures: Price: \$270,000. Location: Richmond, CA. Contact eltib48offshore@gmail.com or (408) 891-2999.

PARTNERSHIPS



38-FT DEHLER 38, 2016. Looking for something innovative in yacht design and style? Rare opportunity to purchase a 33% partnership interest in a like-new Dehler 38, winner of numerous BOY awards. Excellent condition, low hours, sleeps 8. Well equipped, beyond the standard configuration. Price: \$80,000. Location: Marriott Marquis Marina, San Diego. Contact (602) 692-5144 or srudgear@gmail.com.

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. Location: Sausalito. Call or email: brjewell@sbcglobal.net or (510) 676-4913.



1984 BENETEAU FIRST 42. Seeking 2 partners. Beautifully maintained racer/cruiser. Seeking 2 partners for equal ownership. Set up for both racing and singlehanded sailing. The hull is wide at the center which displaces the water and the cockpit remains very dry. Everyone who has ever sailed her agrees that Sea Ghost is one of the best-sailing boats they have ever sailed! Price: \$22,000. Location: San Francisco Yacht Club. Contact (415) 246-2801 or seaghost3@comcast.net.

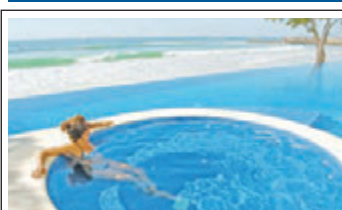


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MISCELLANEOUS



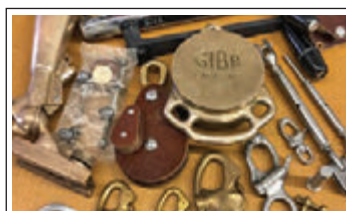
QUANTUM RACING SAILS FROM. Beneteau Oceanis 37. 2015 Quantum Sails MR3000 Series racing mainsail/115 headsail/CZ used on a 2012 Beneteau OC37. Total bought at over \$14K new! Location for more detail. Price: \$11,000. Contact: Taiwan. Contact (415) 993-9357 or justinliwang@msn.com.

WANTED

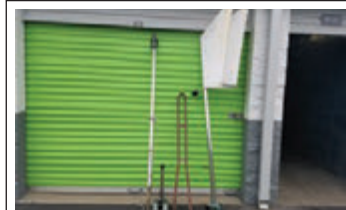
CORSAIR F-28R OR F-28 WANTED. To buy. I am a serious buyer looking for a Corsair F-28R. I am looking anywhere in CA, will slip the boat here in the Bay Area. Location: CA. Contact (510) 418-7555 or eelldog@mac.com.

WANTED: 23-FT RANGER. In need of a 23-footer with trailer both in great shape with sails and basic gear for lake sailing. Location: Statewide. Contact (530) 440-3893 or thx1138mission@gmail.com.

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SAYE'S RIG. Wind vane self-steering system. This system is in good condition. It comes off a 46-ft, 33,500lb sailboat. Price: \$2,500. Location: Marina Bay Yacht Harbor, Richmond, CA. Contact Eric: bonder@gmail.com or (801) 541-7635.

MISCELLANEOUS GEAR. 2 dock wheels, 12", 18"; \$100/obo. And 200-ft 1" anchor rode with 35-ft 1/2" chain; \$100/obo. Email gomohoward@att.net.



GEAR FOR SALE. 10-step boarding ladder and 2 screw jack stands. For DIY builder or boatyard. Price: \$350. Location: Camarillo, Ventura County. Call or email Tony at (949) 689-9390 or tspooner2000@yahoo.com.



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45-FT SLIP. In San Francisco at Pier 39. Close in and protected slip with all amenities including discounted garage parking, lounge, bathroom and laundry facilities. \$765 a month. Location: Pier 39, San Francisco, CA. Contact (916) 524-8077 or cwmorton@me.com.

CREW

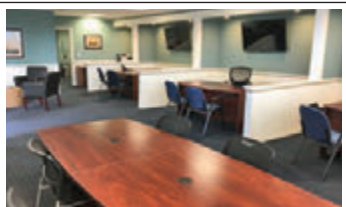
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EXPERIENCED YACHT BROKER./ Salesperson needed. Rubicon Yachts is seeking a professional yacht broker/salesperson for its new Alameda, CA office. Yacht sales experience required, must be a self-starter, membership in CYBA is a plus. Contact owner/broker Mark Miner. Location: Alameda, CA. Email mark@rubiconyachts.com. See more at <http://rubiconyachts.com>.

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YACHT SALESPERSON. Yachtfinders/Windseakers is looking for experienced yacht salespersons to join our team. We are a well-established brokerage with an impeccable reputation. We are looking for a salesperson with both sailing and powerboating experience and knowledge of the marine industry. Independent contractor, commission. Please email résumé or call. Contact (619) 224-2349 or info@yachtfinders.biz.



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CHARTER CAPTAINS. San Francisco Sailing Company is a Sailboat Charter Service and Sailing Tour Company. Our charter captains operate USCG-inspected passenger and uninspected 6-passenger sailboats on San Francisco Bay. Full-time and part-time positions available. Requirements for charter captains include: superior sailing and boat-handling abilities, excellent communication skills, professional attitude and a USCG captain's license 50-Ton or greater with sailing endorsement. To apply, email your cover letter and résumé to email. Location: San Francisco, Pier 39 Marina. Contact (415) 378-4887 or Sailing@SailSF.com.

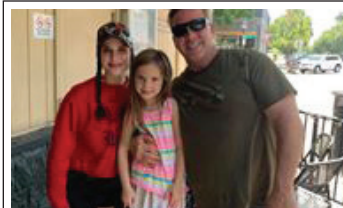
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BOOKKEEPER/ASSISTANT. Sailboat rigging shop is looking for an office bookkeeper/assistant to join the team. 25+ years in the Bay Area. The job is a mix of office manager, receptionist, and bookkeeper. Knowledge of QuickBooks, tax preparation, and sailboats required. Location: Sausalito. Contact (415) 331-3400 or southbeachriggers@gmail.com. See <http://www.southbeachriggers.com>.



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OWN A LEGEND. Wyliecat boatbuilding is currently for sale. Exceptional reputation: innovative, high quality and well-loved sailing characteristics. Includes molds/tools and everything necessary to start production of the full line of Wyliecat sailboats. See <http://www.wyliecat.com>. Location: SF Bay Area. Call Tom. (925) 376-7338.



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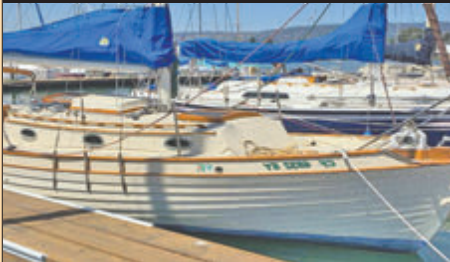
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