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We're grateful to be making and repairing sails in the middle of this pandemic. We are grateful to be sailing occasionally, though we miss the boatload of crew, the 6 to 18 friends we sail with regularly.

We're grateful for the perseverance of Latitude 38 and clubs hosting all the events they can and summer programs for kids. Some things will change, but the truly valuable and important will remain.

Thankfully.



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Cover:

Three Alameda yacht clubs organized the Estuary Extravaganza, held on Sunday, October 11. The regatta attracted 65 entries for three warm-weather, flat-water races, with the Oakland skyline providing a scenic backdrop.

See Racing Sheet on pages 78-80.

Photo: Fred Fago

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Swift Trawler 44 2015	\$449,000
Swift Trawler 35 2021	
Barracuda 27 2013	\$130,000
Antares 23 2020	\$114,000
Barracuda 21 2015	
Oceanis 492007	\$249,000

Jeanneau SO 49 2005	\$229,000
Beneteau 473 2002	\$172,000
Oceanis 46.1 2020	\$477,000
Lagoon 42 2021	CALL
Dufour 390 2019	\$299,000
Beneteau 393 2002	\$98,500
Oceanis 38.1 2019	\$224,000
Oceanis 38 2017	\$214,000

Oceanis 37 2013	\$134,500
Oceanis 35 2015	\$163,000
Catalina 350 MK2 2008	\$119,000
Beneteau 343 2006	\$79,900
Gemini 105mc 2001	\$110,000
Beneteau 40 2012	\$165,000
Islander 32 1979	\$32.500

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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 October 20, 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. We're also posting periodic updates on 'Lectronic Latitude at www.latitude38.com.

Non-Race

 ${f Oct.~31}$ — Blue Moon on Halloween — cue the theremin. And it's on a Saturday too.

Nov. 1, 2 a.m. — Fall back one hour for Standard Time.
Nov. 1, 1980 — From vol. #41, a letter from solo sailor
Dick Mitchell of the Pearson 36 Blythe Spirit: "During the recent TransPac and return, it was interesting to discover what
other offshore folks undoubtedly learned long ago. There are
certain frustrations that one can't possibly imagine until out
there by himself learning them firsthand.

- "1. Any headsail change usually requires a change back to the previous sail within 15 minutes.
- "2. When becalmed, stop trying to make the boat go. Do something interesting, like fixing a gourmet meal or starting a good book. The wind will build to gale strength and the boat will be uncontrollable in no time at all.
- "3. When winds are light at dusk, and with a fair sky, leave up a full main and large genoa. This guarantees heavy squalls during the night with gusts to 40 knots requiring a storm jib and triple reefed main usually at 0230 hours.
- "4. When planning a quick passage, don't put aboard much diesel fuel. This will guarantee at least one week of calm.
- "5. When trying to get a much needed celestial shot, one of the following always happens: a. A wave will break over the boat, you and especially the sextant at the most critical moment. b. A sail will get in the way of the shot or some part of the boat or rigging will block the horizon. c. The boat will experience peculiar and uneven wave actions. d. The body sighted will be covered suddenly by clouds. e. If you desperately need the sun to appear for a shot, get disgusted and put the sextant away. The sun will appear the instant the sextant is in its box. f. The wind will try to blow the sextant out of your hands. g. Your sighting eye waters at the critical instant of horizon tangency."

Nov. 2-14 — The Nada Ha-Ha, the 'There Is No Baja Ha-Ha' cruise from San Diego or Ensenada to Cabo San Lucas. Info, www. patsysweb.com/NadaHa-Ha/2020/Nada/Nada-Ha-Ha.html.

Nov. 3 – Election Day.

Nov. 4-25
— Wednesday
Yachting Luncheon Series,
StFYC, 12:301:30 p.m. Online via YouTube
during SIP. 11/4
features Dietmar
Petutschnig,
founder of the
Panama Posse
rally. Info, www.
stfyc.com.

Nov. 10, 1881 — Mis-



The Nada Ha-Ha casual cruise will take the place of the Baja Ha-Ha rally this year.

chief, an iron sloop out of New York, successfully defended the fifth America's Cup against the Canadian centerboard sloop



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CALENDAR

Atalanta, sailing for the Bay Quinte Yacht Club (Belleville, Ontario). The match was sailed off Manhattan. *Mischief* beat Atalanta by more than 38 minutes in the final race.

Nov. 11 — Veterans Day.

Nov. 12 — Clean Boating Happy Hour Webinar for Southern California boaters. Quick and easy tips. Receive the CA Boater Kit and clean boating maps. Registration required. Free. Info, *vmatuk@coastal.ca.gov*.

Nov. 13-15 — IYC's Northern California Women's Sailing Seminar, all online. Basic skills, seamanship, racing, yoga, watercolor, raffle prizes. \$80 until 11/1; \$100 thereafer. Info, (510) 380-5322 or www.womenssailingseminar.com.

Nov. 15 — Haydn Voyages concerts with the Hausmann Quartet, aboard steam ferry *Berkeley*, San Diego Maritime Museum, 4 p.m. Pay what you wish; \$5 minimum. Info, *www.sdmaritime.org/visit/public-events/concert-series*.

Nov. 19, 1938 — Ted Turner, winner of the America's Cup in 1977 and the notorious 1979 Fastnet Race, was born in Cincinnati, OH.

Nov. 26 — Thanksgiving Day.

Nov. 28 — Santa's Riverboat Arrival, Petaluma River Turning Basin, 11:30 a.m.-12:30 p.m. Info, (707) 769-0429 or www.visitpetaluma.com.

Nov. 30 — Full moon on a Moonday.

Dec. 4 — Fourth annual Panama Posse Central American rally kicks off, Marina Puerto de la Navidad, Barra de Navidad, Mexico. In-person and virtual seminars. Seven-month 4,500-mile cruising rally connects California and Florida through the Panama Canal and expands to 13 countries. Info, *www. panamaposse.com*.

Dec. 5 — Lighted Boat Parade, Santa Cruz, 5:30-7:30 p.m. Info, www.santacruzharbor.org.

Dec. 5 — Lighted Boat Parade, Stockton, 4-6 p.m. Stockton YC, www.stocktonyc.clubexpress.com.

Dec. 10 — Hanukkah begins at sunset.

Dec. 12 — Lighted Boat Parade, Discovery Bay, 5-8:30 p.m. Carolyn, (925) 389-7072 or www.dbyc.com.

Dec. 13 — Jingle Shells Seaside Arts & Crafts Festival, online, noon-5:30 p.m. UC Santa Cruz, (831) 459-3800 or https://seymourcenter.ucsc.edu.

 $\bf Dec.~13,~1944$ — The first African-American women to enlist in the US Navy WAVES were sworn in.

Dec. 13, 20 — San Diego Parade of Lights, 5:30 p.m. Info, www.sdparadeoflights.org.

Racing

Oct. 31 — All Hallows Regatta on Tomales Bay. InvYC, www.invernessyachtclub.com.

Oct. 31 — Red Rock Regatta, a pursuit race this year. TYC, www.tyc.org.

Oct. 31 — Round the Island Race. SFYC, www.sfyc.org. Oct. 31, Nov. 14, 28 — Fall Saturday Series. CYC, www.

Nov. 1 — Amazing Grace Cheney Race for women skippers.
 Prizes on the water at the finish; no party this year. RYC,

 $\begin{tabular}{ll} \it www.richmondyc.org. \\ \bf Nov. \ 1 - \ Kelp \ Cup/Champion \ of \ Champions \ Regatta. \\ \end{tabular}$

MPYC, www.mpyc.org.

Nov. 7 — Turkey Shoot Regatta on Lake Washington in

West Sacramento. LWSC, www.lwsailing.org.

Nov. 7 — Commodore's Cup. CPYC, www.cpyc.com.

Nov. 7, 21, Dec. 5 — Hot Rum Series in San Diego. SDYC, www.sdyc.org.

Nov. 7, Dec. 5 — Fall Series. SSC, www.stocktonsc.org.

Nov. 7-8 — Butler Cup, kicking off the 2021 California



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2005 San Juan 48 \$799,000



1988 Nordic 40 \$135,000



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https://sfport.com/maritime

CALENDAR

Dreamin' match-race series in Long Beach, to be sailed in Catalina 37s. LBYC, www.lbyc.org.

Nov. 14, Dec. 12 — Santana 22 Team/Match Racing. SCYC, www.scyc.org.

 ${f Nov.\,14\text{-}15}$ — Fall One Design Regatta in San Pedro. CBYC, www.cbyc.org.

Nov. 17 — The Big Sail, Cal vs. Stanford. StFYC, www. stfyc.com.

Nov. 15 — USC vs. UCLA match racing in Solings. LBYC, www.lbyc.org.

 ${f Nov.\,21}$ — Doublehanded Race. Santa Barbara YC, www. sbyc.org.

Nov. 27 — Wild Turkey Pursuit Race. TYC, www.tyc.org. Nov. 29 — Drumstick Regatta on Tomales Bay. InvYC, www.invernessyachtclub.com.

Dec. 5-6 — Holiday Regatta. Santa Barbara YC, www.sbyc.org.

 $\bf Dec.~12$ — Half Pint of Rum Race, from San Diego's South Bay to Shelter Island. AMSS, www.amss.us.



Hallelujah — yes, there will be a Midwinters season this year!

Midwinter Series

BENICIA YC — Frostbite Series: 11/7, 12/5, 1/9, 2/6, 3/13. Dan, (707) 319-5706 or *www.beniciayachtclub.org*.

BERKELEY YC — Midwinters: 11/14-15, 12/12-13, 1/9-10, 2/13-14; Champion of Champions: 2/28. Chowder Series: every Sunday through March except when it conflicts with the above. Info, *www.berkeleyyc.org*.

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

CORINTHIAN YC — Midwinters: 1/16-17, 2/20-21. Info, www.cyc.org.

ENCINAL YC — Jack Frost Midwinters: 11/7, 12/5, 1/2, 2/6, 3/6. Info, www.encinal.org.

ISLAND YC — Island Days: 11/15, 12/13, 1/10, 2/14, 3/14. Info, www.iyc.org or www.jibeset.net.

GOLDEN GATE YC — Manuel Fagundes Seaweed Soup Regatta: 12/5, 1/2, 2/6, 3/6, 4/3. Charles, raceoffice@ggyc. com or www.ggyc.com.

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

MONTEREY PENINSULA YC — Perry Cup for Mercurys: 11/7, 12/5, 1/2, 2/6. Info, www.mercury-sail.com.

RICHMOND YC — Small Boat Midwinters: 12/6, 1/3, 2/7, 3/7. Info, *www.richmondyc.org*.

SANTA CRUZ YC — Midwinter Series: 11/21, 12/19, 1/16, 2/20, 3/20. Info, *www.scyc.org*.





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CALENDAR

SAUSALITO YC — Chili Midwinter Series: 11/1, 12/6, 1/3, 2/7, 3/7. RegattaPRO Winter One-Design Invitational: 11/14, 12/12, 1/9, 2/13. Info, www.sausalitoyachtclub.org. **SEQUOIA YC** — Winter Series: 11/7, 12/5, 1/9, 2/13, 3/13. Redwood Cup pursuit race series: 11/21, 12/19, 1/23, 2/27, 3/27. Info, www.sequoiayc.org.

TIBURON YC — Bob & Esther Mott Midwinter Series: 12/5, 1/2, 2/6, 3/6. Info, www.tyc.org.

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.

November Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

		,	`	,
date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
10/31 Sat	0020/4.8	0531/1.9	1149/5.7	1816/0.2
11/01 Sun	0103/4.7	0501/2.2	1114/5.8	1747/0.1
11/07 Sat	0528/4.5	0953/3.6	1519/5.0	2227/0.2
11/08 Sun	0622/4.7	1120/3.3	1635/4.8	2330/0.2
	LOW	HIGH	LOW	HIGH
11/11Wed	0120/0.4	0819/5.7	1414/1.2	2021/5.0
11/14Sat	0337/1.4	1006/ 6.7	1635/ -1.0	2327/5.2
11/15 Sun	0423/1.9	1044/ 6.9	1722/ 1.3	
	HIGH	LOW	HIGH	LOW
11/21 Sat	0532/5.0	1047/3.1	1600/4.9	2254/0.2
11/22 Sun	0627/5.2	1203/2.7	1717/4.5	2352/0.5
	LOW	HIGH	LOW	HIGH
11/26 Thurs	0211/1.5	0849/5.7	1519/0.7	2144/4.4
11/27 Fri	0249/1.9	0915/5.8	1554/0.3	2234/4.4
11/28 Sat	0324/2.3	0941/ 6.0	1626/ 0.0	2320/4.5
11/29 Sun	0358/2.6	1008/ 6.0	1657/ -0.2	

November Weekend Currents

NOAA Prodictions for 99 NIM NE of the Colden Cote Pridge

NOAA Predictions for .88 NM NE of the Golden Gate Bridge				
date/day	slack	max	slack	max
10/31 Sat	0200	0418/1.4E	0706	1024/3.0F
	1318	1606/2.3E	2006	2318/2.8F
11/01 Sun	0148	0406/1.2E	0630	1000/2.8F
	1248	1530/2.4E	1936	2254/2.7F
11/07 Sat		0254/2.3F	0724	0918/0.5E
	1106 2348	1436/1.6F	1700	1954/1.7E
11/08 Sun		0354/2.5F	0800	1012/0.8E
	1230	1542/1.6F	1812	2112/1.6E
11/11Wed	0242	0624/3.5F	0942	1218/2.0E
	1554	1854/2.5F	2148	
11/14Sat		0218/1.8E	0506	0836/3.8F
	1124	1418/3.0E	1824	2136/3.6F
11/15 Sun	0048	0312/1.7E	0554	0924/3.8F
	1206	1454/3.2E	1918	2224/3.7F
11/21 Sat		0306/3.1F	0648	0906/1.1E
	1148	1436/1.8F	1724	2024/1.5E
11/22 Sun	0024	0406/3.1F	0742	1006/1.3E
	1312	1548/1.6F	1848	2148/1.3E
11/26 Thu		0036/1.2E	0330	0700/3.0F
	1012	1300/2.0E	1700	2000/2.3F
	2312			
11/27 Fri		0130/1.2E	0406	0742/3.0F
	1042	1330/2.2E	1736	2042/2.5F
11/28 Sat	0000	0212/1.1E	0442	0818/2.9F
	1112	1400/2.3E	1818	2124/2.7F
11/29 Sun	0054	0300/1.0E	0512	0848/2.8F
	1136	1430/2.4E	1848	2200/2.7F



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LETTERS

$\uparrow \Downarrow$ The 9-FT sailboat <code>CHUBBY GIRL</code> SET SAIL FROM SAN FRANCISCO TO HAWAII

Hi Wil, I wish you a great voyage. For the record, my own *Acrohc* was 11 feet, 10 inches. And congratulations on choosing a great color for your vessel! Fair winds.

Serge Testa Former skipper, Acrohe Australis World-record holder, Circumnavigation in the smallest boat, 1987

Hi Serge, Thanks for reaching out. I have read your book several times and have studied all of your drawings, photos and notes. I very much enjoyed reading about your trip. I work frequently in Australia and have spent a lot of time these past couple of years in Brisbane. I look forward to catching up with you someplace. Best of luck with your new adventures.

Wilbur Spaul Chubby Girl, Custom Antrim 9 Berkeley



'Chubby Girl' headed out the Gate in late September, but was forced to return about a week later after taking damage in heavy seas.

↑ U ONE TOUGH BUGGAH

I met Serge Testa in the Tuamotus way back. He had a 60-ft steel boat that he'd built and sailed from San Francisco. His wife mentioned that he had sailed around the world in a 3-meter boat. I thought she must be confusing meters and feet or something, but no, a year or so later we walked into the Brisbane museum, and there sat *Acrohc Australis*, his 10-ft aluminum boat. It took 500 days (also the name of his book) to circumnavigate. One tough buggah.

Mary Fiddler

↑ UNE INTERESTING GUY

I met Wil a while back in Alameda when he was prepping his first iteration of *Chubby Girl*. We got to talking, and I asked him if he was scared of such a voyage on such a small boat (this was the 8-ft version). He said, "I've been married five times." (I think that was the number). "If I don't make it, well, I would have died doing something I truly love." Quite an interesting guy. We spent an enjoyable afternoon talking.

Michael Bender

Readers — Wil Spaul and Chubby Girl were forced to return to California (specifically Monterey) in early October, after the boat took some damage from a big swell — the remnants of Hurricane Marie. Spaul was towed the 70-ish miles by the Coast Guard, and Chubby Girl was trucked back to Berkeley



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LETTERS

Marine Center. For now, Spaul has abandoned his attempt to transit from San Francisco to Hawaii in the smallest-ever boat. He said he'll try again next year . . .



"I had the good fortune to wish Wil well while outside the Gate," wrote Sam Turner on September 27. "My Alerion 28 suddenly felt pretty large!"

↑ LESS THAN ENTHUSED ABOUT THE ATTEMPT

This is stupid! Not speaking about respect due to Diogenes or the Danaïdes. I don't understand why anyone can support such a try... #NextTimeWithACart

Loic Eonnet

Seems well prepared. Do you know that the Coast Guard can stop foolish voyages?

Chris Lonjers Long Beach

How much do you think his assistance [from the Coast Guard] cost? In my opinion, if you are going to try a stunt like this, you should have plans for private assistance. Pay for a membership in SeaTow that has a \$5,000 towing allowance anywhere in the world. Or have a seaworthy boat shadow your trip. Or try having a seaworthy vessel you are attempting your stunt on. I like how the Kiwis would have handled this — *Chubby Girl* would never have been allowed to leave the dock.

Joseph DiMatteo

A good call by Wil to request USCG assist. He has to improve sailing performance before a re-attempt, in my opinion.

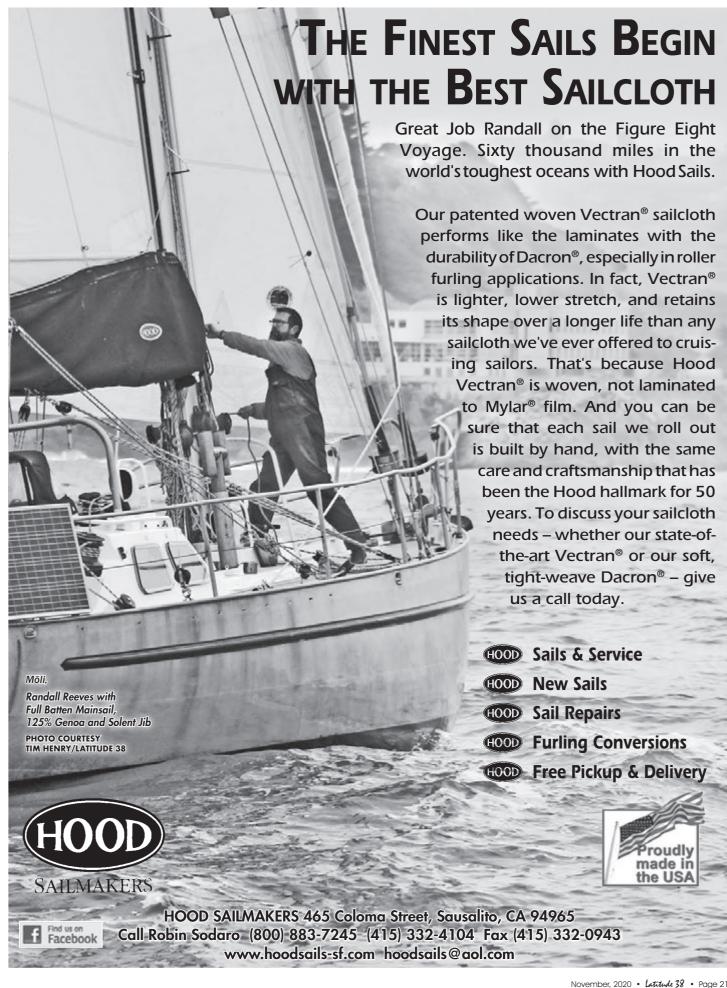
Philip Miller

For those with curious minds: No doubt the "non-emergency" tow took place after the Coast Guard crew realized there was value in saving Wil's yacht and his excellent-quality rum. Good on ya Wil, smart move.

Rum Admirer

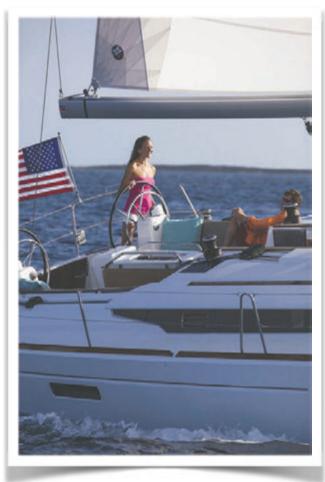
↑ ↓ THE OFFSPRING OF MY BOAT

We were rooting for Wil all the way, especially since his craft is built from two hulls of what will be the 'Mini-Me' for the scow-bow *Rosie G*, now under construction at Berkeley Marine Center. Peter Tangvald once sailed many miles in a tiny open dinghy after his *Dorothea* sank. Small is not impossible, just a lot more challenging. [Wil] remarked how





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LETTERS

wonderfully the tiny boat made its way, even in quite heavy weather. We would love to see the Antrim 9 become a real

Wil, when I get back to Berkeley Marine Center, I'd love to help you if I can. I think you should change the rig to a junk

and ditch the outboard for a sculling oar or oars in oarlocks. That should be enough for evasion, and that way, no need for gasoline, which means less weight and more food instead. Consider that the oars might also serve as amas of sorts, with inflatable stabilizer ends. It would limit rolling. A 'chubby' trimaran.

When Arnaud de Rosnay went from the Marquesas to Ahe on took his mast and used it with floats to stabilize in early October. the board, lay down sur-



his windsurf board, he With some help from the Coast Guard, Wil Spaul made it safely into Monterey

rounded by a small inflatable ring thing, and flew kites, which actually took him most of the way - mostly lying down. Contact Joe Kool and get a great kite setup. Be lifted and towed. It would be way more dry and comfortable. Joe has massive experience, and I'm sure he would love to be involved.

Also consider installing a buoyant ring around the Girl, like Walker Bay dinghies have — kinda like a *Chubby* pool floaty. And never ever ever give up. I honor your effort.

Barry Spanier Rosie G Berkeley

Hello again, readers — We expected there to be some naysayers surrounding the voyage of Chubby Girl. We here at Latitude feel like we're between a bit of a rock and hard place, but that's where we like to live. We want to support unusual, outside-the-box adventures, but we also want to promote safe voyaging. The two are not mutually exclusive.

- Yes, the Coast Guard can stop someone at the dock



We're not sure how 'Signal of Peace' ended up on the rocks in the early '90s, but it certainly didn't bode well for the vessel's proposed journey.

if they deem the state of a vessel to be part of a "Manifestly Unsafe Voyage." We even got involved in one such case. In 1992 — after an apparent outcry from readers — Latitude



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LETTERS

contacted the Coast Guard when a Bay Area man, who had no sailing experience, designed and built Signal of Peace. The CG eventually put the kibosh on the voyage.

But Wilbur Spaul is a completely different breed of sailor. Among his many adventures in the past four decades, he lived aboard the 42-ft trimaran Wind Rose for 21 years and singlehanded the boat from San Francisco to Florida. Spaul was cognizant enough to admit the first Chubby was not seaworthy; and he's worked with Jim Antrim, Cree Partridge and (to a lesser extent) Kame Richards — some of the Bay Area's most respected sailing minds — to create another boat.

Here's what longtime Latitude editor John Riise, who has been reporting on Spaul since last year, had to say: "There will always be naysayers for stuff like this. I've learned to go into these sorts of stories with my naysayer hat on to try to anticipate what the 'critics' will say. Wil himself has endured the raised eyebrows and snickers. But part of the mission of Latitude is to promote the dreams and dreamers. Plus, I feel Wil is legit, and I think when the bruised body and ego heal up, he will have learned a lot and will be 'more ready' the second time around. I'm looking forward to covering Wil when he takes off again and hope the second time's a charm."

↑ BEWARE THE SIDE EFFECTS OF CRUISING IN MEXICO

Years ago, I arrived in Mazatlan following a departure from King Harbor in early January — and taking a few months

of meandering down the Baja and up to La Paz. Reading many books of cruising tales and stories in Latitude 38 spurred me to pursue that dream of cruising for months on end.

Even now, as I am sitting in the cabin of my second sailboat — a



in the cabin of my second Chip and Debbie Willis's 'Elegant'sea' shows just why Mexico (specifically Barra de Navidad) is so addictive.

1963, 35-ft Pearson Alberg tied to the dock while isolating through COVID-19, and gratefully being able to work remotely on client projects — my mind can easily slip into those memories of that incredible year. For now, I'm making plans for a hoped-for departure in December 2021, and I look forward to returning to Mexico again soon.

Kelvin D. Meeks Pearson Alberg 35

Readers — Kelvin responded to a September 30 'Lectronic Latitude with the same title as this letter. That 'LL was written by Latitude founder and Baja Ha-Ha Grand Poobah Richard Spindler. The moral of that particular story was, "If you go cruising in Mexico, you'd better be careful, because you might still be cruising 20 years from now."

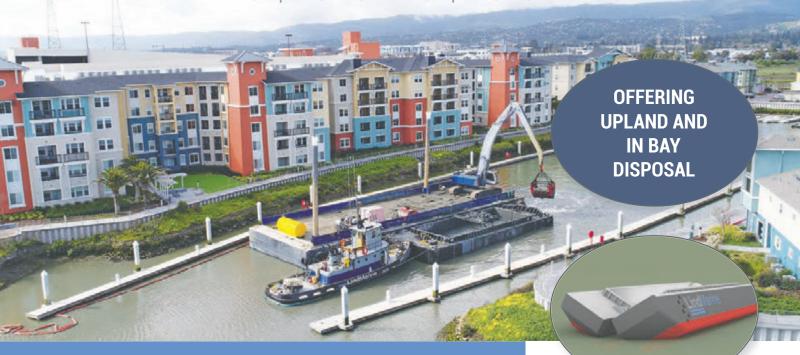
↑ ↓ ALUMNI CHIME IN

We remember them. Baja Ha-Ha class of 2001. Those were great times.

John and Susan Pazera Formerly of S/V *Compañia*

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LETTERS

↑ A BOAT BY ANY OTHER NAME SAILS JUST AS SWEET

Your article [from an October 5 'Lectronic with the same name as this letter] got me thinking about boat names that I've used over the years.

I started naming my Lasers about 10 years ago. The first one was *My Little Wife*. When my wife called me, I would always reply, "Yes my little wife." (Unfortunately, I lost her a number of years back.) The boat is now in Santa Cruz with a great owner. The second Laser I named *Single with Baggage*. It fit the boat and me. That boat is now at the San Francisco Yacht Club being sailed by a junior. The third was *Mr. Mojo Rising*. [It was an] obvious reference to the Doors song *L.A. Woman*, the perfect song to put on with one minute to start. For me, it's more about a surfboard that I had built in the '70s with 'Mr. Mojo' spray-painted under the glass. Like that surfboard, I surf this Laser as much as I can.

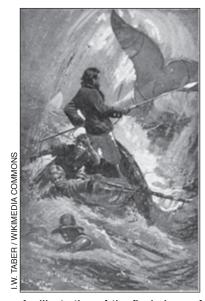
Stephen Aguilar Laser sailor

↑ U GIVING THANKS

My wood Monk-designed trawler is named *Mahalo Kai* and has been for her entire life. Translation: Thank you, sea or saltwater.

Catherine Callahan

$\uparrow \Downarrow$ The weird weather phenomena and piercing prose of moby-dick



An illustration of the final chase of Moby-Dick, from 1902, by I.W. Taber.

I'm responding to your query about Herman Melville, one of my favorite authors. [Kerry is referring to a September 14 *'Lectronic* where we referenced *The Needle*, Chapter 124 of *Moby-Dick*.]

Yes, I have had my compass completely reverse and point to a 180-degree difference. This occurred near Angel Island while sailing aboard my ketch around 1983. I contacted the USCG and was told it was due to a submerged submarine passing beneath us, distorting the weak geomagnetic field. This was temporary, a minute at most, but disconcerting.

As a materials scientist, I've also hammered a soft

iron nail to magnetize it, placing it on a leaf in the water.

Kerry Brown Cetacea, 42-ft pilothouse cutter San Francisco

↑ POSSIBLE POSITS PERTAINING TO THE PHENOMENA

Could Melville have been referring to a geomagnetic storm? Several space weather phenomena tend to be associated with, or are caused by, a geomagnetic storm. These include solar energetic particle (SEP) events, geomagnetically induced currents (GIC), ionospheric disturbances that cause radio and radar scintillation, or disruption of navigation by magnetic compass and auroral displays at much lower latitudes than



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LETTERS

normal. See www.wikipedia.org/wiki/Geomagnetic_storm for more info.

I read Moby-Dick through my ears (on audio) a few years ago while working at the Berkeley Marina. It was a splendidly fitting audible backdrop to my daily tasks. It was not required reading in school. But upon reading this passage, I want to pick it up again to digest more of its enrapturing beauty.

↑ THE NORTH AND SOUTH COMPASS

I haven't experienced this phenomenon [of a compass turning 180° in the wrong direction], but a couple of others.

Decades ago, when I bought my first professional Brunton compass, I was given a choice of "Northern" or "Southern" Hemisphere-intended operation. Living in the US, I selected "Northern." Not long after, I traveled to Australia, and sure enough, not long after passing the equator, the needle dipped and the instrument became quite unusable until I crossed back over the equator.

My sister literally has a "magnetic" personality. She cannot wear ordinary wind-up watches (they will stop) and when teaching her elementary school students how to use a compass, she has to place it on the ground and stand waaay back. We found that when she sat in the center cockpit of the sailing vessel Andalucía (a 37-ft Peterson), the compass would spin and stop errantly. The only way to obtain accurate headings was for her to go stand on the bowsprit.

Cannon George Latitude Nation

↑ ₩ MOBY-DICK THE COMEDY?

I read a full version of Moby-Dick many years ago and was struck by how funny it is. It is full of jokes and bizarre imagery. English professors would have us believe that it is a weighty novel, full of themes and metaphors and important symbols. But from the very beginning, when the innkeeper uses a wood plane to smooth down a bench to "make it more comfortable" for Ishmael, to Ahab sitting cross-legged and doing his latitude calculations on a little slate set into his wooden leg, or having holes drilled into the quarterdeck to stick the peg into, the book is full of humorous stuff.

For cryin' out loud, it's got two whole chapters on why white is a scary color! Just because the English professors take that goofiness seriously doesn't mean we have to.

Eric Elliott

↑ PROSE AND METAPHORS

The sea as molten gold leaping with light and heat could be a simile for the *Pequod* being pushed by the sea and driven by Ahab into a different, hellish dimension. The 180° turning of the compass is a metaphor for the drastic change in the ship's fate and that of Ahab. I don't recall it being required, but I read it as a young teen. I didn't see the deeper meanings. To me it was simply a great adventure story.

Mark Wheeles Dorothy, Cheoy Lee Offshore 40 La Paz, BCS, Mexico

↑ WY FAVORITE QUOTE

"However baby man may brag of his science and skill, and however much, in a flattering future, that science and skill may augment; yet for ever and for ever, to the crack of doom, the sea will insult and murder him." — Moby-Dick, Chapter 58 John C. Dukat

Alameda







LETTERS

↑ A WISH LIST FOR A NEW BOAT

Can't wait to see the Moore 33 sailing! [Eric is referring to the September 2 'Lectronic: Moore 33 Specs and Renderings Released.] Just to poke the bear and maybe get some more good info...



We're more than a little excited to see the Moore 33 out on the Bay, ocean, and a body of water near us.

I wonder if we can get the backstay split, so it has even pull for bending the mast. For offshore sailing, where is the liferaft storage, and is there going to be additional storage for MOM, EPIRB and generator? For both inshore and offshore, is there a predetermined location for a

cockpit mic for the radio, compass(es), instruments, ditch bag and cup holders (yeah I know, but how many of you have a hot beverage handy when heading to the race course on the Bay, water on the course, or a cold one when done?).

I like JC Raby's idea [please see the next letter], but since the strut is removable, what about making it articulating just forward of the attachment point? Adjustment could be with 1/4-inch Dyneema led back, and it simplifies removal and installation for trailering. Speaking of trailering, is there going to be a relatively easy way to remove the rudder and maybe the keel for long road trips?

Eric M.

Enthusiastic future owner of a Moore 33

↑ | ARTICULATING MY DESIRES

It would have been nice to see an articulating pole, deckmounted, that could allow the boat to run deeper with an asym. *Cone of Silence*, an RP 31, and other designs have pursued this, and it's particularly helpful in the downwind distance races for which it's designed. That being said, it's nice to see someone building a Cat 1 30-footer capable of going offshore, downwind, and then back upwind at 50 knots.

JC Raby

$\uparrow \Downarrow$ THE DECADES-LONG, OUT-OF-THE-BOX CREATIVITY OF BOAT DESIGNERS IN SANTA CRUZ

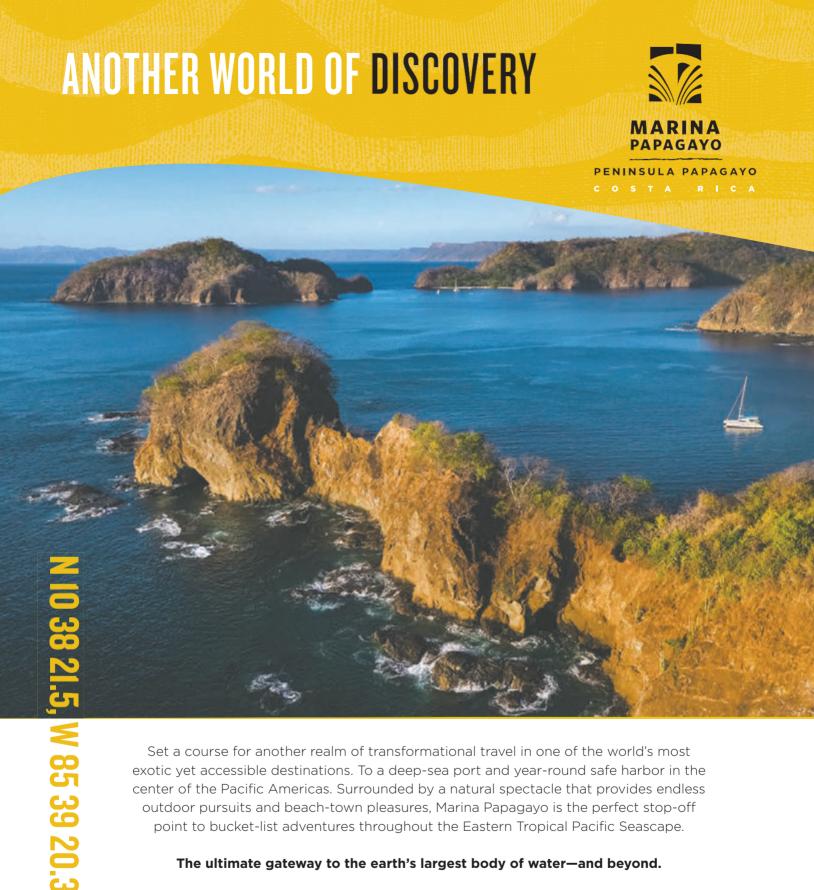
That's some good stuff they're smoking at Ron [Moore]'s place in Watsonville.

Anonymous

$\uparrow \Downarrow$ MORE REMEMBRANCES FOR LARRY PARDEY

Larry and Lin, what an amazing duo! I got to meet Lin at her lecture at the Del Rey YC in Marina del Rey last fall. She did a wonderful slide show and biography. They took the money set aside for a motor for their first boat and used it as a cruising 'kitty' and honeymoon — and repeated that after building their bigger boat.

Amazing that Larry got Lin up in the middle of a blizzard to cast off for sailing west around Cape Horn, but after clearing



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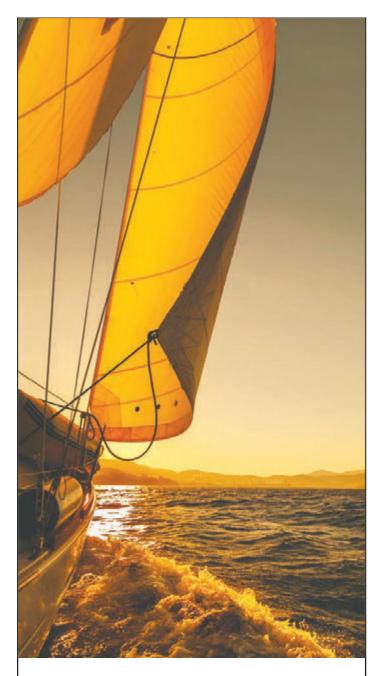
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LETTERS

it by a safe distance got hammered by storms.

Gerald Sobel Los Angeles

What a loss! Their books influenced me greatly, and convinced me I could build my own wooden cutter in Alaska.

Michael Rostron

$\uparrow \Downarrow \textbf{CELEBRATING DONALD GORING}$

I was so happy to hear that Donald Goring is still alive! When I first moved to the Bay Area, I worked in his loft on and



Donald Goring, circa a long time ago, in his element on the water.

off for a couple of years, mostly helping him wash sails up on the roof and do repairs. His loft was a total mess, and we often took breaks to drink Two-Buck Chuck. which he served alongside ample life stories mixed with Greek tragedies. One

of the last big projects I did for him was hand-roping a set of tanbark sails for a traditional-ish boat, though I don't recall the name or type; it was circa 2006.

Amanda Witherell Clara Katherine, Morgan Out Island 41 Emeryville

What a great man he is! A true iconoclast, sailing philosopher, inventor and innovator. I met him back in '84 or '85 when I needed a sail repaired, and learned so much from him through the years. I agree, his story could be a book or three!

Tom Van Dyke

Umineko, St. Francis 43 Santa Cruz

↑ PRAISE FOR LIA DITTON'S NEW WORLD RECORD

In her first raw interview [after her record-setting solo row from California to Hawaii, which concluded in mid-September], Lia is asked what she wants. Pretty simple really: a hot breakfast of bacon and eggs and some fresh fruit — pineapple, specifically — and cold fresh pineapple juice.

If I were doing the interview, I would have paused right there and got her a proper first meal. But they pressed on with the interview. Later she is munching on one of her freezedried meals. Dammit, interviewers! Just get this woman some pineapple juice!

Scott Truesdell Anacortes, WA

↑ | KEYING IN ON THE DETAILS

It is probably worth mentioning that Lia set a *women's* record and certainly not an outright record. A gentleman named Rob Eustace rowed solo to Hawaii in 52 days in 2014. For some reason, most media outlets have failed to mention this fact.

When Lia left, she planned to row to the Big Island and





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LETTERS

attempt to break Rob's record, but took a lot longer than she expected and so went into Honolulu to break the women's record.

> Ronald A. Simpson Quiver, Peterson 34 Fiji

↑ SHE DID HER BEST GIVEN THE CONDITIONS

It's also worth noting that Lia ended up with unfavorable conditions for much of the first half of the trip. If the wind and current had been more cooperative, she would probably have been much faster. But that is part of the challenge. She still took 13 days off the women's record! Fantastic.

Tony Bourque Circe, Freedom 40/40 Point Richmond

↑ IDENTIFYING A SUPER-COOL BOAT

Latitude Nation — In late summer, we ran a photo of an odd but endlessly cool-looking sailboat (pictured below), asking if



An unidentified sailor looks happy to see that unique, flat-bottom, double-ruddered and apparently cold-molded sailboat about to splash down for some serious shallow-water cruising.

anyone knew the design. Here's a brief conversation from our Facebook page:

Hey sailing community, it's a German sailboat designed for the shallow waters of the North Sea mudflats. It doesn't have a keel, just a centerboard. The boat is 9 meters [almost 20 feet] long, 3.8 meters [about 12 feet] wide, and just weighs 1.5 tons. It flies!

> Katharina M. Klanck Hamburg, Germany

No keel and a flat bottom, like Alma [a historical Bay Area scow schooner]. Sexy woodwork like Sweet Okole [a Farr 36]. And a big-ass engine like a MacGregor 26.

There is actually not much in common with the MacGregor concept, as this is a pure sailer. It's more like a sister-/ daughtership rather than a sistership.

Ursula Meyer

It's nice, but it needs a bigger motor like my Potter so the MacGregor concept evolves like it deserves to. Those who

May the wind under your wings bear you where the sun sails and the moon walks.

J.R.R.Tolkien

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LETTERS

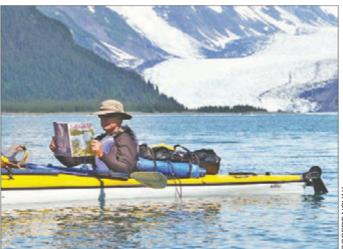
trash them haven't sailed on one, and if their glaring flaws were addressed, boat development might go in a direction that could save the industry. Foiling is fun, but we need more women on the water, which still doesn't seem to be happening.

Jim 'Goose' Gossman ReGale, West Wight Potter 18

$\uparrow \Downarrow$ THERE SEEM TO BE A LOT MORE KAYAKERS ON THE WATER. DO THEY KNOW THE RULES OF THE ROAD?

I've been out of touch with Owl Harbor and what's happening down in the Delta, except for a couple of tomato dashes where I drive down in the heat and smoke, pick whatever is ripe in the OH garden, wash the boat, and come back home.

I did do a couple of short sails, though. What I immediately noticed was the increased number of kayakers now paddling the Delta. And that they don't seem to know much about right of way and other boating courtesies. Not that the COLREGs apply to them, but that they don't always show much common sense.



Well, at least he's reading a 'Latitude'. In all seriousness, the author of this letter brings up a good point: There are, without question, more vessels on the water, especially as outdoor sports have exploded during the pandemic. Where it's assumed that sailing requires a certain set of skills and therefore urges participants to seek training, kayaks are so user-friendly that anyone can drive to the Bay, launch, and be in a sticky situation not far from shore. The best defense will always be to sail defensively.

I was doing a sail for an overnight at Pittsburg YC, had just cleared the Antioch Bridge, and decided to drop sail and fire up the gennaker. The tide had changed to flood and the wind picked up to 15 or so knots, so tacking was too tedious for singlehanding. As it was, I was only making a knot and a half over ground clearing the shipping channel cut. The sun was reflecting off the water all the way, and after looking over the water ahead and not seeing anyone, I sat down and was watching out the starboard side with the cabin blocking the sun's reflection to port. That's when I heard voices — real close.

I jumped up and there was a kayaker immediately crossing to my starboard with another dead ahead. The other crossed successfully with no issue but both had an angry look since I hadn't seen them. My bad! They must have been in that ugly sun's reflection for me to have not seen them.

















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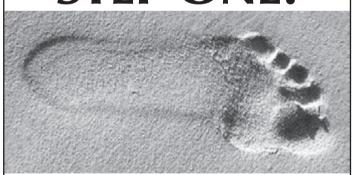
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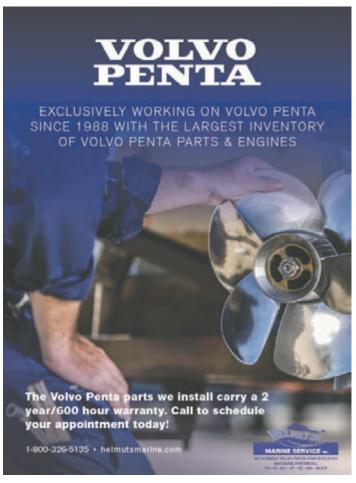


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LETTERS

What amazed me was that they'd paddle in front of a moving boat where they couldn't see the skipper!

The other kayak problem came when leaving Sevenmile Slough. You know how the entrance at the San Joaquin is. Shallow. Right there, in the most restrictive part, came two kayakers, right down the middle of the channel. Totally oblivious to my need for depth. I later ran into them (figuratively) crossing the river and told them they should be mindful of my 5-ft draft and need for following the deepest part of the river. They took it well and seemed appreciative of the new insight.

It's curious how all of us have to go through the Cal boat card routine, but not paddlers — be they kayakers, SUPers or rowers, they don't seem to have to get any education before mixing it up with the rest of us.

Dave Cowell Mas Tiempo, Islander 30 Isleton

Dave — Kokopelli Kayak Rentals moved from Lighthouse Marina on the Mokelumne River to Delta Bay Marina. The business appeared to be very popular this summer, hence the proliferation of novice kayakers on Sevenmile Slough, home to both Delta Bay Marina and Owl Harbor, where you keep your Islander. Delta Kayak Adventures rents kayaks and offers excursions out of the Antioch Municipal Marina. Chances are a lot of the less experienced kayakers have never sailed and have not yet gotten used to dealing with the behavior characteristics of bigger boats.

Though many (or even most) kayakers we see on San Francisco Bay are experienced or paddling with professional guides, it's up to us to keep a sharp eye out for them and assume they won't know how to react.



The Temporary Import Permit, or TIP, is the bureaucratic rite of passage to sail in Mexico. Reading the fine print is paramount to successfully navigating the governmental waters. (We also love TIP stories, because they give us an excuse to run pictures of Baja Ha-Ha's past.)

$\uparrow \downarrow$ THE HOT TIP

I did the 2010 Baja Ha-Ha, and I got my Temporary Import Permit [or TIP] in La Paz right after arrival. That TIP expires on November 17.

I went to the Mexican Consulate in San Bernardino this morning [in early October] to renew. They looked at me like I was nuts. They do *not* do TIPs there. But I went there based on intel gleaned from *Lat 38* letters — though nothing newer than 2017. San Bernardino is listed numerous times as one



LETTERS

of the consulates that does TIPs.

They do not.

So, a wasted trip. But I have a few questions: 1) Is there any new info out there on how to renew a TIP? 2) Can renewing be done online? 3) Or do I have to go to the border at Otay Mesa or Tecate? Which I don't want to do, but is what the girl at the Banjercito window told me I have to do. 4) Everything I read says either cancel it or renew it, but whatever you do, don't let it expire. True?

Larry Robertson Island Time, Seawind 1000 Dana Point

Readers — We told Larry to contact Fito Espinosa at Marina Coral in Ensenada. He came back with this:

Fito sent links to a good video on filling out a "new" TIP form online and to the Banjercito website (there are some confusing items). However, nothing addresses specifically "renewing" a TIP or "canceling" a TIP. My boat broker put me in touch with a lady in Ensenada — Michelle Aguilar of BC Connection Yacht Management Services — who is handling this for me. My boat has new outboards, and I have added a watermaker. Because of this I would not be able to "renew" according to her because this is a change to the "equipment list." So I would have to cancel the old one then fill out the forms for a new one.

To save me having to go to the border area at Otay Mesa and find the Banjercito, then have to find my way back across the border, I am paying her \$185 to only "cancel" my old TIP. I have no plans right now to take the boat back into Mexico, so don't really need the new one yet. It seems filling out the form online for a new one is pretty easy (especially if you watch Fito's video first), so I will just wait.

Appreciate your trying to help. Love the magazine. I have learned a lot over the years from the letters.

Larry Robertson

↑ RENEWING MY LATITUDE

I'm thinking I should send a message that I am mailing my subscription renewal today. *Latitude 38* is one of my favorite things. I sailed out of Monterey for more than 25 years, so *Latitude* is greatly appreciated here in the mountains of the Southwest.

I didn't know what to do about the website questions. I received a card that said I could renew on the website. When I got there I didn't see a mechanism to renew, so I am sending the renewal via snail mail. Thanks for reading.

Esta Lee Albright Los Alamos. NM

Esta Lee — We appreciate your subscription and comments. Your input on our subscription page has inspired some improvements to make it easier for you and other readers who want to help sustain one of your "favorite things," and make sure it arrives in your mailbox each month. You can subscribe here: www.latitude38.com/subscriptions.

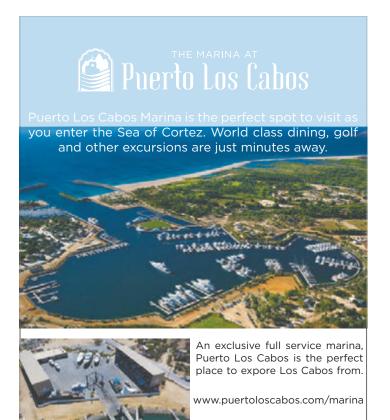
↑ SAILS TURNED TO BILLBOARDS?

I confess: I hate seeing sails turned into billboards. I really do. It just seems wrong. To me, it's like going to a national park and seeing that someone has spread trash around.

Robert Thomas

Robert — That's a fair criticism, though we should say that





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The 'Freda B' flies her Jim Beam sails.

we are good friends with many of the crew of Freda B. We've been lucky enough to enjoy their hospitality, outstanding seamanship, and allaround good vibes on more than one occasion. The proprietors of Freda B are also upstanding members of the city of Sausalito,

and spend much of their free time advocating for the sustainable vitality of Sausalito's working waterfront.

In a perfect world, we would also prefer to see advertisement-free sails and sailing. While we can't speak for Freda's decision to fly their 'bourbon-soaked' canvas, we will make this assumption: Times are incredibly, almost apocalyptically challenging for the charter business. We're just happy to see the Freda B doing what she does best and getting people out on the Bay.

$\uparrow \Downarrow$ A YOUNG SAILOR FINDS FRESH AIR IN CALIFORNIA DURING SUMMER 2020

William Taras, age 10, joined his dad, Captain Curt Taras, and neighbor Steve Grove on a sail searching for fresh air on Monterey Bay on September 4-7. They trailered Steve's *Yaneth*, a Catalina 250, from Folsom Lake, where it was 105 degrees and smoky, to Moss Landing. During the drive, their 2005 Toyota Tacoma overheated. They did not let the heat stop them, and changed trucks to continue the tow.



William Taras steers through clear waters and skies off Monterey in early September.

They rigged the mast at Moss Landing and launched into the cooler Pacific Ocean. Offshore, they looked back at the California coast with a deep breath of the 65° air. The smoky hills of the Golden State resembled a hot BBQ, shimmering of heat and smoke that rose up to the upper atmosphere.

As they sailed the 10 miles to Monterey, William bravely piloted the little Yaneth by tiller over the swells and through the waves, while the men fished from the stern for dinner. They safely arrived at the hot-but-clear Monterey Harbor. Once

ashore, they had to wear masks to prevent the spread of the coronavirus. The mask William likes to wear has a skull printed on it. It's eerily ironic and spooky to see a miniature Grim Reaper walking along Fisherman's Wharf. You would think he would scare some people away. He didn't, and neither did the official government orders to close the beaches of Monterey



LETTERS



ing to school this year.

Meanwhile, Pebble Beach Golf Course is open for business. They hoped the beaches there would be open too for kids like William. So the next day, they sailed around the rocky Monterey Peninsula and over to Stillwater Cove to anchor, which was splendid. The golfers and their lawyers waved at the little sailboat Yaneth from the 17th hole. The signs said "Golfers Only" and "Beaches Closed by COVID-19." William didn't think the sand and seawater were infected, but the government must have tested it, so surely it was closed to keep him safe. So instead of playing on the beach, William fished among the rocks and kelp. Well, King Neptune rewarded him for being such a good boy by delivering some nice-sized rockfish and lingcod to him.

This windy sea cruise made a Cabin Boy tired, so William settled in for a nap during the sail back up the coast to the truck and the trailer; the swells and the downwind motion rocked him to sleep under his cozy blanket. As they approached Moss Landing, the wind died due to the heat. It was rising to 112° inland. A record for September in any year near the coast.

While it was hard to leave, William will remember these times when he grows up. The year 2020, when his California home was dense with smoke and fear, and his dad took him to the Pacific Ocean for a gasp of fresh air.

Captain Curt Taras Sea Shepard, MacGregor 26 Folsom

and Santa Cruz County for the Labor Day

From the boardwalk, they witnessed

two heavily armed policemen on ATVs

ordering young chil-

dren out of the wa-

claiming it was closed.

generation, who were

prevented from playing at parks and

beaches and from go-

Readers — Curt was responding to the October 12 'Lectronic Latitude: Photos of a Bay Area Summer from my Balcony. We asked readers what were some of the highs and lows of their pandemic- and fire-ridden summer.

As someone else said, "Has anyone tried unplugging 2020 and plugging it back in again?" I am so grateful to all the heroic firefighters that I am back in my home on Point Reyes again. My silver lining of a COVID Summer was that there were a lot of 20-something young people sheltering in place here at their family homes. Getting to know them better was very special to me

> Milly Biller Big Pink, International 110 Inverness

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Joe Wagster, Santa Cruz 27 fleet captain, and Derek Weitz,



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LETTERS

class president, had originally planned for the 2020 Nationals up at Richmond on May 29-31. Of course they had to postpone because of the pandemic. As the summer wore on and we were able to find a way to run some races safely, they approached the Santa Cruz Yacht Club to see if we could at least run an event for the local boats. Our One Design fleets supported the idea and everyone came together to make it happen. We are grateful for everyone's hard work and dedication.

Mark Voropayev and his crew earned the win. Ryan Schuyler on Hanalei carried on his dad Rob's love of the fleet with a podium finish. Evan Diola and crew fought hard to defend their championship. We salute you all and all the volunteers that make our sport possible.

> Stefan Berlinski Regatta Chair Santa Cruz YC

Readers — We ran Stefan's race report on the SC27 Nationals in October's Racing Sheet. Also see Ros de Vries' story in September 21's 'Lectronic Latitude.

↑ U GETTING OUT THE VOTE FOR BAY AREA PARKS

Count me in as another strong supporter of Elizabeth Echols for East Bay Regional Park District Board. Her opponent, Norman LaForce, has opposed or obstructed just about everything involving human recreation on lands managed by the Park District, even in our close-in urban parks and waterfronts. He's left a long trail of adversaries, from mountain bikers and soccer players to kayakers, windsurfers and

He filed a lawsuit that delayed the Bay Trail link across the back of the racetrack in Albany because the project included better parking at Albany Beach, which improves access for people with dogs. Norman has the Sierra Club endorsement, but I think the Sierra Club is making a bad call on this one. Note that virtually every current East Bay Regional Park District director is endorsing Elizabeth Echols to remain on the board, and not be replaced by Norman LaForce. Elizabeth has a balanced approach to urban shorelines. Norman is a habitat-protection fundamentalist.

Paul Kamen Twilight Zone, Merit 25 Berkeley

↑↓ SOME DISPLEASURE (AND DISTINCTIONS) AMONG CALIFORNIA STATE PARKS

And how about the regulation of state parks? Who is in charge? In Morro Bay, we have closures of parking lots that create mayhem (people now park on the residential streets and walk into the park with the same social distancing), road closures that make no sense when the road in from the other direction is allowed but makes some residents/people go a long way around. Bureaucrats at their worst and no response.

Dennis Bailey Morro Bay

Dennis — State parks are operated by the State Park Department. You can go online to make a comment about state parks, but it's a 180° difference from the East Bay Regional Park District, which has an independent elected board and its own property tax revenue.

> Patrick O'Brien No Relation to the Author Patrick O'Brian

Paul, Dennis and Patrick — We're going to call Elizabeth



LETTERS



We've said it before and we'll say it again: Point Isabel Regional Shoreline is a massive municipal success. It is a well-used park with a broad array of users, including wind- and kitesurfers, fishers, photo seekers and the ubiquitous dog walkers. The two-year-old windsurfing launch, seen above, is what happens when people are engaged, advocate for what they want, and are willing to compromise.

Echols a slam dunk for East Bay Regional Park District director, and we're recommending everyone who can vote in Berkeley's Ward 1 to check the box for Ms. Echols. We believe that parks — especially here in the Bay Area — should be for users to enjoy, especially during the pandemic. Echols is a friend to sailors; she helped facilitate passage and construction of a new windsurfing/kayaking/dog fetching launch.

We respect the "purists" of the environmental movement who advocate for sparse usage and aggressive habitat protection. We think it's an important — if unpopular and in some ways unrealistic — point of view; someone has to fight for the ideal. We also think that, at some point, the planet needs to have a sincere and compassionate discussion about its population, and about the basic sustainability of its resources.

We've also run into some... shall we say strange rules and roadblocks (both figurative and literal) at our local parks, especially in the early days of the pandemic. It's easy to be mad at the system as a whole — and maybe there are some systemic issues in certain organizations. But we've found it helpful to realize that, in almost every situation, people are usually doing the best they can, even when they're forced to interpret new public health rules that are evolving by the day.

$\uparrow \Downarrow$ COMMENTING ON THE BCDC REFORM BILL PASSED IN LATE SEPTEMBER

Using Bay Fill Cleanup and Abatement Fund (BFCA) money to fund the BCDC enforcement staff salaries and activities does nothing for preserving and cleaning up the Bay, but does provide incentives to BCDC enforcement to 'cherry pick' which cases to pursue based entirely on how much revenue they can generate, rather than focusing their efforts on which cases are likely to be of the most benefit to the SF Bay overall.

An example of this would be their diligent pursuit of Scott's Seafood in Oakland for having the wrong number of tables, of the wrong shape, on their patio, with the wrong color of curtains for their windows, while making no effort to find the owner of an abandoned tug rusting and rotting away in the North Bay. This bill is a good beginning, but it needs to do much, much more.

Kenneth Parker Westpoint Harbor

Have a story, thought, adventure, or comment? Please email us at editorial@latitude38.com, and include your name, your boat's name and hailing port, or just tell us where you're from.

Sailor Elana Connor is in the midst of her Figure 8 around New Zealand now! Learn more from the interview on





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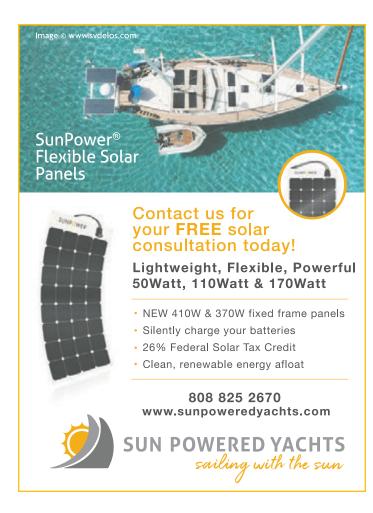












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LOOSE LIPS

What a fun Caption Contest(!) photo we had last month! After publishing the photo on 'Lectronic and sharing it on our social media, we heard from the group we stole the photo from, Marine Rescue Hervey Bay. Apart from being pleasantly surprised to see their photo on our pages, they assured us that the tides in Hervey Bay, Queensland, aren't as big as the photo suggests. Which of course leads us to the next question: What actually happened to put that boat high and dry on such a large rock, and with its anchor still attached? That's a lot of rode! But regardless of how the photo came about, even if it was Photoshopped (Heaven forbid!), it created some good old-fashioned fun commentary. There were a couple of vin and yang-style comments. Phil Cathey SvWebejammin pointed out, "We all need balance." And Ben Shaw said, "Bringing a whole new meaning to a 'well balanced boat'." Several people recognized the advantage of not having to pay for haulout. Ray Hancock said, "Cave-man Marina: 'Just park it over there, we'll get that bottom painted in no time'." But as always, there can be only one winner.



"Why yes dear, you're right, I can see much farther from here!"

— Clifford Shaw

The next top 10:

"OK now, just for fun, let's see if we can balance a couple of big boulders on top of the radar unit." — Jim Coggan

"I'm not sure that this is the right way to fish for rockfish!" — Bob Adams

"It's lonely at the top." — Dennis Lindemann

"I meant my drink ... not the boat." — famunkwriter

"I'm fine. Why?" — breakingwaves.sailing

"That GPS is really accurate. It took us right to that rock you set as a waypoint." — Brian Richards

"Relax. It's coming back." — Twig Brittell

"The anchor must be really well set! We haven't moved an inch in hours!" — Scott Henry

"Just waxed my boat, don't want it to get wet." — afalandys "Crazy drunk boaters . . . " — Jim Deverel

Did you know? Hervey Bay (where our Caption Contest(!) photo providers hail from) is a small coastal town in Queensland, Australia, which lies south of the Whitsunday Islands. It boasts a number of sailing and boating clubs and is a gateway to the Whitsunday Islands and the Great Barrier Reef. Directly offshore is Fraser Island, the largest sand island in the world, and a UNESCO World Heritage site.









nicole breault switches gears

While 2020 has largely been a bust for the world of competitive sailing, in the spirit of maintaining sanity, many sailors have simply elected to get on with it anyway. Nicole Breault is no exception. One of the highest-ranked female match racers in the country, Breault was facing a disappointing year on the water when every regatta on her 2020 dance card was canceled. With shorthanded sailing becoming the new norm, and a husband, Bruce Stone, who shares her competitive sailing passion, Breault quickly took advantage of any opportunity to get their J/105 Arbitrage on the Bay, jumping into the Corinthian Yacht Club Friday Night Series (which they don't normally sail), and doublehanding Arbitrage in the SSS Round the Rocks Race.

"There's a lot of excitement around the doublehanded offshore class that's going to be featured at the Paris 2024 Games," Breault reminds us. "Due to the social distancing that's going on in the sailing world, a lot of places are

book review —

Voyaging with Marionette (Ron Breault, \$39.95) — Back in 1995, the author bought the Dolphin 24 (hull #12) that is the subject of this book, as a sort of retirement project. You know, tinker a bit, fix it up, and maybe do a little singlehanding here and there. What ensued over the next quarter century was quite a lot more, and Breault chronicles it well, with a sort of 'from the logbook' treatment of the various restorations, races, cruises, trailer-sailing and other adventures in his New England home waters.

For those unfamiliar, Dolphin 24s have





ron breault's dolphin 24





nicole breault — continued

offering around-the-mark buoy distance races for doublehanders — it's a coincidence that it's one thing most households can actually do right now."

Sailing competitively for so many years has been Breault's default, so sailing recreationally is something she and Stone are learning.

"Sheltering in place and looking for things to do together, we know that sailing on the boat is something we can do. But we need to learn how to do it, because we really only race and usually with a full crew. We're using the racing side of these doublehanded events to get out there together," Breault said with a smile.

Breault grew up in Old Lyme, a little town in eastern Connecticut on Long Island Sound. Ron Breault, her dad, became interested in sailing when she and her brother Mike were very young, teaching himself to sail as he took the family on cruising vacations. (See the center column of *Sightings* for a review of a memoir Ron authored.)

"At the time we really didn't know that he was learning everything," she laughs, "but he was one step ahead of us and he got us to all these wonderful places along the southern New England shore."

Around age 7, Nicole joined Niantic Bay YC in the neighboring town and learned to sail dinghies. She ultimately became a top youth sailor in the I-420 class, participating in world championship regattas, so that by the time she arrived at Yale in 1990, she was well regarded on the circuit.

She was recruited to play soccer at Yale, but as a freshman, her passion for sailing won out, and she soon became fully invested in the college sailing scene. She sailed in the Women's Division in her sophomore year, was the Women's Team captain, and earned the distinction of Women's All-American.

"It was maybe to the detriment of my academic performance, but it was all really special and important," Breault reminisces. "College was a pinnacle for me because it was a culmination of my junior sailing years, and I became sophisticated enough to understand concepts like tactics."

Teaching sailing during college in yacht clubs around the Northeast served in part as Breault's inspiration for a career in teaching. She completed her undergraduate and master's degrees in between training for the 1996 Olympic Trials (Savannah) in the 470 class, and as a trainer in the 470 class for the 2008 Trials (Beijing). As a teacher, she continued competitive sailing, primarily in the Lightning class.

Ultimately, Breault found her groove in match racing around the time she moved to San Francisco in 2009. The discipline was taking off and became more popular after its introduction at the 2012 Olympics.

"I really liked it," Breault muses. "It was sort of a refined, intense version of team racing that I could get my mind around in so many dimensions, and I loved the teamwork."

She formed her own amateur match-racing program and today has an enviable amateur résumé, having won multiple major regattas including women's match-racing national and international championships, as well as enjoying many successes on *Arbitrage* with Stone.

Breault loves to coach, and giving back to the sailing community in that capacity is something she does as a matter of course, something she learned from her mentor and coach Dave Perry. She's a champion of women's programming — at St. Francis YC she created and coached a successful Women's Learn-to-Sail program and is largely responsible for bringing women's match racing to San Francisco Bay.

Having a competitive sailing partner in life is a high point for Breault, especially since they have built their lives in part around sailing and racing competitively with *Arbitrage*.

"Sailing with Bruce is really special for me," she says. "It's usually when we are working really hard, and it's really windy or really beautiful, and the environment pokes through and says, 'You're in this.' It'll dawn on Bruce, and he'll turn to me out of character and say, 'Are you having fun?' He does that a lot — that's how he proposed to me."

michelle slade



euphoria and electric propulsion

David Smyth's Olson 40 *Euphoria* shows us the promise and possibilities of electric auxiliary propulsion on a sailboat.

David is president of the Westlawn Institute of Marine Technology, and younger brother of Randy Smyth, two-time Olympic medal winner and Sailing Hall of Fame inductee. David also wrote the software for the Mars Rover missions at the Jet Propulsion Laboratory, so technical decisions on his personal sailboat are not made willy-nilly.

With a diesel engine that was not only unreliable but leaked and stank, David faced an expensive and lengthy rebuild or repower. After some research, and a look at the practicalities of his sailing style, David opted to chuck the whole thing and go electric. Taken as a whole, going electric is a great jump toward simplification, but it means changing several of the boat's other systems, beyond just the propulsion system. We'll get more into the nuts and bolts of his conversion in a subsequent article, and for now discuss the philosophy and practice of electric propulsion.

First, toss the old diesel. This means no more engine, tanks, fuel lines, oil, oil filters, fuel filters, exhaust system, vents, fill pipes, attendant through-

hulls, or any of the claptrap of owning and maintaining a diesel engine. In its place goes a much smaller 10-kilowatt electric motor from Electric Yacht.

Engine compartments on sailboats are often filthy. Various petroleum products mix with fan belt dust, paint flakes and bilge water to form a stinky mess. When you go electric, all of this goes away. Electric is clean. So far, a great win for simplicity and better smells.

The next benefit is silence. The electric propulsion system is barely audible, meaning the loudest noise

David is likely to hear during a cruise is a flogging sail or a crewmember's voice. No chugging engine, no exhaust, less vibration. And no warm-up time: An electric motor is ready to go full speed right from the get-go.

Lead-acid batteries are not good at delivering large currents, then repeating the task regularly after deep discharges and recharges. Lithium-ion batteries do this much better, so enter the lithium-ion battery bank.

David went with a 5-kilowatt bank, which is about the battery capacity on a sailboat of this size without electric propulsion. The batteries supply enough to motor for just over five hours, or 30 miles, before the batteries are nearly dead. This same battery bank must power everything else aboard, so he can't motor much if he wants to keep the beer cold.

As with Tesla drivers, this might spawn range anxiety, but David is a bit of a purist and only uses the electric propulsion system to get into and out of his marina, and onto and off the hook. It's a sailboat, and he sails. His standard cruise is from San Pedro to Catalina for two or three days. At the end of the weekend, he's usually down to about a 25% charge.

David has no way to recharge his batteries after leaving the dock. His only means of charging is an inverter/charger, plugged into shorepower. One of the benefits of electric propulsion is that the propeller auto-rotates while sailing, turning the electric motor into a generator, and thus recharging the batteries while underway under sail. David's propeller folds rather than turns, a situation he may choose to change at his next haulout, or he may keep her fast and slippery under sail by keeping the folding prop.

David reaches cruising speed at just 800 watts. This is very little (one horsepower is 746 watts), but the Olson 40 is a light boat, and it doesn't take much to move a sailboat.

When the wind gets light, as it tends to do in the Catalina Channel, David motorsails at 6 knots — like magic — using only 300 watts of power. Three hundred watts is a reasonable size for a solar array on a 40-footer. Could solar motorsailing during peak daylight hours be the new way to get around? And that same 300-watt solar array would largely recharge the banks while sitting at anchor for a few days (weather permitting). A boat like David's could motor all the way to Catalina with batteries topped up from the dock, then motor all the way back after a weekend of solar charging if

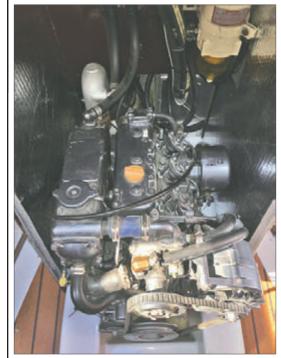
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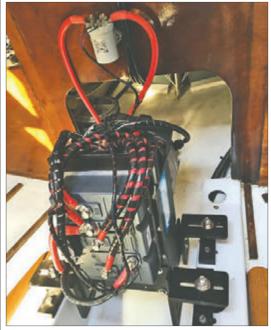
dolphin 24 — continued

quite the pedigree — they were designed by S&S with Bill Shaw as project manager. (Yes, the same Bill Shaw who went on to draw most of the Pearson line.)

Of the approximately 300 Dolphins built between 1960 and 1978, *Marionette* and two sisterships are unique in having beautifully crafted all-wood decks, cabins and interiors — the result of a factory fire in the early years that damaged the deck molds.

– jr





PHOTOS COURTESY DAVID SMYTH



jamotte heads home

When Philippe Jamotte slipped out of San Francisco Bay on Thursday, October 1, he was hoping for a 'quick' 200-day singlehanded, nonstop, westabout lap around the planet aboard his Class 40, *Changabang*. He started fast with seven or eight 200-plus-mile days, before closing in on the ITCZ (Intertropical Convergence Zone, aka the doldrums) and a series of mishaps that suddenly reversed his fortunes.

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euphoria — continued

he really got skunked on the wind.

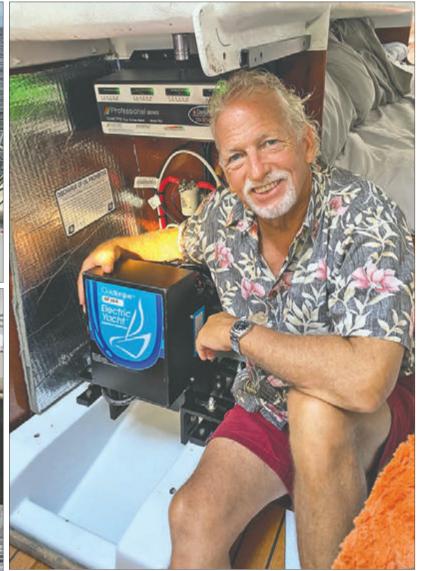
But we're getting ahead of ourselves. For now, David is delighted with simplicity, reliability and silence, and doesn't need to add another charging source or more battery capacity unless he wants to extend his range.

If we play with the numbers a bit, adding capacity to David's battery banks, and throw in a solar array and/or wind generator along with the hydro generation from the propulsion system, we get into motoring ranges that would be plenty for most sailors, even on extended cruises. Combine this with the massive simplification of the boat's systems, and never visiting a fuel dock again, and it gets interesting.

— clark beek







Left page, top: This diesel with all the associated tanks, hoses, fuel, filters and exhaust were removed.

Bottom: No tune-ups, no oil changes, no noise — yet all the work still gets done. Inset: Front and back, it's a clean machine.

This page, clockwise from top left: David and his wife using their preferred mode of power — sails — while enjoying the clear, exhaust-free air off the coast of Southern California. David Smyth showing off clean electric power with a spotless bilge and the required 'Discharge of Oil Prohibited' sticker — which has been rendered irrelevant. With her new electric auxiliary, 'Euphoria' leaves a clean wake behind her clean transom.

that's a spicy meatball!

Back in the days of America's Cup racing when the boats looked like the ones most of us sail — before they had two hulls and hydrofoils — a rich businessman could compete without having to mortgage one of his houses or park his jet. The 12-Meter boats that sailed the series from 1958 to 1987 were 65 to 75 feet long, graceful, and stylish, but, for a number of reasons, fell out of favor.

In 1990, the first

claim to being the first

of the new America's



'Il Moro de Venezia's delivery crew leaves Humboldt Bay in the morning after a visit to the boatyard.

Cup era. Later, a Russian syndicate purchased her. She bankrupted at least two more sailors, was painted bathtub blue, flew banners across San Francisco Bay, and finally retired to Vancouver, BC. Her winding course recently led her back to S.F. Bay, where her bright red hull and towering mast were easy to spot berthed in the Alameda Estuary.

Somewhere along the way, she was fitted with a 75-hp diesel and a saildrive unit. Some basic safety gear like running lights, an electric bilge pump and a marine head were installed, even a shower curtain for privacy. It was said during her racing days that you could tell when the Italians were about to tack as the crew would flick their cigarettes into the water to prepare to grind the massive coffee-grinder winches.

Recently I was approached by the current owner to deliver her back north to Port Angeles, Washington. We met, discussed ideas, and hammered out an agreement. I called a few of the more adventurous sailor pals I know and we set a departure date of September 4.

A local chemical compounding company supplied six fuel drums, we rented a life raft from that terrific place in Alameda, constructed a cook station in the cockpit, strung up hammocks belowdecks, ran jacklines stem to stern (no lifelines), built USB ports into cockpit walls to power an iPad for navigation, ran a mechanical and battery load test, set a watch schedule, and stowed aboard enough water to quench wildfires. Speaking of wildfires, between the smoke and the fog, the next thing we saw besides the sleepy blue Pacific was the coast of Washington.

She does about 7 knots on flat water, but after crossing the Potatopatch and starting to punch into 6-ft seas at 6-second intervals, we were down to 5 knots, and the bilge pump light became a regular addition to the compass light. We headed in to about a mile off the coast and slipped around Point Arena, and things mellowed out.

I did get a li'l excited for a moment, and sheesh! That boat can ship and haul an impressive amount of seawater, but we laid off the throttle and hitched the hammocks up a little higher. There is a famous video of another AC boat from that era with a less robust hull simply breaking in half off San Diego. Well, let's not talk about that!

The rig was secured with some high-tech lines because of a hydraulic issue. The rig is almost completely controlled by about a dozen hydraulic rams, but we did get a small jib up for about 12 hours, so yes, I'm officially

continued on outside column of next sightings page

jamotte heads home

Squalls, broaches, lost spinnakers and sheets, plus a tangled spinnaker sock, all combined to slow his progress while reducing his sail inventory. In the midst of these losses, the hydraulic autopilot required repairs, adding further concerns. Finally, a mysterious, difficult-to-repair crack appeared in the boom, which was destined to fail at the worst possible time.

After all that, on October 16 Philippe decided it was probably smart to turn for home. He wrote on his blog, "Tallying up the losses and damages incurred so far, in particular the uncertainties around the boom, which would lead me to downsize the mainsail, this boat's main 'sail engine', I've decided it

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— continued

would be better, safer and hopefully more constructive, to turn around, go home. I'm pointing the bow a little east of Hawaii. If weather permits I'll bend the course for San Francisco in a week or so."

As of this writing, Philippe has things back under control. The boat turned north to escape the grip of the doldrums and is pounding to weather. From there, Philippe hoped to continue north past Hawaii before looping east toward San Francisco. He had a good weather window, so he decided not to make a pit stop in the islands.

Philippe's resourceful, questing nature assures us that this is just another shakedown cruise in a life of adventures.

— john

a spicy meatball — continued

an America's Cup sailor (OK, with an asterisk).

The predicted rains came, and we rigged a tent over the boom. It kept the weenies from floating off the grill and probably was exactly what those beleaguered firefighters ordered.

We ended up ducking into Humboldt Bay. The main yard there can handle up to 150 tons. The yard owner, Todd Reinke, met us there Sunday at 7 p.m., loaned us his car, offered overnight moorage to accommodate our 14-ft draft, and had our exhaust issue fixed before his first haulout at 9 a.m. on Monday. Even his dog is friendly!

Rested and ready, we pressed on north. The crew got to know one another and swapped stories from family to sailing and, of course, politics. The water was essentially greasy-calm the next 600 miles. There was swell action from the west, maybe 12 feet at 18 seconds. We dragged our tuna lure, avoided crab pots, watched whales, enjoyed impressive sunrises and sunsets brought on by the smoke, and ate plenty of snacks.

We were 12 hours ahead of our ETA. As we approached the dock, I won-

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a spicy meatball — continued

dered if this was how Paul Cayard felt bringing her into the slip. Maybe he just hopped into the support boat and had people to do that for him — or maybe not. I know I felt better than Dennis Conner felt after Mr. Bertrand and his famous winged keel absconded with the Auld Mug.

I gotta give a shoutout to my shipmates for being brave, and trusting me and one another to make this special sea voyage happen. Eric Rimkus, Destry Lewis, Paul Gamache and Brian Lockwood each gave 100%, stayed up late, got up early, and bitched the same amount about the lack of an autopilot. Well, Destry sorta invented one. Eric's wife Kim gets the Wonder Woman award for handling the bulk of the logistics and making a passel of the best breakfast burritos this side of the Rio Grande.

If you are ever in Vancouver, BC, a city centered on the water, and you see a massive red sailboat with a giant lion logo on the spinnaker, you can tell your traveling partner the rest of the story!

— andy shwenk

PHOTOS COURTESY

a balboa 20 sails on with a new owner

Six years ago my wife and I bought a floating home in Sausalito — a major fixer-upper that took three years to rehab. As we settled in, I noticed the multiple types of watercraft that people had tied behind their homes, from kayaks to Whalers. I actually wanted one of each, but what really caught my eye was a small sailboat right across the channel. I also noticed this boat had never once been taken out and was growing grungier by the day. A boat like this deserved some love! Once the remodel was complete, my curiosity finally got the best of me and I marched over to get the scoop.

"Come on in!" said a booming voice after I knocked. I entered to find perhaps the oldest person I'd ever seen in my life. I introduced myself as a neighbor interested in the sailboat. "That's Bill. Oh, he can hear you," declared the large caretaker. "He can't speak, but he hears you." When I asked if I could take a look, I took Bill's blink and barely perceptible nod as an assent.

The 20-footer's deck was coated with a layer of mold and grime, and of course the bottom had that heavy green beard. The sail cover was moldy and falling apart, and I couldn't imagine the sails were much better; however, the rigging looked good and the outboard motor was in one piece. Climbing into the cabin, I liked the layout, the cushions were new, and I was surprised to notice that everything was dry — not a whiff of mildew. I was in love.

Back inside the house, I did my best to let Bill know that I liked his boat quite a bit and would love to take it off his hands. I wrote down my contact information and again pointed across the channel to the gray floating home with vellow shutters.

Three weeks later I paddled over with my yacht broker brother-in-law to take a look. As we were knocking on the hull, a woman came to the railing of the deck above with a glass of wine in her hand and asked us if we needed any help. I responded that I was just taking a look at the sailboat and that I thought it was really cool.

'Oh. Well, I'm sorry but that boat's been spoken for." Suddenly I had the horrible realization that Bill must have died and we had happened upon his memorial service. I had only met him one time, but heck, he was a fellow Sausalito houseboater and sailor.

"Oh, I'm so, so sorry to hear that. And I really had my eye on this boat." I was sad that Bill had died, but I was also a little sad that I had missed my chance on the boat!

"Thanks," she said. "But Bill wanted the boat to go to the guy in that houseboat over there with the yellow shutters."

My emotions immediately shot from sad to ecstatic. "Hey, wait! That's me!" Bill was gone, but he had sensed that I could give his boat a new life. A week or so later, I paid his descendents a dollar, signed the title transfer, paddled across the channel, and tied my new love off behind my home.

After a week of heavy scrubbing, I took the engine to Marin Outboards,

eight bells for

In mid-October, Luc McSweeny Maheu passed away after falling while he was up the mast. Maheu had recently bought a schooner in Maine, and was in Boothbay at the time of the accident, along with his fiancée, who is expecting the couple's first child. Maheu was just 34 years old.

We are speechless at this news, and struggling to express our sense of profound shock and loss.

We had the chance to sit down with Maheu on board his schooner Tiger in late 2018. He could not have been a more gracious host, and certainly could not have been a more fascinating, knowledgeable and experienced sailor. We wrote about him in the May 2019 issue of Latitude, where he talked about his maritime heritage:

"I really haven't spent too much time in the contemporary world," Maheu said. "San Francisco Bay is one of those places where yachting and racing is

Opposite page, clockwise from top right: The boat as spotted in Sausalito's houseboat community; ready to launch; work in progress at Spaulding Marine Center: a marine ecosystem below the waterline. This page: the finished product back on the Bay.



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luc mcsweeny maheu

Dyneema and Spectra and stainless and winches and cams and all this kind of stuff. You're relying on your mechanical advantage. Whereas out here, on a traditional boat, the system is all organic. It's my passion, and I want to make it more available to other people. This just made sense. And it was easy. And I was good at it.

"I never went to summer camp, I just went to sea."

Maheu's fiancée started a GoFundMe campaign to build "a nest egg to support Luc's young family ... Luc's generosity of spirit expanded into many different communities on both coasts, the many non-sailors he introduced to the water through party sails aboard *Tiger*, his expansive network of friends, and many more."

If you're interested in donating, please go to www.gofundme.com/f/luc-maheu-8-bells-memorial-support.

— latitude

a balboa 20 sails on — continued

where Rick gave it the thumbs-up, then motored over to Spaulding Marine for a haulout. The sheer volume and variety of bottom growth led one of the amazed workers, who was also a middle school biology teacher, to take several pictures to share with her class. Chris at Spaulding treated me really well, allowing me to sand and paint the bottom myself. I also got to know how to use a needle descaler on the pocked iron swing keel — quite a tool!

With new sails, rigging and lines, I wish I could continue this story with stirring tales of delightful Bay outings. However, during my first sail the tiller broke off in my hand and I had to be towed back in. The next time I actually left the repaired tiller and rudder on the dock and ended up motoring around. The third sail I convinced my wife to come with me, and ended up having to abandon Elizabeth at anchor in the Sausalito channel after the engine died, while I was ferried into town for more gas by a helpful anchorout. Turned out that gas wasn't the issue and again I had to be towed back home.

My first really successful and spectacularly perfect sail actually came in June on Summer Sailstice. My wife (bless her) agreed to give it another go, and we made it down the channel and up Raccoon Strait to tie up in Ayala Cove with Jim, my yacht broker brother-in-law, and his family.

There is still plenty of work to do but I like to think that Bill is happy because a little piece of his soul continues to sail on.

— roger krakow













on the waterfront:

This summer, a critical bit of community news came and went, flying low on our radar. We'd heard rumors that the city of Berkeley was again considering putting a homeless encampment in the empty Hs Lordships parking lot. We dismissed what we assumed was conjecture, and a settled issue. The city council had flirted with the idea in late 2018, but ultimately nixed the idea after outcry from the liveaboard community.

But a sanctioned homeless encampment in the marina had, in fact, been on the table. According to a source familiar with the issue, Berkeley's mayor had been granted, or perhaps stumbled upon, "special powers." The source, a trusted *Latitude 38* writer who's been involved with Berkeley politics for decades, said that any special powers might be the result of the 'loose nature' of certain laws during the ongoing state of emergency from the pandemic. (Restaurants, for example, were hastily [and rightfully] allowed to expand to sidewalks, something that would have involved extensive deliberation in non-COVID times.)

After opponents lobbied state agencies, the proposal was nixed by the Bay Conservation and Development Commission, or BCDC, which said that such an encampment at the marina — which is not owned by the city, but is held in trust from the state — would be a violation of the city's mixed-used recreation permit. The homeless continue to live in limbo on a swath of land next to the freeway, at the entrance to the marina. Our

source reminded us that the issue of an encampment in the marina has "not necessarily been settled."

In city politics, it can often seem that nothing is ever really settled, but, rather, moves in cycles. The coming and going of potentially transformative waterfront policy is a reminder that the gears of government continue to churn, even through the pandemic, and through the lucky days when we've managed to go have fun with our boats on the water.

The BCDC also issued a cease and desist order to the City of Oakland requiring the removal of homeless encampments from Union Point Park: They had taken over an edge of the Oakland Estuary for more than three years. The park is set to be partially cleared by November 15, with the remaining encampment removed by February 12. "This is a very positive development for the tenants at the Union Point Marina, as well as all businesses along the Oakland Embarcadero," said Oakland harbormaster Brock de Lappe. "It's been a long time coming." The City of Oakland has also prohibited encampments in "high-sensitivity areas," which include protected waterways. "Unfortunately," de Lappe added, "there is now a growing population of illegal anchor-outs in the Oakland Estuary between Union Point Park and Coast Guard Island. Left unaddressed, there is a concern that this could become another Richardson Bay problem." In 2013, multiple agencies spent \$7 million to remove anchor-outs from the Estuary.









WESTPOINT HARBOR



local politics roundup

When covering city politics, it's easy to stray into areas outside the scope of this magazine and outside the expertise of the agencies involved (to say nothing of the sailing magazines trying to cover them). "The underlying causes of some of these issues, such as homelessness, are well beyond the agencies regulating them," a source familiar with the BCDC told us.

The BCDC itself has also cycled through the news. In late September, Governor Gavin Newsom signed into law a bipartisan bill aimed at improving the performance of the BCDC. That bill and ultimate law was the result of a 2018/19 audit by the state of California, which found that the BCDC had "neglected its responsibility to protect the San Francisco Bay and the Suisun Marsh," and had "consistently struggled to perform key responsibilities related to enforcement." The bill signed by Newsom was designed to ensure that "the auditor's recommendations were formalized so that the BCDC could refocus on its key responsibilities," a state senator, who led the effort to audit the BCDC, said in a press release. Advocates for reforming the BCDC call the new law an important first step, but are quick to say that there's more work to be done.

After settling with Westpoint Harbor in late 2018 following several years of conflict, the BCDC got into a row with the Bay Area's newest marina in the early days of the pandemic. As in the case of most businesses, Westpoint closed the harbor with the exception of essential services, in accordance with

Top left and center: Oakland Estuary's Union Point Park has been a crowded homeless encampment for nearly three years. Right: Sausalito's working waterfront, the Marinship. Bottom left: Redwood City's Westpoint Harbor.

government orders. This included paths, restrooms and showers, and was meant to protect both the public and Westpoint's roughly 100-person liveaboard community, many of whom are at-risk individuals. The exchange between the marina and state agency got testy, as the BCDC insisted all public access remain open. There were threats of litigation before the situation was ultimately resolved.

In the context of a new and unprecedented public-health threat, the past seemed to repeat itself, if only for a moment.

The most critical ongoing story in local politics is, in our opinion, the debate over Sausalito's working waterfront, or Marinship. For months, the city has been deliberating over its General Plan, a blueprint for future growth, which will be law through 2040. While this might all sound dry and bureaucratic, the decisions made in the next few months will shape the kind of town that Sausalito will be. In the Bay Area (and on the West Coast at large), the pressure to build housing is enormous. When we first wrote about the Marinship in the February issue of *Latitude*, we said, "Development seems, at times, inevitable in the Bay Area, as if it were a force of nature."

In late October, we wrote a two-part story in 'Lectronic Latitude titled The Debate Over Sausalito's Marinship Is Not Over. That debate, in our opinion, needs to be reframed. When advocating for marine trades and waterfront culture over housing, it can feel as if you're arguing for some kind of charming, bygone era — as if you're somehow standing in the way of progress.

That idea tragically misrepresents the Marinship, where business has been booming. An April 2020 study by the city found that much of Sausalito's sales tax, some 41%, comes from the Marinship, as well as 46.3% of business property tax revenues. Another recent study found that the working waterfront showed tremendous resiliency during the pandemic. With boat sales up 170%, according to one city official, every tier of the marine trades is going full steam.

In terms of its land and facilities, the Marinship is facing some real challenges. Built hastily as a temporary shipyard in World War II, the mile-long waterfront is sinking at a rate of about a half inch a year; this does not factor in the effects of sea-level rise. One source told us that the City of Sausalito "is completely ignoring this, as if none of it exists." Another source said that the city does not have a proper inventory of the working waterfront's infrastructure needs.

Fixing these problems will likely cost hundreds of millions of dollars — if not a few billion. Who's going to pay for it? One official said that Sausalito's yearly projected COVID-related budget deficit was around \$3 million, while another study acknowledged that "major infrastructure projects ... cannot be completed by any individual parcel owner." What's more, another official told us, "Property taxes don't actually provide the type of windfall that people expect." Under the current city tax structure, a \$120 million development could theoretically generate just \$140,000 in property taxes.

But let's step back again, and ask a fundamental question: What is the value of a thriving working waterfront? Not just the raw tax revenues, and not just the benefits of economic diversity, so that the city doesn't just offer service-industry jobs catering to tourists. Rather, what is the value of having something unique and historical, and something that's becoming increasingly rare in the Bay Area? If we could put a value on that, on a culture thriving in the present and innovating for the future, then suddenly the "highest, best use" would be the working waterfront itself.

— tin



THE PERFECT CRUISING GROUND —

 ${f A}$ flight of pelicans skim the sunsparkled water just a dozen feet from where we lie at anchor. A flock of black swans waddle across the exposed mud flats a hundred yards to leeward. No sight or sound of traffic or city life; no moorings, no other boats, nothing but us and the birds.



Still cruising after all these years: Lin at the helm somewhere in the Bass Strait.

We'd sailed for hundreds of miles to get to know David's first grandchild, whose family lives near Melbourne, Australia, and to partake in family holiday madness. Western Port Marina, just a dozen miles from his daughter's home, proved to be the perfect location, one that let us invite family and a host of David's cruising friends on board. Being secured alongside in the marina let us head off to lunches and evening entertainments without hesitation. But after three weeks of being tied cheek to jowl with 200 other boats and partaking of an overflowing social life, we'd needed a break and this felt like utter bliss.

It would have been difficult finding this isolated anchorage without the aid of a chartplotter. Called Chicory Cut, it is just that; a deeper cut in a vast area of mud flats that now, at low tide, lay fully exposed — but at high tide would be hidden under 3 feet of water. The nearest visible land is almost a mile away and when David got on his paddleboard to go ashore for a walk soon after we anchored, he found solid ground unreachable unless he was willing to wade for half a mile through knee-deep, gooey-thick mud.

We'd chosen Chicory Cut as it is one

of the few places in the huge expanse of Western Port Bay that offers protection from southwesterly winds and is, at the same time, away from swift currents and shipping channels. We knew we could only stay two days. After that we had to return to the marina or look for another cut on the northern side of the bay to have protection from the forecast northerly gales, which would make this anchorage untenable.

"Sure looking forward to getting up to the Barrier Reef in a few months," I commented when David set out snacks for sundowners. He nodded in agreement, then added, "And after that, be good to get back to New Zealand to enjoy meandering around the Hauraki Gulf islands. Talk about two almost-perfect cruising grounds! Can't see much to recommend this area."

I had spent more than four decades exploring the world

under sail before I met David Haigh. He had spent 11 years circumnavigating, and I remember how, on our first meeting, we'd begun the conversation by sharing our favorite cruising grounds. He had listed the islands of southern Turkey;

I'd countered with Baja California and the river estuaries of western Ireland. Our highly different lists grew as the evening lengthened. That had been the beginning of a relationship that saw us set sail together from New Zealand 18 months ago. We'd explored the islands of Vanuatu, then meandered through Australia's Great Barrier Reef area, south to Sydney, and on to Tasmania.

Ooutheastern Tasmania might have added itself to our list of favorite cruising grounds except for the very short cruising season and the unreliable weather patterns, which even in the height of summer could bring week-long gales. But the local cruisers we met as we explored the western reaches raved about their home waters. "Perfect cruising," they told us.

Two days later, just ahead of the forecast gales, we returned to Western Port

> Marina for another round of socializing. That evening we joined Jan and Peter Metherall and their family for a leisurely meal. I'd met the Metheralls when we anchored near Pegasus, their Salar 40, in French Polynesia. We'd offered their three youngsters, at that time aged 9 to 12, the opportunity to play around in Cheeky, Taleisin's 8-ft sailing dinghy. Like many cruising friendships, ours had grown as we meandered farther along the South

Pacific Milk Run. Now their children had teenaged children.

"Glad you found Chicory Cut. It's our favorite anchorage," Jan said. "Our kids couldn't wait to go there. They loved getting covered in mud from head to toe, catching yabbies (a type of Australian







A MATTER OF PERSPECTIVE



The 40-ft 'Sahula' is a stretched version of Van de Stadt's 36-ft 'Seal' design. The boat was built of steel in Australia in 1991.

crayfish) on the foreshore, fishing, swimming, exploring all the cuts. And then there is the anchorage at the end of Phillip Island and ..."

That opened a floodgate of stories about excursions taken first on a trailer sailer and later on the keelboat the family sailed throughout the big bays of southern Victoria and from one end of the Bass Strait to the other before fitting out the offshore cruiser that took them right around the world. "Never found a more perfect cruising ground than right here," Jan stated. Her children seemed to agree. "Remember when we spent almost a month exploring the edges of Flinders Island?" one said.

"King Island, that's my favorite, never had a day without some kind of fun adventure," said another.

"Harbormaster? Gone fishing. No charges here."

Two months later, when we said our final farewells to family and friends, then began sailing north away from the threat

of winter, I finally found time to look through the photos I'd snapped during the weeks it took us to navigate from the top of Tasmania, into the Bass Strait, then west to King Island to gain the weathering we needed to lay Western Port Bay. We'd been frustrated by the ever-changing weath-

er, plus the strong currents. The moment we made another safe anchorage, we began looking for the next chance of fair weather to move onward. Only when we were stymied by foul winds did we settle in and relax for a few days.

At Flinders Island, our reception

couldn't have been kinder. Windswept, barren, and vastly underpopulated were my first impressions.

My photos from the 30 hours we lay in Lady Barron anchorage show a different story. They remind me of the evening we spent at the fishermen's pub overlooking the myriad islands and channels south of the quiet main port. There we were offered long, hot showers and very fresh fish platters. One of the locals, who'd helped take our lines when we sailed in, offered us "a pint" plus an invite to join the local folks for a quiz night - if we were brave enough! Another local pointed out the crudely drawn map hanging on the bulletin board. It showed half a dozen potential walks to various favorite viewpoints around Flinders Island. A second hand-drawn chart showed good landing spots on other islands. Now I can imagine we might have found a dozen fine anchorages to explore had we not been so goaloriented.

Then there are the photos from our six-day, weather-enforced stop on the River Derwent. Since we were delayed, we'd motored 20 miles up the river to Launceston and secured a berth right in the center of this bustling little city. Though the clouds high above us scurried before storm-force westerlies, the bluffs along the river provided shelter. A



David (left) has a chuckle with new friends Gary Donnellan and Shari Essex, who helped 'Sahula' tie up at one of her stops in 'Taz.'

leisurely walk along the riverfront board-walk led us up through the Gorge, a dramatic jumble of rocks and river, to a Victorian garden wonderland complete with 150-year-old steel fretwork bandstand. To keep from feeling restless, we took this chance to rent a car and explore some of the mountains of northern Tasmania. Our reward: a chance to be in a snowstorm in mid-summer, warm-hearted people, spectacular English-style gardens, and a glimpse of a rural lifestyle that is drawing an amazing number of people away from the cities to the north.

When fair weather returned, we dayhopped along the top of Tasmania, timing our departure to coincide with the

THE PERFECT CRUISING GROUND —

west-going current, arriving at a new anchorage and settling in for the night, never launching the dinghy, just eating, climbing into the bunk, then getting underway again in the morning. Fortunately, after a few day-hops, another blow was imminent with winds forecast to go right around the compass. I say fortunately as the nearest fully protected potential spot was Port Stanley, only 48 miles away.

From the moment we sailed through the 15-meter-wide entrance into the tiny, stone-rimmed

fishing port, I knew I'd like it. Well-maintained steel fishing boats filled many of the wooden pens lining one side of the port. Only two fishing boats lay alongside the 300-meter-long shoreside wharf, both obviously undergoing refits. We motored slowly along the length of the harbor toward the quiet fish factory at its head and decided to prepare lines to go into one of the wood-lined pens when a call rang out from a bright-red trawler. "Go alongside that white fishboat on the wharf. You won't have to put out fenderboards that



Port Stanley, with its old-timey air, great nature walks and friendly people "who truly did want to know where we came from," was a highlight of 'Sahula's Tasmanian cruise.

way. Friend of mine. Not moving for the next week at least. Harbormaster? Gone fishing. No charges here, this is our har-

Off the beaten path; beautiful walking trails leading up a steep bluff to a wallaby-populated, birdsong-filled, community-restored native forest; friendly people who truly did want to know where

we came from and why we were there; a picturesque and historical tiny downtown where only a few tourists meander other than during the hectic weeks of summer break. Definitely one of those stops that will spring to mind when I think of favorite ports.

We sailed into anchor at Grassy Bay on King Island, just an hour ahead of a westerly blow. Within a few hours a local had offered us the use of his car to get to a launderette in the biggest town on the island. "And while you are at it, better take in a few of the sights," he'd said as he handed us the keys. On King Island, big is truly relative as only about 1,400 people live here, mostly farming and fishing. Tourism is a tiny fraction of the

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...



A MATTER OF PERSPECTIVE

economy as transport from the mainland is expensive and limited. Yet when we explored farther afield, we came across an

amazing art gallery set right on the shore across the bay from the picturesque crayfishing port of Grassy. Large, colorful paintings adorned the outside of the building. Big windows revealed a cornucopia of color inside. The door, closed but not locked, had a sign Bring Your Own Lunch Café.



You know it rains a lot when the most famous shop in town is the umbrella shop. Yes, a whole shop devoted to selling just umbrellas in Launceston, Tasmania.

And that is exactly what we found when we opened the door. No proprietor, just a big, handsome dining table set amidst art and handcraft work from around the island. Another small sign asked that washing up be done at the outside sink and that the table be reset as found. "Please put money for art or craft pur-

chases in the box and write down what you took in the guest book."

In hindsight,
I can see why
Jan and her family call the Bass
Strait a perfect
cruising ground.
How different
our first impression might have
been had we approached this
area as they did,

not as an obstacle in our rush to get somewhere else, but as our destination! Had we settled in and taken our time, we might have found dozens more treasures to savor. Instead of being frustrated by unfavorable winds, we might have used them as an excuse to explore different anchorages. We might have taken long walks ashore to experience the flora and fauna that are unique to this part of the world. And when we had slowed down, we probably would have found, as we did in Baja California or southern Turkey, that the local people invited us into their lives to add spice to our adventures.

Reviewing my photos from the Bass Strait has reminded me once again that perfect cruising grounds are a state of mind. A state of mind that can only be achieved when you set aside the desire to keep moving on and learn to enjoy just being.

— Lin Pardey

Lin and David recently returned to New Zealand (a 9.5-day passage followed by four days in a city-provided apartment to satisfy quarantine requirements). On October 31 — what would have been Larry Pardey's 82nd birthday — she hosted a celebration of his life with friends at their home on Kawau Island. After spending the last four-plus years in special facilities with Parkinson's dementia, Larry passed away in July.

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DOUBLEHANDED FARALLONES —







Husband-and-wife team Mark and Kim Zimmer were the first mixed-gender crew to finish on the colorful F-25c 'Khimaira'.

The Bay Area Multihull Association normally runs their most famous race, the Doublehanded Farallones, in early spring, usually on the last Saturday of March or the first Saturday of April. Well, we all know what was happening around that time, and one thing it didn't include was any yacht racing.

As the Yacht Racing Association, the Coast Guard, clubs and other 'organizing authorities' began to figure out how to facilitate sailing events without violating county health orders, races that had been postponed or canceled during the spring began reappearing on the 2020 calendar.

BAMA selected September 19 as the do-over date for the 41st Doublehanded Farallones Race. You may recall that during late August and much of September, wildfire smoke cast a pall on much of the West Coast. It blended with fog on the ocean to hamper visibility. The currents on the 19th weren't ideal, but they were manageable.

"We obviously had to reschedule this year's Doublehanded Farallones Race from its original date at the end of March," reports BAMA's commodore, Truls Myklebust, "just as all of the Bay Area was getting shut down for the COVID-19 pandemic. We seized on the September 19 date as soon as we heard that the Big Boat Series was canceled. Arguably, the second half of September

is a great time to sail out to the Farallones. For the last several years, BAMA has run a September Farallones Cruise, and that event has been very popular usually with lots of whales seen along the way.

"In addition to the change in dates, we made a few other changes this year. We ran the start from Baker Beach. That was a popular place to start races way back in the day, so it's a bit of a throwback, but we've had challenges getting the racers off from the Golden Gate Yacht Club several times the last few years in light winds in the morning, and racers have sometimes had trouble clearing the South Tower in the current when winds have been light. The Baker Beach start solved those issues. and gave racers the maximum chance of morning breeze for the getaway. In addition, Baker Beach provided a nice 'stadium' feel to the start, where we could observe the strategies that boats took after starting the race.

> "My crew Dave's nose twitched: 'There is wind over by the rocks."'

"We also allowed racers to go on either side of Mile Rock, and we gave the option of rounding the island in either direction. That opened up additional strategic options for racers, and, in the event of rough conditions, there's a nice safety angle to allowing racers to tack

The J/125 'Rufless' sails the last leg, from the Golden Gate Bridge to the finish. They won the Stewart Kett Memorial Trophy. When we approach the Gate after an ocean race, we look for kites — that gives us a heads-up that it's a windy afternoon on the Bay.

around the island rather than have a potentially ugly jibe in big swell on the back side of the island.

"Finally, due to COVID-19, we conducted all meetings over Zoom. Both the skippers' and awards meetings were virtual and online, and that proved to be very effective. Not only did that allow racers to be socially distanced, it also allowed racers to participate who may not have wanted to drive in heavy rush-hour traffic to an in-person skippers' or awards meeting. Some of the participants in the DHF each year are from outside the Bay Area, and that made it easy for them to participate.

"The race committee wore masks and were socially distanced, outside, in the parking lot at Baker Beach in the morning, plus a single family on the committee boat, and then outside on the sea wall in front of GGYC for the finish.

"For additional safety for this race, we secured the participation of volunteers in the Ham radio community in San Francisco, and they had well-positioned antennas and high-power radios that helped keep contact with racers. That proved very useful for the roll calls for late returners. Our Ham radio volunteers were able to reach all racers, even though they were well beyond the reception range from the finish on the sea wall in front of GGYC."

IN THE FOG OF SEPTEMBER







John Kearney and Jay Moore finished around 7 p.m. to win the Express 27 class.

 ${f A}$ ll of the racers started on schedule in light breeze. Many boats tacked toward Point Bonita to catch the last bit of the ebb. "That proved to be a big mistake for many boats," recounts Myklebust. "Instead of benefiting from the last of the ebb, boats instead found the beginning of the flood, and we saw many boats drift back from Point Bonita all the way to Point Diablo. In the meanwhile, the boats that went for Land's End had a clean getaway and were speeding to the islands. That caused a major break in the fleet. Many boats retired after struggling in the current, and the last boats didn't really get away from Point Bonita until about noon."

"Four things were key..."

The fastest multihull, Round Midnight, and the fastest monohull, 'io, took the Land's End side and benefited handsomely from that. "Round Midnight's lead was so large that on approach to Point Bonita on the way back toward the finish, they met boats that were still on their way out past the ship channel on the way to the island!" added Truls.

"The weather models had forecast that the winds would shut down entirely after about 9 p.m., and we were concerned that we would have some very late returners," he continued. "However,

Top: 'Round Midnight' in light conditions about five minutes after the 8:05 a.m. multihull start. Bottom: Rick Waltonsmith at last year's YRA awards party.

the late returners found the breeze they needed, and we had all boats safely back by just after 10 p.m.

The first boat back was Rick Waltonsmith's Explorer 44 trimaran Round Midnight. Rick and his crew finished amazingly early, at 2:18 p.m., for an elapsed time of 6 hours, 13 minutes.

"Though we considered anchoring in Aquatic Park Cove on Friday night, my crew, Dave Olson, and I slept on *Round Midnight*," reports Waltonsmith. The boat is berthed in Oakland, on the Estuary near Coast Guard Island. The duo left the dock Saturday morning at 5:30. "Ouch. Lots of tugs moving about at that time of day. At least the motor out past the Gate was not foggy.

"Our start was pretty smooth, and the start line was long enough for all to fit. Things changed after the start. My crew Dave's nose twitched: 'There is wind, south, over by the rocks.' We kept going that way. Indeed there was wind over there, but nobody followed us; and the water is pretty deep to within about 50 meters. After our tack, we were able to go right on past Mile Rock and stay on that tack all the way to the islands, making 8-9 knots of boatspeed.

"My pattern is to trade off steering every 30 minutes between the crew. This works well and makes the time fly. With just two of us, steering can still be demanding on the concentration.

"Islands? We had just a glimpse of Southeast Farallon at about three miles out. Then all we saw was fog, and looking at my deepwater waypoint course around. The wind built to 18-20 going around. We thought it a local phenomenon, as we never had more than 10-12 going out.

"The wind held the 18-20 for about half the ride back, and we were just using full main and jib. When the wind started dropping, we rolled out the screacher in a downwind configuration. Our speed was way down, and this was deflating; but the sun also came out nicely for our return under the Gate.

"Many thanks to Truls, Dave Wilhite on the race committee boat, and our great BAMA team for organizing this year's DHF. I realize there is *so much work* involved in putting on a race. Truls' radio instructions were first-rate. And thanks to my crew, Dave Olson, who tolerates many of my eccentricities."

The first-place monohull, Buzz Blackett's carbon Antrim 27 'io, is still in her freshman year of life. Buzz sailed the DHF with the boat's designer, Jim Antrim, a frequent sailing partner. They finished at 4:44 p.m. after racing for about eight and a half hours.

"Four things were key for Jim Antrim and me," reports Blackett.

"1. We quit trying to get north almost immediately after the start. We were the farthest left of all the boats that made it out the Gate without getting caught in the Point Bonita suction. We were fairly confident that the wind would go way right based on the NAM (COAMPS) gribs at www.windy.com. We rode the progressive lift through almost 40 degrees and kept the sheets slightly eased and the boat powered up for the entire leg. As a result, we sailed the shortest route to the islands of any of the boats we could see.

"2. We used our new chartplotter mounted in the companionway to constantly monitor our COG [course over ground] and whether we were losing or gaining bearing on our island waypoint. (We did the same for the South Tower during the return leg.) We sailed right to our first waypoint on the north side of the islands despite less than a quartermile visibility when we arrived. The five waypoints that Jim programmed outside the 1,000-ft minimum standoffs worked perfectly. We'd pass each one, and immediately turn and trim sails for the next one.



DOUBLEHANDED FARALLONES

"3. Our smallest kite (the A-7) worked really well on the reach back, although it collapsed a bunch of times. If we'd set it at the island, instead of the big one, we probably wouldn't have needed to do any jib reaching.

"4. We managed the windy jibe at the bridge and the run to the finish with the big kite, even though we were way overpowered in the puffs. That luck ran out after we finished and jibed to head to Richmond — we broached big-time and had to drop the kite to get back on our feet. (Yes, it shrimped, and was a mess to get back on board.)"

In a year when packing your boat full of unrelated crewmembers is problematic, doublehanded racing is a welcome alternative.

— latitude/chris

BAMA DOUBLEHANDED FARALLONES, 9/19

MONOHULL 1 — 1) **Timber Wolf**, Farr 38, Dave Hodges/John Kernot; 2) **Waterworks**, Soverel 33, David Bennett/Nathan Bossett; 3) **Favonius**, Dehler 46, Gregory Dorn/Cam Tuttle. (12 boats)

MONOHULL 2 - 1) Snafu, Moore 24, Karl

Robrock/Bart Hackworth; 2) **Topper II**, Moore 24, Conrad Holbrook/Eric Ochs; 3) **Oxymoron**, Moore 24, Tom Southam/Ryan Brown. (6 boats)

ULDB — 1) 'io, Antrim 27, Buzz Blackett/Jim Antrim; 2) Wolfpack, Donovan 30, Andy Hamilton/Simon Winer; 3) Rufless, J/125, Rufus Sjoberg/Jason Crowson. (8 boats)

EXPRESS 37 — 1)
Eclipse, Sandy Andersen
Wertanen/Stephanie Campbell. (4 boats)

EXPRESS 27 — 1) Salty Hotel, John Kearney/Jay Moore; 2) Tequila Mocking-

bird, Mathieu Krogstad/Brett Davis; 3) **Hang 20**, Lori Tewksbury/Andrew Redfern. (7 boats)

MULTIHULL — 1) Round Midnight, Explorer 44, Rick Waltonsmith/Dave Olson; 2) Greyhound, F-22, Evan McDonald/George Kiskad-



In blustery conditions, 'io's post-finish jibe-forhome didn't go so well. Inset: Buzz Blackett.

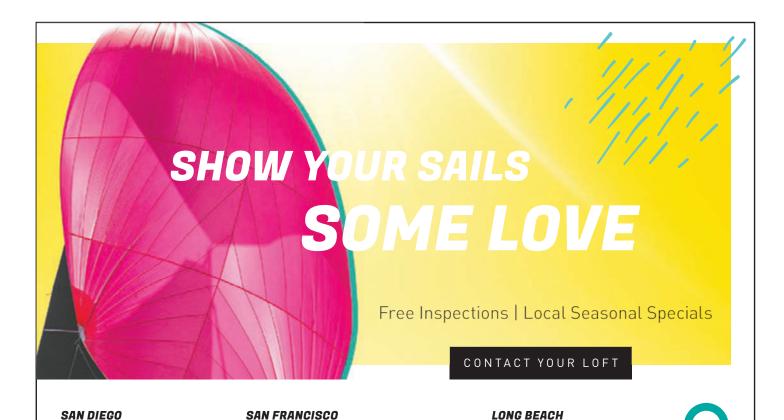
don; 3) **Khimaira**, F-25c, Mark & Kimberly Zimmer. (7 boats)

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NADA HA-HA —

The more things change, the more they stay the same. Despite the pandemic, whales, birds and sailors are all still planning to migrate south this fall. With a bit of uncertainty in the air and without the Baja Ha-Ha, the numbers will certainly be reduced — at least at first.

The initial wave of boats to head south will be members of the very loosely organized Nada Ha-Ha, a cruise-in collection of boats assembled by multi-Baja Ha-Ha vet Patsy Verhoeven of the Gulfstar 50 *Talion*. If all goes well, we suspect that many more will follow in their wake. Or perhaps news headlines in the US might inspire an even larger number than normal to follow the early leaders south!

The plan is to follow essentially the same schedule as the Baja Ha-Ha would have followed. The official shove-off from the San Diego/Ensenada area is Monday, November 2. About two weeks later, the boats will arrive in Cabo San Lucas, with the regular stops along the way in Turtle Bay and Bahia Santa Maria. Patsy has added one more stop to the normal Baja Ha-Ha itinerary — a one-day stop after Bahia Santa Maria in Bahia Magdalena.

In another departure from a 'normal' year, all participants are asked to provision with enough supplies to get to Cabo without going ashore in Turtle Bay. This change was made for the health and safety of the local residents, who don't have easy access to modern medical facilities.

In addition, because of changes to customs procedures in Cabo since the election of President Andrés Manuel López Obrador (and without the help of the Baja Ha-Ha), Fito Espinoza of Marina Coral and several other Mexican harbormasters have suggested cruisers take care of all their Mexican customs and immigration paperwork in Ensenada rather than waiting until Cabo. The customs process is far simpler in Ensenada and, if there's a problem, you're not already more than 750 miles from home!

The Nada Ha-Ha already has over 60 boats that have signed up at http://www.patsysweb.com/NadaHa-Ha/2020/Nada/Nada-Ha-Ha.html. The following are profiles of a small selection of the Nada entourage. We'll share their stories and those of others in upcoming 'Lectronic Latitude newsletters and in future issues in Changes in Latitudes.

Honu — Tayana 37 Bernard Bouis and Maeve Murphy Sausalito, CA

In 2000, Bernard set off on a circumnavigation but had to stop in New Caledonia. He says making the trip to Mexico this year is, in some ways, unfinished business. Bernard thinks this year is special to head south, because everyone is still pursuing a dream and showing a desire to persevere against all odds.

Bernard has previously owned three boats and sailed for 26 years. He likes his current boat's proven offshore abilities and says it was affordable, even with all the upgrades he did. Also, the sturdy boat will provide a sense of security for his partner, a first-time cruiser.

Cruising plans include winter in the Sea of Cortez and then consider options, depending on the COVID-19 crisis. With luck, they'll head down to Central America, then Ecuador, with the ultimate goal of the South Pacific and a possible circumnavigation.



Bernard and Maeve are headed to the Sea of Cortez and then, if the world allows, onward south and west.

Gladiator — Beneteau 46 Eric and Kim Rimkus Portland, OR

This is Eric and Kim's first rally with their own boat, but they previously did a Ha-Ha on *Talion* with Nada Ha-Ha creator Patsy Verhoeven, before becoming full-time cruisers themselves.

After four years of isolated and remote cruising in British Columbia and Alaska, they think that hanging out in a (socially distant) group will be a nice change.

Eric and Kim have owned six boats and are two of the most experienced sailors in this group, with a combined 46 years of sailing experience behind them. Their longest voyage to date is from San Francisco to Seattle. Cruising



Remember these hats. Otherwise it will be hard to recognize Eric and Kim Rimkus unless you spot their Beneteau 46 Gladiator first!

plans include the Sea of Cortez for a year or two, then continuing on south and west.

Emerald Sea — Lagoon 450F Becky and Jeff Hare Brookings, OR

Emerald Sea has already been around the world, but this will be her current crew's first big outing. The Hares have previously owned 12 boats and have been sailing for about 15 years, which sounds like almost one boat a year.

They're headed south now because they believe the time is right to retire while they're still young and healthy! Their plans include spending the winter in the Sea of Cortez and then figuring out the rest as the cruising season unfolds.

Who is Jeff's sailing hero? "My wife of course!"



Since 'Emerald Sea' has already been around the world, Becky and Jeff Hare know she'll take them wherever they'd like to go now that they're at the helm.

Solamer — HC Christina 43 Luis and Erika Solorzano Bremerton, WA

The Solorzanos decided to make this trip pre-pandemic and now say, "Plague be damned, we're making our way around the world!" This is their first boat, and they just started sailing a year ago so will be piling on new

PROFILES IN COURAGE



The Nada Ha-Ha will be the first long voyage aboard their first boat, after their first year of sailing, for Luis and Erika Solorzano.

experiences quickly. They're going now because, "Now is the time to live, tomorrow may never come!"

Their plans include sailing all the way south to Ecuador to meet up with a few naturalists, explore the Galapagos and all it has to offer before heading farther west. With only one year of cruising experience, their longest passages will occur as they head south. They're especially looking forward to Ecuador to the Marquesas, which will be their longest.

Flite Deck — Seawind 1160 Katie Smith and Bill Edwards Centennial, CO

This is Katie and Bill's first Ha-Ha, Nada or otherwise. Both recently retired and the Nada Ha-Ha will be the start of their new cruising life. Katie was a 767 pilot, and she's looking forward to seeing the world for more than 24 hours at a time. Bill was an IT project manager and definitely won't miss hours-long conference calls during vacation and on weekends.



Pilot Katie Smith and IT pro Bill Edwards are ready for takeoff aboard their Seawind 1160 'Flite Deck'.

They've owned 10 boats and have 30 years of sailing experience under their keel(s). Their longest prior ocean passage is 1200 miles from Puerto Rico to Key West.

Their initial cruising plans are to head to the Sea of Cortez until about May, thinking this is the best way to start their open-ended cruise. After the Sea of Cortez, they plan to sail N, S, E, or W, depending on which way the wind blows.

Wind Drift — Passport 40 Jodi Dimond and Blair Sullenger Oceanside, CA

Jodi and Blair met online two years ago and talked about sailing the world, though neither of them knew how to sail! They saw *Wind Drift* for sale on a flyer, noting she was built in 1984 and only had one owner before them. They went on to tackle an almost complete refit on her, including replacing the chainplates and rigging and removing the teak decks themselves. If you're just getting started, this is a great way to get to know your boat!



After a full refit on their now sparkling Passport 40, Jodi and Blair are ready to get to the waterside of Oceanside and head south.

In a whirlwind 18 months, they learned how to sail together and quickly expanded their sailing knowledge by becoming coastal pilots, working as crew on boat deliveries, and doing the Baja Bash. They have already sailed more than 1,000 nautical miles together to date! Their longest prior offshore adventure was from La Paz to Oceanside with their mentor, Captain Les George.

They're looking forward to (socially distantly) drinking rum and Coke with fellow cruisers and cruising the islands in the Sea of Cortez for a few months. After that, they'd like to either go south to Panama or west to the South Pacific and just keep going.

Jodi has been a high school English teacher for 22 years and plans to write about the adventure.

Sonrisa — Baba 40 Greg and Kristin Torok Emeryville, CA

Kristin and Greg have been preparing both themselves and the boat to go cruising for years, and this is their first foray into long-term cruising. They claim they're somewhat natural introverts, so the notion of cruising to Mexico with a socially distanced fleet of similarly minded cruisers is pretty appealing, as is the idea of having the virtual support of other cruisers nearby.



Sold the house, moved aboard, and now Greg and Kristin Torok are ready to cruise. They say they're introverts. Let us know.

To prepare for the trip, they sold their house and downsized by moving onto the boat. They were able to make arrangements to work remotely and set their sights on departing this year. The pandemic has made them commit to staying on the boat and being as self-sufficient as possible. They know it won't be an easy decision to hop on a flight back to the US or even take a bus into town, but also see a bright side in the appeal of sticking to remote anchorages.

After a season in Mexico, they plan to bash back home to Emeryville sometime around March.

They have owned four boats and have been sailing for 25 years, with a prior offshore trip from San Francisco to Catalina.

Greg says his sailing hero is Jeff Hartjoy, who completed a solo non-stop circumnavigation at the age of 69 on a sistership Baba 40, Sailors Run. Sonrisa is a Bob Perry-designed Baba 40 and is actually hull #1. His all-time cruising hero is Hal Roth, whose Pacific loop they hope to follow.

NADA HA-HA

Kismet — Passport 41 Kevin Connell Seattle, WA

For Kevin, this is Leg Two of a planned five-year circumnavigation. He has owned seven boats and has 30 years of sailing experience.



Pictured off of Sausalito, but now Kevin is ready to head south. Want to go? He's looking for an admiral.

Kevin has been planning on doing the Ha-Ha for more than a year and, if French Polynesia is open, he'll do the Pacific Puddle Jump. If not, he's considering several alternatives, including hurricane season '21 in South or Central America, Rio Dulce, the ABCs (Aruba, Bonaire and Curacao) or Colombia. Or ... ?? His longest trip to date is Seattle to San Francisco and his sailing hero is Tadji Kretschmer.

By the way, Kevin is looking for an admiral, so if anyone knows any single ladies in their 40s ready for a sailing adventure, give him a call!

Lopaka — Catana 472 Glenn Becker and Angela Smith Kona. HI

When asked what might be unique or interesting about their entry, Glenn and Angela report, "nothing much." That sounds like a good, keep-it-simple approach to your cruising plans. Glenn and Angela have owned five boats and tie with the Rimkus family for the most sailing experience, with 46 years of sailing behind them.

They were already planning to do the trip south, but when they saw Patsy's first post about the Nada Ha-Ha, they thought that it might be a fun way to go. They plan to winter in the Sea of Cortez

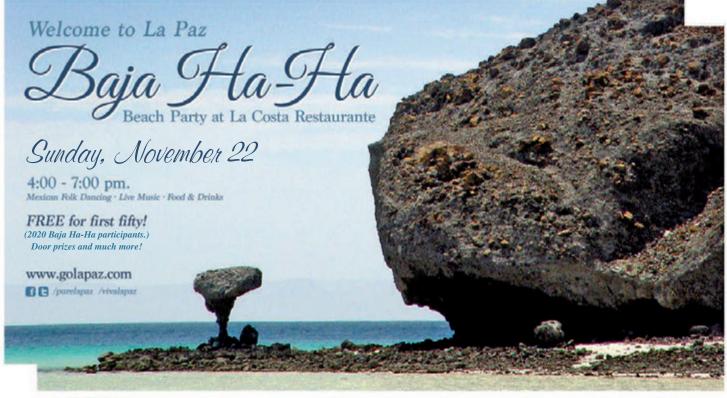
before moving down the mainland coast of Mexico and then on down to Panama for the next hurricane season.

Glenn and Angela have plenty of experience — Glenn has an Atlantic crossing under his belt, and together they have been up and down the Pacific Coast of the US, and all the way down to and through the Panama Canal (twice). They have been through the Bahamas twice, and up and down the eastern Caribbean while owning and operating a charter boat out of the BVIs. After passing through the canal again next year, they plan to spend time in the San Blas Islands and slowly make their way up the western side of the Caribbean. Of course, they note, this is all subject to change depending upon the status of the coronavirus.



We'll look forward to hearing more from these and other southbound cruisers in the months ahead.

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DELTA DOO DAH DONE —





Who knew that trimming a spinny on a Moore 24 could be this relaxing? But what goes up (river) must come down.

The Delta Doo Dah Dozen, a DIY cruising rally taking place over the course of the late spring and summer season, proved wildly popular in times of pandemic. But what comes next? You've got your boat upriver and downwind; now you've got to get downriver and upwind. If you can wait for the perfect weather window, and maybe make a couple of overnight stops along the way, so much the better.

But not every Delta cruiser has the time and flexibility to do that, hence the dreaded 'Bay Bash'. On May 23, as her spring Doo Dah was winding down, Jackie Philpott, singlehanding her Cal 2-27, wrote from Delta Marina in Rio Vista: "The gusts on the Sacramento today were serious, knock-down-fat-little-*Dura-Mater* gusts. Different than the Bay Area. My boat was very brave."

Down the Seven Bridges Road Sparrowhawk, Moore 24

Sparrowhawk's trailer lives in Brickyard Cove's dry storage yard. While the trailer was up to the task of moving the Moore 24 to the hoist for launching, we had no faith in her ability to carry the boat home from Stockton on the Interstate freeways. So our delivery from her summer vacation home in a slip at Owl Harbor in Isleton to Point Richmond would be on her own bottom.

Our first step was to call Ron Moore

and ask him if the boat's transom could handle the weight of a 40-lb. 5-hp Nissan two-stroke outboard. He said sure — but also that he could fix it if it broke!

We chose the weekend of August 15-16, and decided it would be more fun if we made a micro-mini-vacation stop in Benicia. We set the alarm for 5:30 a.m. and departed Owl Harbor at 7 a.m.

Bridge #1: Antioch Bridge

Riding the ebb, we motored to Pittsburg at 7 knots speed over ground. We turned the corner past Pittsburg Yacht Club and popped out into Suisun Bay. It was really rough, with big chop, still ebbing. So we turned back to Pittsburg and tied up at the municipal marina to wait for the flood. We hung out in Pittsburg for an hour, and bought Cokes at the Waterfront Grill & Café so that we could use the restrooms. (Although there's lots of activity — jogging, stroll-

At 4 a.m. all hell broke loose.

ing, fishing, boat launching, etc. — around the Pittsburg waterfront, all of the public restrooms within walking distance had been padlocked since the original shelter-in-place orders.) The café employees were doing a decent business serving patio diners and takeout customers, and were very nice.

We left Pittsburg at noon and took the shortest course between Stake Point and the beginning of the Port Chicago restricted area, then also the shortcut

A Delta Doo Dah Dozen daysail to Potato Slough. This little 3.5-hp motor was not the horse for the course home to Richmond.

past Seal Island, cutting time and distance off the shipping channel route. Stake Point, by the way, shows on our chart as being on land. At low tide, the red shipping channel daymark was in water and not on land. However, the water was very shallow, with little wavelets breaking.

Motoring against the flood (but through flat water) our speed dropped to 4.5 knots. We had no sails up.

Bridges #2-4: Benicia Railroad Bridge and I-680

We arrived in Benicia around 2 p.m. It was baking hot. The friendly folks at Benicia Marina charged us \$24 for our 24-footer to spend the night in a 35-ft slip on B Dock, which is relatively convenient for walking into town. By the time we got the boat squared away in her temporary quarters, we were overheated. We took beach towels, sodas and reading material up to the lawn bordering the marina, found some shade under a giant weeping willow, and chilled for a while.

Thus refreshed, we walked up to 1st Street and celebrated happy hour with a mojito and an incredible smoked salmon appetizer at the Union Hotel. The hotel's restaurant has bistro tables set up on the sidewalk and in a side patio. We were the first customers, but the place soon started filling up. Much later — a bit too late — we struck out to 1st Street again for dinner. Some places had already stopped serving. The Union Hotel was hopping. We settled on a glass of wine

THE BAY BASH







Left: Max Perez in Potato Slough. Right: An unknown sailboat aground in New York Slough; a Mayberry Cut neighbor.

and a shared beet salad for supper at The Loft, on their front patio.

We returned to the boat and lounged in the cockpit with cookies and more wine, as the air was still warm and bug-free.

Then we spent our first-ever night in *Sparrowhawk's* V-berth. It was surprisingly roomy and comfortable, even for my 6-ft tall skipper. We had sailed from Richmond Yacht Club to Owl Harbor in one day in July, and had only been out for daysails to Potato Slough and Fisherman's Cut during her stay up-Delta. Because it was so hot, we laid out our double sleeping bag and put a sheet on top of it. We slept on top of the bag under the sheet, with both hatches open.

At 4 a.m. all hell broke loose. Fortunately, *Sparrowhawk* did not. The wind gusts, we would learn later, were topping out around 50 mph. We doubled up the docklines using spinnaker sheets. It started raining (unbelievable!), and we closed the hatches. We could hear the thunder, but were snug in our V-berth. We didn't worry about the lightning, as the Moore 24's rig was far shorter than the tall forest of masts surrounding her.

In the morning, with squalls still sprinkling occasional raindrops, we marched up 1st Street again and had breakfast sandwiches and coffee at Dianna's, a deli/bakery, with tables out on the sidewalk along a quiet side street.

Bridges #5-6: Carquinez and Al Zampa Bridges

We departed Benicia at 10:45 a.m.

with an ebb. We still had a few scattered showers, but it wasn't cold. We could see a few smoke plumes on the brown hillsides, but didn't think much of it at the time. We found the typical wind line at Point Pinole, usually the windiest part of the San Pablo Bay transit.

Bridge #7: Richmond-San Rafael Bridge

We made 6-7 knots SOG, again motoring the whole way, and arrived at RYC at 2:30 p.m., for perhaps our quickest and most fun Bay Bash in 20+ years of Delta racing and cruising.

Max Perez's story of his Delta Doo Dah cruise ran in 'Lectronic Latitude on October 2 (you can read that at www. latitude38.com/lectronic.) "It was a much slower trip home," wrote Max in August. His return-trip report follows.

Olive, Pearson 303 Potato Slough to Pittsburg

Taking a different route back, I departed Potato Slough and motored along the channel north of Franks Tract to False River. It was beautiful, calm, and true to the Navionics charts I was using. My trepidation about this route on the way in was unfounded. Getting from the Antioch Bridge to Pittsburg was a little choppy, but uneventful.

A small sailboat hard aground in the mud off New York Slough served as a warning to mind the channel markers and charts while sailing this area.

A scraggly raccoon patrolled the shore where I had planned to anchor in Mayberry Cut. I didn't want to find it tearing apart the cooler in my cockpit later in the evening, so I moved on. I had fond memories of Spoonbill Creek, where I had sheltered from high winds and adverse currents a couple of years ago, but I think the beauty of the Delta may have spoiled me. Both locations were unappealingly windy, muddy and shallow at low tide. So I called Pittsburg Marina and booked a slip for the night.

Pittsburg Marina is always a pleasure and has friendly staff. Guest slips and fuel are among the least expensive I've ever seen, and the docks are in great condition. Their wonderful restroom and shower facilities were bizarrely closed to guest boaters due to COVID-19, so I took a hose-shower on the dock. A week in the Delta had made me feral.

I walked a couple of blocks to New Mecca Café and got a fantastic dinner of a potato taco with rice and beans, and returned to the boat for a relaxing evening. With shorepower connected, I was able to recharge all my devices and use the stereo and onboard lighting. I generally prefer being on the hook and enjoying the quiet solitude of nature, but lights and music are nice too.

Pittsburg to Benicia

The short trip from Pittsburg Marina to Benicia Marina was pretty rough, as I faced wind against current, which whipped up 4- to 5-ft waves with a square interval that made impressive arcs of water over the bow to the cockpit and slowed my progress considerably, despite the strong current in my favor.

Waves with a square interval made impressive arcs of water over the bow to the cockpit.

Benicia Marina was very full, but thankfully they were able to reserve a spot for my 30-ft sailboat. My keel dug a trench in the seabed to get into the slip, as it was a very low tide, but I wasn't going to be stopped a mere boatlength from my destination. My boat only draws 4.5 feet, so running aground in a marina is a new experience. Thankfully, the shower facilities here were open — an amenity I was sorely in need of.

Waking early the next morning to the sound of the air howling through the rigging, I was apprehensive about another wind-against-current day crossing the notorious San Pablo Bay.

THE BAY BASH

Leaving early with a little adverse flood current got me through the Carquinez Strait easily enough, again hugging the shore to catch any countercurrent. San Pablo Bay was surprisingly calm, with little wind and flat seas despite the nowebbing current in my favor.

Richmond to Emeryville

Near Red Rock Island I was able to hoist the sails and had a fast and fun trip across the Bay. I felt so confident after crossing the Slot that I sailed into my slip for the first time, which has been a goal of mine for years. I've been sailing onto and off anchor lately, but the idea of solo-sailing into the close quarters of the marina has always seemed risky, and now it's my favorite thing.

We've noticed some general trends in weather over the years. You generally have a better chance of avoiding strong Delta breezes in August or September than in May, June and July. Though it may sound counterintuitive, traveling on a flood rather than ebb, especially through Suisun Bay and San Pablo Bay,



'Olive' at the fuel dock in Benicia — during a very low tide.

can make the trip a lot more pleasant, safer, and less stressful for body and boat, and sometimes even quicker.

Although long stretches of water offer no places to stop, towns, marinas and anchorages are available on the route. Check one or more out on your way!

Remember your charts and keep an eye on your depthsounder, if you have one. (Sparrowhawk doesn't, so we used navigation software on an iPad to see how much water we were in.)

And, do as the Eagles advised — take it easy.

latitude/chris

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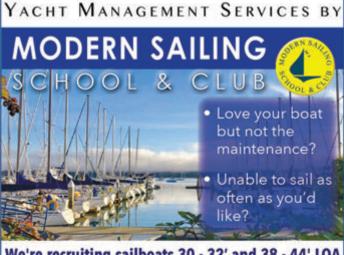
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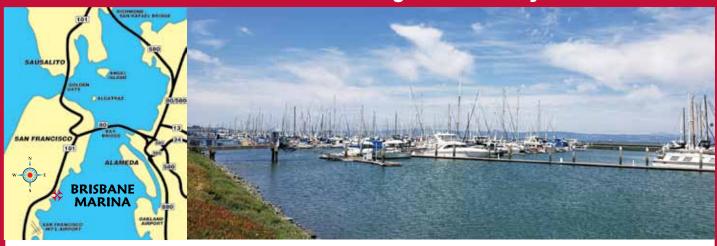


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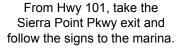
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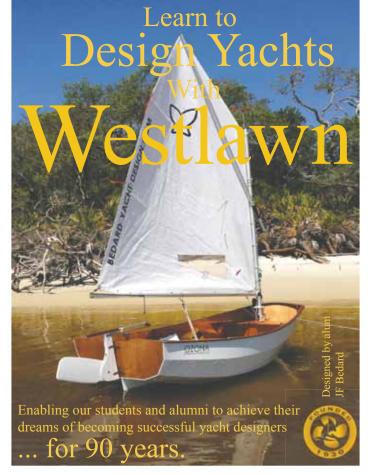
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MAX EBB —

Even though I'm mostly working at home these days, my company still expects me to be at my desk. But we also get Columbus Day off, so I was free to take one of my newly discovered favorite long walks, through the nearby university campus. I used to avoid it for the crowds, but with most of the classes online this semester and the dorms less than half full, it's a very pleasant, parklike environment. So it was with much surprise that I came upon a fairly large crowd assembled in front of the Geography Building.

It didn't take long to discover what was going on. The object of all the attention was a small statue of Christopher Columbus. He was holding a cross-staff, the 15th-century forerunner of the sextant.

Of course, there is no such thing as "Columbus Day" on campus. It's "Indigenous Peoples Day," and the statue had

to be dealt with. The main issue on the agenda, according to the speaker standing on the building's front steps, barely comprehensible through an improvised portable amp, was deciding on the most appropriate way to deface this symbol of brutal colonial oppression.

But the amplified voice had something familiar about it, and suddenly I realized that I knew who was behind that Hawaiian-print face mask. The speaker was none other than Lee Helm, a graduate student in naval architecture and a racing navigator in demand.

"We could, like, replace that — cross-staff with a globe," she implored the crowd. "But it would be a special globe, only about 12,000 miles in circumference, and totally leave out the Americas, North and South. It's the globe that Columbus imagined, with the Far East like, just a couple thousand miles west of Europe. We could expose him as one of the poorest excuses for a navigator in all of maritime history!"

However, the crowd wanted to do something a lot less subtle, like cut off his hands or bind the statue in chains.

I took a bearing on Lee when she disappeared into the mob, estimated course and speed, tightened the elastics on my N95, and pushed through the crowd on an intersecting course.

"Good speech, Lee," I said when I finally maneuvered into hailing distance. "But don't you think perhaps we could judge historical figures in the context of their own time? Columbus might have done some nasty stuff to the Arawaks and Caribs, but don't you have to admit he was a great navigator?"

"No way, Max," she answered, shaking her head. "Even for his own time, he was a total schnook. Read up on the mutinies, and why he came home from his third voyage as a prisoner in chains."

"But as a visionary and a navigator

"Wrong again, Max. He might have been OK at dead reckoning, but his vision was all wrong and his navigation sucked. For crossing an ocean, he couldn't navigate his way out of a 15thcentury paper bag."

I was about to point out that he did manage to make four trips to the Caribbean, but Lee cut me off with the real story.

"He was clueless about the actual size of the Earth," Lee explained. "He rejected the science, instead treating

"Back to the accomplishments of Columbus," I said. "Dubious or otherwise. Isn't he the only person in history to actually pull off the infamous lunar-eclipse scam? Seems he deserves some recognition, good or bad, for that stunt."

the ancient texts from Marinus of Tyre and Claudius Ptolemy as gospel. Tyre proclaimed the Eurasian land mass spanned 15 hours of longitude, leaving only nine hours, which is like, 135 degrees of longitude, for the size of the Atlantic Ocean between Europe and Asia."

"But did anyone back then really know?" I asked, noting that Lee pronounced both the P and the t in Ptolemy.

"Like, for sure. Measuring the angle of the sun above the horizon at noon is not hard, especially if you're on land where you can be precise with a plumb bob and a quadrant. And every navigator who could use a cross-staff knew that the sun at noon measured one degree lower in the sky for every 60 miles they moved to the north. So the fact that the Earth was about 21,600 nautical miles around was no secret to anyone who bothered to check it out."

"Well, Columbus could use a crossstaff," I said. "Even that statue shows him with one."

"That's the thing, Max. I don't think he could use a cross-staff. And actually he had a quadrant and an astrolabe, but no cross-staff, and the backstaff wasn't invented yet. His log from the first trip shows major confusion, with observations that he believed put him at 40-something latitude instead of 20-something. It's all in his log. That's not just experimental error; he didn't know how to read the thing. There's credible speculation that he was reading from the quadrant's tangent scale instead of from the angle scale."

"Well, I've made the same mistake on my slide rule," I confessed. "During an exam. Right in that building over there, in fact."

"Later in 1492, probably in Haiti," Lee added, "he recorded a latitude as 34 — degrees when he was really at 19."

"That's pretty bad for a noon sight," I agreed.

"But ol' Chris never sorted it out," Lee insisted, "and he gave up on noon sights during that first voyage. Point is, he did not understand the data that indicated the real size of the Earth, even then. So he actually believed it was only a couple of thousand miles across the Atlantic to the Orient, and he sold the idea to his sponsors."

"And the rest," I said, "is history. He cruised around the Caribbean searching for the Spice
—— Islands and other commercial resources of the Far East with no luck."

"But wait, there's more. Columbus fraudulently tried to cover it up. There was a lunar eclipse on September 15, 1494, on the second voyage. Columbus knew the predicted local time of the eclipse back in Europe."

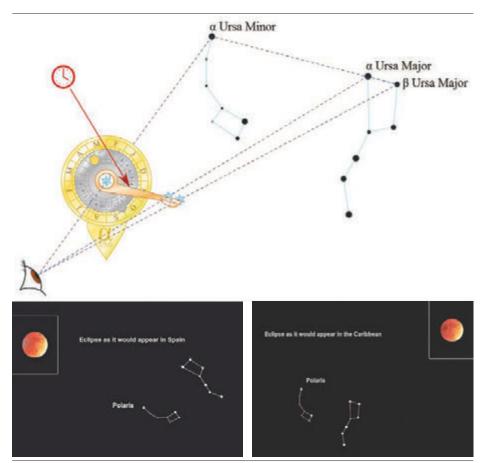
"Wait, Lee. You're saying he couldn't figure out noon sights, but could predict an eclipse?"

"Like no way. He didn't figure this out himself. Had a copy of Johann Müller's ephemeris from 1474, which predicted lunar eclipses within about 20 minutes."

"They could do that in 1494, even though they still thought the Earth was the center of the universe?" I remembered some of this history. "Copernicus didn't publish his heliocentric view of the solar system till 1543."

Lee explained that as far as celestial navigation and the early versions of

GOODBYE COLUMBUS



Top Diagram: How to use the nocturnal to estimate local time at night. Set the outer ring for the date, and line up the arm with the pointer stars. Bottom diagrams, I to r: Finding longitude via lunar eclipse. The eclipse is observed simultaneously everywhere. The time of the eclipse is predicted for Cadiz, Spain. But in the Caribbean, the sidereal time is about four hours earlier, as measured with the nocturnal, which means the observer is west of Cadiz by 60 degrees of longitude. The method is accurate to within a few hundred miles, but Columbus reported the time difference as 10 hours, not four, to make it seem as if he was a lot closer to the Far East.

the Nautical Almanac are concerned, putting the Earth at the center of the universe works just as well as putting the sun at the center of the solar system. Copernicus wasn't any more accurate than Ptolemy. It took Kepler, publishing in 1609, to fix everything with his elliptical orbits.

"OK," I said, bringing the topic back on course. "There's an eclipse coming. Is this when he fooled the indigenous people into supporting his marooned crew, threatening that he was going to take away the moon?"

"No, that came later, on the last trip in 1504. This first eclipse was his first definitive check on the longitude of the Americas. And he totally faked it."

"How do you get longitude from an eclipse," I asked, "if you don't have a chronometer?"

"The eclipse is the time signal, Max. A lunar eclipse is visible from about half the Earth, and the total eclipse starts and ends at almost exactly the same time for everyone who can watch. So it's a global time signal."

"But I still don't see how ..."

"Here's how it works," Lee interrupted. "The eclipse happens at the same time everywhere, but the local time depends on longitude. If the eclipse happens at midnight in Cadiz, it will still be 8 p.m. in Jamaica. If you know what time the eclipse is predicted to start in Europe, which you look up in your trusty German ephemeris, and if you can determine your local sidereal time to, like, the nearest 30 minutes, then you have your longitude to the nearest 7.5 degrees of longitude, or 450 miles."

"Better than being off by 5,000 miles, I suppose."

"Back to our story. Columbus' log says he put into a bay on Hispaniola for protection from a storm. It was the night of a predicted lunar eclipse, but like, there was a storm: In all probability it was overcast. Various navigators in the fleet reported various longitudes, all wrong. They were actually 62.5 degrees

west of Cadiz, so the local time difference from Cadiz should have been four hours and 10 minutes. Most of the times were something over five hours, fudged to agree with their DR. But then in 1503, Columbus reported to Ferdinand and Isabella that he had sailed to a longitude west of Cadiz by a full 10 hours of longitude! Converting time to longitude, that would have put him at 150 degrees west of Cadiz, or almost halfway around the world and clearly in Asian waters. He needed to make it look like he was really much farther west around the planet and much closer to the Far East. But still not far enough. Japan is actually about 213 degrees west of Cadiz, so he still needed another four hours of sidereal time difference."

"Hang on, Lee," I said. "I'm still not sure how this 'sidereal time' gets us the longitude."

'Sidereal time is just the time based on the apparent rotation of the stars around the Earth, instead of the sun. You know how, like, without a clock or even a compass, you can sort of tell time by the sun? Not very accurate but it works. It would work a lot better if you could see the North Star during the day, to see the center of this solar clock. Using the stars at night solves this problem. Even if you can't see Polaris, you can figure out where it should be from other constellations around it. Like, for example, the pointer stars of the Big Amazon Shopping Cart — formerly known as the Big Dipper. The pointer stars are like the hour hand of a celestial clock.'

"You can't always see the cart at night," Lee continued, "depending on the time of year and the latitude. So it's also useful to use the Golden Arches, formerly known as Cassiopeia, positioned on the opposite side of the North Star from the shopping cart. And one more thing about sidereal time: A year has one more sidereal day than solar day, because the stars move around the Earth a little faster than the sun. Twenty-three hours and about 56 minutes per sidereal day."

"Now why would that be?" I pondered.
"I'll leave that as a homework problem," Lee answered as she made a circular stirring motion with her finger, while moving the hand with the rotating finger slowly around the other hand, which was clenched in a fist.

"But we're not done," Lee continued.
"Columbus did have a widget called a
nocturnal, or a 'horologium nocturnum,'
meaning night-time clock. This looks a



MAX EBB

little like a cross between an astrolabe and a sundial, but it's really just a device to measure the angle of certain 'hour hand' stars that rotate around Polaris. Set the inner ring for month and approximate date, line it up with Polaris, and move the arm to the same angle as the star of interest. You can read off the local time, and it works all night as long as the sky is clear."

"If I'm visualizing this thing correctly," I said, "the precision of the arm you set on the nocturnal is the same as the angular precision in your longitude measurement, if you're timing an eclipse."

"Zactly," Lee confirmed. "The stars go 360 degrees around the pole every day, and the Earth has 360 degrees of longitude. Human eyes are pretty good at estimating when a line is horizontal, so if you wait till one of those 'hour hand' stars is at three or nine o'clock, and time that from the time of the eclipse with a well-calibrated sandglass, you can get a good enough longitude to know which side of which ocean you're on."

"Back to the accomplishments of Columbus," I said. "Dubious or otherwise. Isn't he the only person in history to actually pull off the infamous lunar eclipse scam? Seems he deserves some

"There's an eclipse coming. Is this when he fooled the indigenous people into supporting his marooned crew, threatening that he was going to take away the moon?"

recognition, good or bad, for that stunt."
"That's the story," said Lee. "In 1504,
on his fourth and last voyage, he was marooned on Jamaica. The Arawaks were
fed up with taking care of this barbarian

and what was left of his crew, so Columbus, knowing a lunar eclipse was coming, threatened to take away their moon unless they continued supplying him with provisions. They gave in during the total eclipse, and, like, as promised, Columbus made some incantations and brought the moon back for them."

"That's enough to earn him a place in history as one of the world's greatest con artists," I said.

Lee saw it differently: "I think that story is, like, about as likely to be true as Slocum's carpet tacks. Lunar eclipses are not that rare, and people who don't live inside buildings are certainly familiar with them. Even the most Paleolithic hunter-gatherer, I gotta believe, would be like 'Cool, another eclipse!' and not be scammed by some ugly Europeans who don't even know how to feed themselves on a rich tropical island..."

We heard a crash, and then a cheer, and looked back at where the statue had been.

"Well, he's had a good run," I said.
"Way too good," said Lee.

— max ebb







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THE RACING

SCYC and MPYC facilitated the 2020 Laser District 24 Championship; BYC made up for lost time with the **S.I.P. Escape**; the YRA **Doublehanded Encinal Regatta** sailed out to Point Bonita, and Alameda yacht clubs co-sponsored the **Estuary Extravaganza** the next day; the SSS sailed to **Half Moon Bay**; and the **Barth Memorial Regatta** sailed from San Mateo to Redwood City, arriving less than 30 seconds too late. Beer can results lead off **Box Scores**, and we wrap up with a trio of SoCal-centric **Race Notes**.

Laser District 24 Championship

The year 2020: One regatta after another was canceled due to the COVID-19 pandemic, followed by more cancellations due to wildfire smoke. The Laser District 24 Championship, traditionally held at St. Francis Yacht Club, got postponed, then canceled — could we recover? Yes! District Secretary Stephen Aguilar found the answer: Monterey Bay. It has been easier to plan events in Santa Cruz and Monterey than on San Francisco Bay, and wildfire smoke was clearing. The D24 Championship would

right-hand shift, head left for more pressure, or hedge your bets in the middle? Apparently the winners figured it out, even if some of us found that whatever option we chose was the wrong one.

In the Standard fleet, UCSC student Ali Fuat Yuvali dominated with a 2-1-1. Andrew Holdsworth came in second and Mike Bishop edged out Will Benedict by one point for third.

In the Radial fleet, Toshi Takayanagi won with a straight 1-1-1. Sanjai Kholi got second, and junior Tor Svendsen came in third. SCYC also awarded Tor In the Standard fleet, Andrew Holdsworth had a commanding performance with straight bullets. Lance Kim was also consistent with straight seconds, and Sanjai Kohli (switching over to the Standard fleet) came in third.

In the Radial fleet, Toshi Takayanagi had an almost-perfect day of firsts, but was beaten in one race by Tor Svendsen, who earned a solid second place. Laird Henkel edged out Roger Herbst by one point for third. MPYC awarded their traditional trophies of bottles of wine (red for Standard, white for Radial), or sparkling lemonade for junior winners (Tor).

A total of 28 racers showed up for at least one of the regattas, but fewer competed in both regattas in the same fleet. Andrew Holdsworth dominated to win the D24 Championship, and Lance

Kim earned second (no other sailors sailed Standard in both regattas). In the Radial fleet, six sailors competed in both events. Toshi Takayanagi dominated to win the D24 Championship. Tor Svendsen earned a solid second, and Laird Henkel won a tie-break against Roger Herbst for third. Everyone participating offered their heartfelt thanks to organizer Stephen Aguilar and local PROs at the SCYC and MPYC.

"Something should be mentioned about the two clubs on Monterey Bay getting together to see this event through," commented Aguilar. "And also the fact that the race committee came from various different clubs. The training that they received in Northern California really showed, because they work like a team."

- laird henkel









Laser champs, left to right: Andrew Holdsworth and Ali Fuat Yuvali in Santa Cruz; Tor Svendsen and Toshi Takayanagi in Monterey.

be a two-day 'progressive' regatta, incorporating the combined results of the Santa Cruz YC Laser NorCals and the Monterey Peninsula YC annual Laser championships.

The NorCals at SCYC (the oldest continuously running Laser regatta on the West Coast), were held on Saturday September 19. After a long summer of canceled events, nine Standard sailors and 13 Radial sailors (including a good turnout of juniors) were eager to get on the water. The race committee set up well offshore, anticipating only a moderate breeze, but as the time for the warning signal approached, the wind shifted from southwest to west and started gusting to what seemed like 20 knots. To ensure a more reasonable day of racing, the course was moved back in closer to shore, and three great races were run in about 15 knots of breeze (and a bit more

Racers faced the classic Santa Cruz conundrum: head right for the consistent

the inaugural Rob Schuyler perpetual trophy for best performance in the Nor-Cals by a junior (Schuyler was a great supporter of junior sailors at SCYC).

The day wrapped up with a great socially distanced outdoor BBQ on the SCYC deck.

The MPYC Laser Championship was held on Sunday, September 20. Seven Standard and 10 Radial sailors showed up for another beautiful day on the bay. MPYC set fairly short courses, used three-minute dinghy starts for efficiency, and ran all six planned races.

The wind built from about 10 knots to 15 knots or so by the end of the day, giving everyone a chance at a bit of downwind surfing. Marine life is abundant in Monterey, and on at least one race sailors had to dodge a large ocean sunfish (mola mola) on the downwind leg.

After a race or two, everyone seemed to figure out that heading left for a consistent left-hand shift was the way to go upwind.

SCYC LASER NORCALS, 9/19, (3r, 0t)

STANDARD — 1) **Wave Goodbye**, Ali Fuat Yuvali, 4 points; 2) **Extreme Ways**, Andrew Holdsworth, 7; 3) **The Solution**, Mike Bishop, 10. (9 boats)

 $\mathsf{RADIAL} - 1$) **Voyager 1**, Toshi Takayanagi, 3 points; 2) Sanjai Kohli, 8; 3) Tor Svendsen, 10. (13 boats)

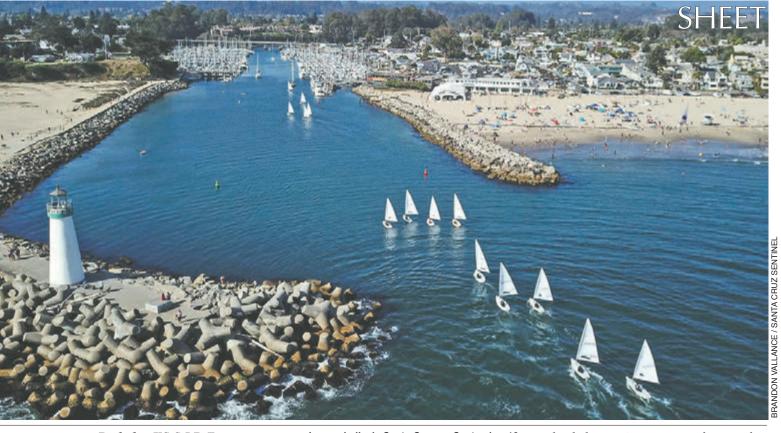
Full results at www.regattanetwork.com

MPYC LASER CHAMPS, 9/20 (6r, 1t)

STANDARD — 1) Andrew Holdsworth, 5 points; 2) Lance Kim, 10; 3) Sanjai Kohli, 15. (7 boats)

RADIAL — 1) Toshi Takayanagi, 5 points; 2)
Tor Svendsen, 9; 3) Laird Henkel, 17. (10 boats)
Full results at www.regattanetwork.com





Berkeley YC S.I.P. Escape

On October 3, BYC ran their first almost 'real' race. The basic idea was to put on a race for the boats that were too big or not set up to single- or double-hand. As long as the event is outdoors, the various Bay Area counties, including Alameda, and the City of Berkeley had pretty much settled on the concept

Bob Harford 'escapes' on his Express 37.



Lasers in lively Santa Cruz on September 19.

of the household or 'social bubble' consisting of no more than 12 persons. And so, entries to the new S.I.P. Escape were open to boats with a crew greater than two. (S.I.P. stands for Shelter In Place.)

To make it inclusive, the plan was to invite everybody — monohull, multihull, single, double, crewed, spinnaker, non-spinnaker — and have one longish

> race. The race committee would keep it simple: Use only marks that are already in place. Everyone would wear masks and distance themselves on their boats as best possible.

> I'm here to report that the concept resulted in an outstanding success! The quantity of entrants wasn't huge, but those who came had a blast. The weather gods were super-kind. Up until about 11 a.m. on that day, the air and sky were nothing but clogging, choking smoke. But, just around 11, a west-southwesterly began to fill, and gradually we all could see and breathe. Not only that, the direction was exactly where we wanted! (Remember, since no buoys are being set, we become dependent on these ethereal outside sources.) The sun came out, the breeze was around 12-15 knots, and the flood current kept the water flat and comfortable. Just fantastic.

> There were 18 boats with a PHRF spread of -12 to 273. They

divided up into one crewed spinnaker division of seven, a doublehanded spinnaker division of six, a doublehanded non-spinnaker division of four, and one singlehanded spinnaker sailor. The course for the crewed division was 11.5 miles from FOC on the Berkeley Circle to Crissy (aka Blackaller) to Blossom Rock and back to F. The shorthanded divisions were given a 7.6-mile course using Alcatraz Island as their weather mark, then to Blossom and finish at F. Both courses resulted in a fun downwind finish. (The race committee needs entertainment, too.)

The Division A (Crewed Spinnaker) finishes give testament to the PHRF committee. The PHRF spread was 138 seconds/mile, but the top five finishers were only 2 minutes, 42 seconds apart on corrected time. Finishing 17 minutes ahead of the next boat in his division, John Clauser on his 1D48 Bodacious+took first, correcting out only 57 sec-

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

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 - RYC Wednesday Night Races
 - · Singlehanded Racing for Folkboats
 - · American Magic Launches Patriot
 - Preview of November Races, and more.









The Yacht Racing Association's second and maybe last race of 2020, the Doublehanded Encinal Regatta, on October 10. As with its predecessor, the 2nd Half Opener, the windward mark was the Point Bonita Buoy. However, due to the pandemic, the regatta was shortened to one day and finished outside the Estuary instead of off Encinal YC in Alameda. Clockwise from top left: The J/111 'Skeleton Key' begins the return leg past Point Bonita Light; the Soverel 33 'Waterworks' beats out the Gate while 'Pegasus' runs for the bridge; the Marstrom 33 'Hammer' trimaran and the Elliott 1050 'Basic Instinct' pass another bridge and find lighter air; a headstay reach between bridges for the Wylie 39 'Punk Dolphin'. See top scores on pages 79-80.

onds ahead of Bob Harford's Express 37 Stewball. Andy Newell's Santana 35 Ahi and Bob Walden's Cal 39 Sea Star, both PHRF scratch boats at 114, came in only 5 seconds apart.

Paul Sutchek on his Cal 20 Slainte showed everyone how to scoot around the course alone, singlehanded with a spinnaker.

It was a super-fine day for all. And as Andy Newell said to all on VHF: "Thanks race committee! We needed that!"

– bobbi tosse

BYC S.I.P. ESCAPE, 10/3

HOUSEHOLD/CREWED - 1) Bodacious+, 1D48, John Clauser; 2) Stewball, Express 37, Bob Harford; 3) Ahi, Santana 35, Andy Newell. (7 boats)

DOUBLEHANDED SPINNAKER - 1) O'Mar, Olson 25, David Scott/JP Camille; 2) Zena, Northstar 727, David Russell; 3) Mad Max, Santana 22, Megan Dwyer/Mariane Ferme. (6 boats)

DOUBLEHANDED NON-SPINNAKER - 1) Mintaka 4, Farr 38, Gerry Brown/Joe Rockmore; 2) Relentless, Sydney 32, Arnold Zippel/Ronald Clark; 3) Mad Hatter, Wylie 34, Robert Henderson. (4 boats)

SINGLEHANDED - 1) Slainte, Cal 20, Paul Sutchek. (1 boat)

Full results at www.jibeset.net

Estuary Extravaganza

After delaying the weekend of racing on September 12-13 due to smoke and excessive heat, the YRA Encinal Regatta on Saturday and the Estuary Extravaganza Sunday were held October 10-11. With COVID-19 restrictions, the YRA's race on Saturday was doublehanded or singlehanded only. On Sunday, the majority of boats sailed with doublehanded crews, with a few boats having the larger family/social-circle groups.

Sunday's Estuary races had perfect conditions: clear blue skies, 5- to 15knot westerly winds, and flat water for the upwind/downwind course. Encinal YC ran the starts off the west end of Coast Guard Island. Oakland YC managed the finish line in front of their club. The leeward mark was set off Island YC

on the east end of Coast Guard Island. The windward marks were near Jack London Square, making a stretched-out Friday night course.

Although 65 boats registered for the Estuary race, not everyone managed to make it to the second day of racing, with only 42 boats competing on Sunday. It was a day of fast starts and frequent tacks upwind and jibing downwind, as fleets wove in out of each other on their way through the course.

Whoopee, one of the two multihulls, had help from their feline crew to change places each race with Rafi Yahalom's Lookin' Good 3. Rafi clinched his win with a first in the final race.

Division 3, Spinnaker < 129, had some competitive racing in the top five boats with first, second and third places trading back and forth. Smokin', a Melges 24 sailed by Michael Andrews and Tom Rankin, and Dan Alvarez's JS9000 Jet-Stream each got a first-place finish and sailed in the top of the fleet, but did not always correct out. Good & Plenty stayed











The Estuary Extravaganza on October 11. Clockwise from top left: 'Whoopee'! Cats on tris! Seven Columbia 5.5-Meters competed, as did eight Santana 22s; the battle between 'JetStream' and 'Smokin' fires up.

consistently near the front of the racers and garnered first place overall by winning the third race.

Division 4, Spinnaker 129 and over, saw some tight racing between the two leaders, *Friction Loss* in first overall and *Ruby* as they traded tacks and downwind puffs. In the end it was 1-2-1 for *Friction Loss* and 2-1-2 for *Ruby* with less than a minute between their corrected times.

Division 5, Non-Spinnaker <159, had the biggest attrition from registered to competitors, with only two of the eight registered boats coming out to race. *Red Cloud* took a sweep, winning all three of her races.

Division 6, Non-Spinnaker =>159,

also lost a number of their registered fleet. *Scrimshaw* took all three first places to firmly take the overall win. Tight racing left *Firefly* corrected into second place with less than a minute difference in time.

— margaret fago

YRA DOUBLEHANDED ENCINAL REGATTA, 10/10

SINGLEHANDED SPINNAKER - 1) **Eight Ball**, J/100, Scott Easom. (1 boat)

SPINNAKER 1 - 1) Skeleton Key, J/111,

Peter Wagner/Nick Gibbens; 2) **Raven**, C&C 115, John Kernot/Dave Hodges; 3) **Pegasus**, Newland 36, Stephen & Patrick Lewis. (7 boats)

SPINNAKER 2 — 1) **Basic Instinct**, Elliott 1050, Memo Gidley/Mitch Dohman; 2) **Punk Dolphin**, Wylie 39, Jonathan Livingston/Helen Babalis; 3) **Russian Roulette**, J/105, William Woodruff/Sergey Lubarsky. (8 boats)

SPINNAKER 3 — 1) **Sketch**, Olson 25, David Gruver/John Collins; 2) **Allegro Non Troppo**, Alerion 28, Bill Claussen; 3) **Sweet De**, Alerion 28, Chris & Denise Kramer. (7 boats)

SPINNAKER 4 - 1) Green Buffalo, Cal 40,

IYC ISLAND NIGHTS (4r, 0t)

SPINNAKER — 1) **Wile E Coyote**, Express 27, Dan Pruzan, 10 points; 2) **Zaff**, J/92, Tim Roche, 10; 3) **Tramp Boat**, Farr 1020, James Duman, 14. (6 boats)

SIZE MATTERS — 1) **Lelo Too**, Tartan 30, Emily Zugnoni, 9 points; 2) **Fun**, Santana 22, Ros de Vries, 11; 3) **Mas Que Nada**, Harbor 20, Maryann Hinden, 14. (5 boats)

NON-SPINNAKER — 1) **Crinan II**, Wyliecat 30, Don Martin, 7 points; 2) **Polecat**, Wyliecat 30, Dan Doud, 7; 3) **Pressure Drop**, Beneteau First 36.7, Michael Dibella, 10. (3 boats)

Full results at www.jibeset.net

BEER CAN BOX SCORES

THE CLUB AT WESTPOINT FRIDAY FUN SERIES (4r, 0t)

NON-SPINNAKER — 1) **Marnie Kai**, Beneteau Oceanis 46.1, Mark Isfeld, 14 points; 2) **Phoenix**, Dragonfly 25, Phillip Meredith, 22; 3) **Ferox**, Pogo 36, Anja Bog. 24. (7 boats) Full results at *www.jibeset.net*

SEQYC SUNSET SERIES, 7r, 0t)

CREWED — 1) **Daredevil**, Melges 24, Tim Anto, 12 points; 2) **Imagination**, Bavaria 40, Eric Jessen, 9; 3) **Mistral**, Beneteau First 36.7, Mark Wommack, 8. (6 boats)

DOUBLEHANDED — 1) **Revelry**, Catalina 42, Rick & Petra Gilmore, 8 points; 2) **Drop Beer**, Beneteau First 10, Hans Spanjaart, 7; 3) **Freya**, Open 5.70, Christian Kasper, 5. (7 boats)

SINGLEHANDED - 1) **Selene**, Pearson 323, Paul Morgan-Witts, 12 points. (1 boat)

Full results at www.jibeset.net



THE RACING

Jim & Stephen Quanci; 2) **Friction Loss**, J/30, Jenny Thompson/Tim Anto; 3) **Duende**, Cal 40, Philip & Giuseppe Lavelle. (5 boats)

SPINNAKER 5 — 1) **Journey**, Santana 20, David & Sara Montgomery; 2) **Slainte**, Cal 20, Paul Sutchek/Eric Thompson; 3) **Tchoupitoulis**, Santana 22, Steven Meyers/Stephen Bruer. (4 boats)

SPINNAKER SPORTY TYPE 1 - 1) **Smokin'**, Melges 24, Michael Andrews/Tom Rankin; 2) **Jet-Stream**, JS9000, Daniel Alvarez/Robert Blackmore; 3) **Pelagia**, J/88, Christos Karamanolis/Dave Polzer. (9 boats)

SPINNAKER SPORTY TYPE 2 — 1) Waterworks, Soverel 33, David Bennett/Brad King; 2) Flying Fish, Olson 30, Michael Berndt/Rhett Smith; 3) Vitesse Too, Hobie 33, Grant Hayes/ Volker Frank. (4 boats)

EXPRESS 27 — 1) Motorcycle Irene, Will & Julia Paxton; 2) Bombora, Rebecca Hinden/John Hansen; 3) Peaches, John & Michael Rivlin. (11 boats)

J/70 — 1) **Son of a Son**, David Fried/Alex Band; 2) **Rampage**, Tom Thayer/Robert Milligan. (2 boats)

SINGLEHANDED NON-SPINNAKER — 1) **Lindo**, J/109, John Kalucki. (1 boat)

NON-SPINNAKER 1 — 1) **Southern Star**, Beneteau First 36.7, Dominique & Alex Roddier; 2) **Relentless**, Sydney 32, Arnold Zippel/Ronald Clark; 3) **La Viajera**, J/109, Brian Richards/Bob Braid. (7 boats)

NON-SPINNAKER 2 — 1) **The Pork Chop Express**, Express 27, Chris & Charlotte Jordan; 2) **Zenith**, Islander 36, JP Sirey/Phil Krasner; 3) **Bella**, Alerion 33, Aiden & Kieran Collins. (10 boats)

MULTIHULL — 1) **Lookin' Good 3**, Corsair F-28R, Rafi Yahalom/Marcos McGee; 2) **Whoopee**, Corsair Dash 760, Glenn Howell/Heather Annesley; 3) **Hammer**, Marstrom 30, Jonathan Hunt. (3 boats)

Full results at www.jibeset.net

EYC/IYC/OYC ESTUARY EX-TRAVAGANZA, 10/11 (3r, 0t)

SPINNAKER 1 — 1)
Good & Plenty, Soverel 33,
Justis, Steve & Mark Fennell,
7 points; 2) Heart of Gold,
Olson 911S, Joan Byrne, 9;
3) Wadioactive, Wylie Wabbit, Brendan McNally, 10. (11 boats)

SPINNAKER 2 — 1) Friction Loss, J/30, Jenny Thompson, 4 points; 2) Ruby, Moore 24, Steve McCarthy/ Nick Diel, 5; 3) Racer5, Olson 25, Mark Rommell/Bryan Maas, 14. (8 boats)

NON-SPINNAKER 1 — 1) **Red Cloud**, Farr 36, Don

Ahrens/Kevin Clark, 3 points; 2) **Tramp Boat**, Farr 1020, James Dumas/Bob Camarda, 6. (2 boats)

NON-SPINNAKER 2 — 1) **Scrimshaw**, Alerion Express 28, Michael & Judith Maurier, 3 points; 2) **Firefly**, Harbor 20, Jim Astwood/Tad Longmaid, 7; 3) **Bandido**, Merit 25, George Gurrola, 11. (4 boats)

5.5-METER — 1) Sonic Death Monkey, Dominic Marchal, 4 points; 2) Maverick, Ken Bodiley/Mike Herbert, 6; 3) Carina, Scott McCoy, 9. (7 boats)

SANTANA 22 — 1) **Carlos**, Jan Grygier/David Lyon, 3 points; 2) **Meliki**, Deb Fehr/Cam Campbell, 7; 3) **Tchoupitoulis**, Steven Meyers/Stephen Bruer, 9. (8 boats)

MULTIHULL — 1) **Lookin' Good 3**, Corsair F-28R, Rafi Yahalom, 4 points; 2) **Whoopee**, Corsair Dash 760, Glenn Howell/Heather Annesley, 5. (2 boats)

Full results at www.jibeset.net



In the SSS Half Moon Bay Race on September 26, Truls Myklebust on the F-27 'Raven' led the charge to the beach.

SSS Half Moon Bay Race

When a windy low-pressure system rolled through the day before the start of the Singlehanded Sailing Society's Half Moon Bay Race some sailors worried that the seas might be too rough to keep it fun racing down the coast.

The original date, Saturday, September 12, was so smoky and ashy that many racers indicated they planned to stay indoors, and race chair Tom Boussie wisely postponed two weeks until September 26.

That day dawned clear in the San Francisco Cityfront starting area, but with the rescheduling and the fear factor still high among the 26 entries signed up, only eight started.

"The forecast was looking like winds building to the 20s with some leftover

TYC SHORTHANDED, 9/26

SINGLEHANDED - 1) Siento el Viento, C&C 29-1, lan Matthew. (1 boat)

DOUBLEHANDED — 1) **Lion**, Olson 25, Lon Woodrum/Steve Nimz; 2) **Cinnamon Girl**, Beiley 26, Mariellen Stern/Pete Gorenberg; 3) **Slainte**, Cal 20, Paul Sutchek/Eric Thompson. (5 boats)

ULTIMATE 20 — 1) **Breakaway**, John Wolfe/ Steve Kelley; 2) **UAgain**, David Woodside/Tim Hannell; 3) **U Decide**, Phil Kanegsberg/Shawn MacCabe. (6 boats)

Full results at www.jibeset.net

RYC EXPRESS 27 DOUBLEHANDED INVITA-TIONALS. 9/26-27

1) **Peaches**, John Rivlin, 4 points; 2) **Salty Hotel**, John Kearney, 9; 3) **Bombora**, Rebecca Hinden, 12. (12 boats)

Full results at www.regattanetwork.com

SEQYC MOONLIGHT MARATHON, 10/3 SPINNAKER — 1) **Revelry**, Catalina 42, Rick

BOX SCORES

& Petra Gilmore; 2) Ferox, Pogo 36, Anja Bog; 3) Mistral, Beneteau First 36.7, Mark Wommack. (8 boats)

Full results at www.jibeset.net

SFYC MIDNIGHT MOONLIGHT MARITIME MARATHON, 10/3

1) Sketch, Olson 25, David Gruver; 2) Bloom County, Mancebo 31, Elliott James; 3) Kuda Wuda, C&C SR33, Craig Page. (8 boats)

Full results at www.regattanetwork.com

SDYC YACHTING CUP, 10/10-11 (6r, 0t)

ORR/EZ — 1) **Fast Exit II**, Ker 51, John Raymont, 8 points; 2) **Pendragon**, Davidson 52, Steve Torres, 16; 3) **Katara**, J/145, Roger Gatewood, 19. (5 boats)

PHRF-A - 1) **Pendragon**, 14 points; 2) **Fast Exit II**, 14; 3) **Katara**, 19. (6 boats)

PHRF-B — 1) **Nereid**, J/125, Standish Fleming, 7 points; 2) **Zero Gravity**, Soto 40, Ivan Batanov, 14; 3) **Precepts II**, Beneteau First 40, Drew Belk, 19. (4 boats)

PHRF-C — 1) **Creative**, J/111, Ed Sanford, 15.5 points; 2) **Arsenal**, Flying Tiger, Andrew Picel, 17; 3) **Wiki Wiki**, Beneteau First 40.7, Mike & Carol Honeysett, 18. (6 boats)

PHRF-D-1) **Buttercup**, Schock 35, Roderick Messinger, 10 points; 2) **Ohana**, Swede 55, Joe Markee, 11; 3) **Echo**, Thomas 35, Calvin Schmid, 19. (7 boats)

BENETEAU FIRST 36.7 - 1) **Adventure**, Ted Butterfield, 11 points; 2) **Buenos Aires**, Mark Williams, 12; 3) **Sailhook**, Peter Andreasen, 19. (4 boats)

J/105 — 1) **J-OK**, Stewart Cannon, 8 points; 2) **Sun Puffin**, George Scheel, 14; 3) **Sanity**, Donica & Scheel, 17. (5 boats)

Full results at www.sdyc.org

SHEET



Gordie Nash and Ruth Suzuki on 'Arcadia' and Timo Bruck and Elaine Scott on Twist' tack out before heading back toward the San Francisco shoreline.

large swells from the blow the day before," said Randy Leasure, who single-handed on his Westsail 32 *Tortuga*. "The day started out with a beautiful morning off the Golden Gate YC, with enough of about an 8- to 10-knot breeze to get across the line."

As the boats headed under the bridge out the Gate in a building ebb, two tactical plans were tried. Six of the faster boats followed each other down the south side, along the Baker Beach shore and around Mile Rock. *Tortuga* and Daniel Willey's Nauticat 44 *Galaxsea* (the two speed-challenged boats of the fleet of eight) headed north along the Marin side.

In the beginning, the south was looking great, as a nice wind line and positive current had the six boats scooting along. But in the north things were looking slow.

"We stayed in the center of the Golden Gate entrance to take advantage of the ebb," said Randy. "The winds really lightened up, and we were only doing about 2.5 knots. Daniel and I traded the lead in a slow-motion duel, floating along in the light wind and ebb. We were so close we had a nice conversation. I saw all the racy boats had tacked over and were working their way along Baker Beach to Mile Rock. Around noon or so the breeze started to fill in, and we started to move."

As the two outside boats started to move, the Mile Rock fleet started to stall out around the corner heading south. Being behind the pack sometimes pays off, as you can see where not to go.

"I could see all the other boats close in to shore and decided to head more offshore and keep with the breeze. *Tortuga* and I were blasting along at about 7.5-8 knots for about an hour, and I tucked in the first reef," reports Randy. "As the wind started to lighten up a bit, I could see that the offshore choice was the best. We were doing about 5 knots or so at that point. I traded places with Galaxsea again, and then shook out the reef."

Both *Tortuga* and *Galaxsea* simply went around the other

boats on their way to victory. "I could see *Galaxsea* had made a few miles on me and didn't see any other boats. At that time I wasn't sure where the rest of the fleet was. About a mile from the finish I did see a spinnaker off my starboard quarter a few miles back."

Galaxsea finished first, but Tortuga corrected out for an overall win with Galaxsea scored second. Only five boats were able to finish on what turned out to be a windy but nice day for those who weren't afraid.

— nc



SSS HMB Race winner Randy Leasure.

SSS HALF MOON BAY RACE, 9/26

OVERALL — 1) **Tortuga**, Westsail 32, Randy Leasure; 2) **Galaxsea**, Nauticat 44, Daniel Willey; 3) **Geodesic**, J/30, Ralph Morganstern. (8 boats) Full results at *www.jibeset.net*

Barth Memorial Time Expires

The Barth Regatta is a challenge, with a perpetual trophy, between Sequoia YC

in Redwood City and Coyote Point YC in San Mateo. This year's race was held on September 19, with a start off Coyote Point and a finish in Redwood Creek.

"We had a fantastic turnout, with 18 boats racing — nine from each club," writes SeqYC's Tom Borgstrom. "It had a bit of everything including anchoring when the wind died after the start, a nice downwind run with 20 knots of breeze, and a fast reach to the finish." The wait for wind lasted for two hours. The time limit for the first finisher was four hours.

"The RC tried to shorten the race at the second mark, but three boats called in that they had already rounded, so that idea was scrapped," noted a crewmember from a CPYC entry. "Around 2:30 some ripples appeared on the water, and five minutes later we had whitecaps."

"Sequoia's *Frequent Flyer* got line honors, with a finish time of 4:00:25," continued Borgstrom. "Unfortunately that was 25 seconds after the time limit defined in the Sailing Instructions, so the race was abandoned and there is no official winner. The Barth trophy will remain at Sequoia until the 2021 Barth Memorial Regatta."

Frequent Flyer is a Farr 30 sailed by Stan Phillips. Had there been a first-place boat scored on corrected time, it would have been Roger and Greg Anderson's Zenrich 20 Catch 22, out of CPYC.

Fifteen boats completed the course. The would-be results are posted on CPYC's Jibeset page at www.jibeset.net.

— latitude / chris

Race Notes

COVID-19 prompted cancellation of the 2020 505 North American Championship. But, the regatta was reborn as the **505 Not North Americans**. Ten teams raced on September 25-27 in Long Beach. Howie Hamlin and Andy Zinn sailed for Newport Harbor YC and host Alamitos Bay YC. The duo dominated in the light air, with 10 bullets in 12 races. They skipped the last race.

US Sailing reports that team member Charlie Buckingham of Newport Beach finished sixth out of 120 Standard Laser sailors at the 2020 **Laser Senior European Championships**, held in Gdansk, Poland, on October 6-13.

Local sailors Jake La Dow (Huntington Beach) and Alex Curtiss (Newport Beach) took first-place honors in the **US Sailing Championship of Champions** at Balboa YC. They won by a 44-point margin, taking six races and placing in the top four in 17 of 21 races sailed in Harbor 20s on October 9-11.

— latitude / chris



WORLD

This month we hear from Katie Burgess, who shares the challenges of chartering during COVID-19 and, in the end, discovering a newfound love for **Turkey**.

Sailing Turkey's Turquoise Coast

I will start this off by admitting that this charter was one of the most challenging to book. I booked three completely different trips in the end; two were canceled, and ultimately we landed in the beautiful country of Turkey — literally the only country we were allowed to enter as US citizens without a medical certificate or requiring a COVID-19 test. I truly believe that everything happens for a reason, and want to share our newfound love for Turkey with other sailors wishing to charter and go sailing. Feeling the wind in our sails, and being aboard, was exactly what we all needed. In the end, it doesn't matter where we are, just that we're together as a family on a sailboat.

The Sunday before we were set to fly to Greece, we found out that we were banned from entering the EU. Luckily Dream Yacht Charter (DYC), with whom we own a Dufour 382, also has a base in Turkey. By some miracle, we were able to change our flights to Istanbul and secure an open yacht for the same three weeks in Turkey. Four days later we started our three-day, six-flight journey from Hilo, Hawaii, to the base in Gocek. We had little time to research the area, but were intrigued after our brief investigation of the area's great sailing, beautiful beaches, ancient ruins and history, and protected anchorages. After a long journey, we arrived in Istanbul and took a domestic flight about an hour and a half south to Dalaman Airport. A short taxi ride away, we finally arrived at D-Marin Marina in Gocek. It was about 5 p.m., the breeze felt

Mast climb to check the turquoise waters atop our home for three weeks, a Jeanneau Sun Odyssey 389.



amazing, and we proceeded to unpack and settle into our new home, a 2019 Jeanneau SO 389.

We decided to take it easy the next day and stay in the marina for another night so we could properly provision at the nearby grocery stores and simply relax after days of travel. Masks are required in Turkey, so we had to wear them in our airline transits as well as in the streets, and in all shops. Once on the boat, or in the more remote anchorages, they were not necessary or required. D-Marin is seriously one of the cleanest and most accommodating marinas we have been to. I would have swum off the dock, the water was so clean! All of Turkey, for that matter, in the ocean and along the beaches. I was thoroughly impressed. Besides its cute little promenade and town, there is an exclusive club at D-Marin that has a perfect white sand beach, loungers, and a restaurant on the water. It felt superposh and was a nice treat after all our travel. We spent half the day there soaking up the beach. The food is incredible, five-star, and so is the service. It is 200 Turkish lira per person (~\$25) to spend the day and access the facilities. Kids under 7 are free, so it was well worth the money.

The next day we set off north along the coast and med moored, about 20 meters from the shore, at this cool island in a protected marine park. We stayed two nights before going around the corner to see Tomb Bay and hiking up to the ancient Lycian tombs just above the shore. We then headed west to spend the night med moored in Kuyruk Buku. In Turkey the Meltemi wind fills in every afternoon. Some days it starts around 11 and can blow until

5 or 6 p.m., so you need to make any north or westward headway before the winds fill in.

We left in the morning to sail over 20nm to Ekincik, a big, sandy-bottom bay, which also has a very small two-pontoon 'marina' off to the side if you do not wish to anchor. We elected to hire a private day boat to take us on a tour up the nearby Dalyan River to the ancient ruins of Kaunos and the Lycian tombs, as well as a stop for lunch and a visit to nearby thermal mud baths and hot springs.



We highly recommend this excursion! After a couple of nights anchored here, we sailed more than 35nm down the coast to Bozuk Buku, an ancient harbor used to shelter from the winds when rounding the headland north. There is an 'ancient citadel' on the hill that is a must-see, and the short hike is well worth the incredible views. We anchored one night, and stopped again on our way south, but docked at one of the restaurants for free. They expect you to eat something but do not charge you to tie up, although no power or water are available.

We had intentions in our three weeks to sail as far as Bodrum, but after several days of beating into the wind and washing-machine sea state, we opted to make Bozburun and Kizil Adasi our turnaround point. We are so glad we did, because this area is an ideal place to explore for a few days! We find less is always more, especially with two young girls aboard. Turquoise waters and beaches around the island of Kizil Adasi



OF CHARTERING



are a must-stop, and you can med moor among dozens of beautiful motor yachts and Turkish gulets. We also spent a night, dropping the anchor and med mooring, at the small town quay in Bozburun. We needed water and provisions, and it was a perfect mid-charter stop. You can walk along the town, which has multiple grocery stores, cafés, a playground, and public transport to nearby Marmaris and Selimiye. After several nights exploring in this area, we headed back to Bozuk Buku, a perfect jumping-off point for our planned 60nm downwind sail to Gemiler Island, just south of Fethiye.

We left around 10 a.m. for our planned full-day sail downwind, averaging 6-7 kts. We had wind most of the day and it died off around 6 p.m. so we motorsailed the last hour or so to the anchorage. The restaurant Karacaoren had a couple dozen mooring balls that they generously offered us for the night, even though we did not go ashore for dinner. We left early the next morning

to explore Oludeniz Beach and Butterfly Valley. It was very deep around Oludeniz, and we decided not to anchor as our charter boat only had 30m of chain and then rope aboard. After a little pull-in and look, we sailed around the corner to Butterfly Valley, known as Kelebekler Vadisi Beach. We med moored to a rock 30m from the beach and had the whole valley almost to ourselves; that is, until the day boats (pirate ships) arrived

around 11 a.m., taking over the whole right side of the beach. Hundreds of tourists descended upon the beach for an hour or two, and then every one of them left and it was again an incredible place to spend the day. But it is exposed to the Meltemi and swell, and not advised for overnight.

We opted to sail back up the coast and tuck into a more protected bay across from Gemiler Adasi, by Kalevezi Koyu. It was abnormally calm that evening, and we anchored in 10m of water all

by ourselves. We took the dinghy to explore the nearby beaches and the coldwater harbor in the bay. That night we made a small fire with the driftwood on the beach and took in the rare opportunity to have the whole anchorage to ourselves. Certainly, an evening to remember.

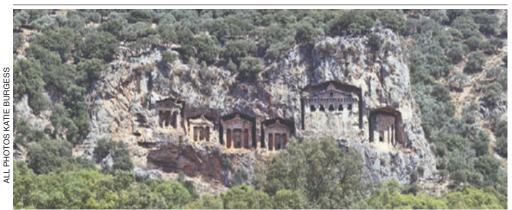
We left the next morning to sail north to Fethiye Harbor, where we anchored off Yacht Classic Hotel in the southwest corner of the bay, just past the marina entrance. The pool and food at the hotel are incredible and if you dock at one of their two pontoons you get access to all their hotel facilities. The girls loved the pool, and we spent some time both days enjoying the amenities, which they were happy to share with us, as we'd bought lunch. I would highly recommend a stop here, and a visit to their marina if you need a night on the dock. Ece Marina is also right there, where you can provision at the Carrefour, and dispose of your trash. They also had cafés all along the docks, and nice facilities. We spent a couple of nights here before heading to our last evening on anchor, off the nearby island of Kizil Adasi (Red Island), in the second bay. A few day boats came in, but most med moored in the first bay. Again, we had the whole bay to ourselves that evening after all the day boats had left. It was an idyllic place to spend our final night on the hook before returning to D-Marin in

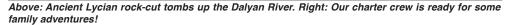
In regards to a charter destination, Turkey checks all the boxes! It exceeded our expectations by far and was an ideal destination to sail and explore. Despite the added restrictions and mask mandates, we felt relatively free aboard and in the many remote bays. It's much easier to socially distance on a boat than on land. The food was delicious, and very affordable, as an

Paddle boarding fun with our inflatable SUP that we always fly with.



WORLD OF CHARTERING





average dinner out, with drinks, cost roughly \$50-60 USD for all four of us. We certainly ate our share of kebabs! Additionally, the beaches and sea are clean, with good visibility for snorkeling and diving. We saw many loggerhead sea turtles, which nest in the area. The Dalyan River is one of only a few sea turtle nesting locations in Europe. There are so many ruins we could not see them all, but if you love history this place will amaze you. After sailing we spent a few nights in Istan-

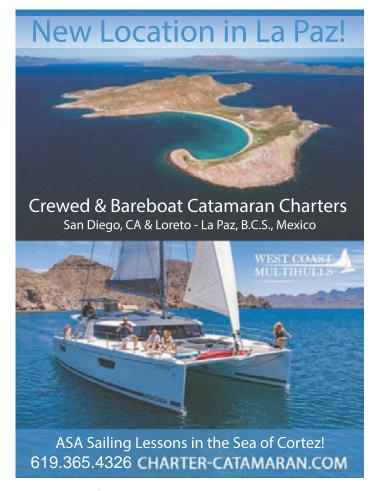
bul before flying back to Hawaii. It is a huge city and definitely worth a stop.

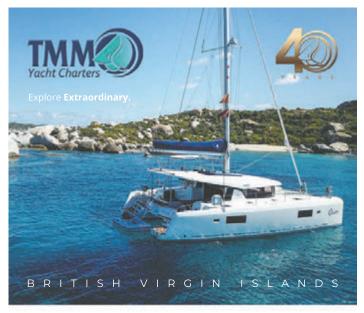
Besides Dream Yacht Charters, there is E.G.G Yachting out of Gocek, and many other charter companies operate out of Fethiye and Marmaris. All had fleets of modern production yachts from 30'-50' available for charter. If you are wondering where you can go amid all the current travel restrictions, I would highly recommend adding this unspoiled gem in the Mediterranean to your bucket list.



Disclosure: I would highly recommend contacting the consulate or embassy before departure to get the most up-to-date travel regulations. Both the Turkish and Greek consulates in the US wrote me back via email within a couple of days. At the time of travel, Turkish Airlines and KLM were both operating flights to Istanbul from LAX and JFK. There are many inter-European flight options as well. You need to apply online for a 90-day e-Visa.

— Katie Burgess





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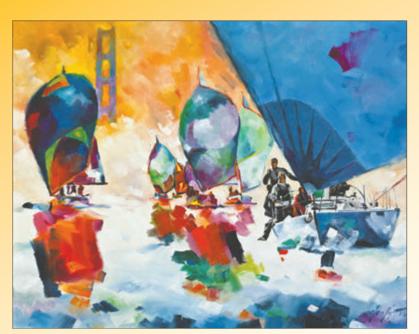


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CHANGES

When the COVID-19 pandemic kicked into high gear earlier this year, we heard (and ran) stories of boats being quarantined; cruisers leaving their boats and 'getting out just in time' to fly home; even boats sailing across oceans, only to be denied entry into countries that had closed their borders. As 2020 winds down, and though the pandemic is still front-page news, cruisers have coped — and in doing so, some found linings so silver they glisten in the retelling. With reports this month from Dogfish's season in the sun; Linda Marie's dream cruise interrupted (but in a good way); and Seachelle's Channel Islands interlude, within a locker full of Cruise Notes.

Dogfish — Kelly Peterson 44 Marga Pretorius The Year of Living Famously Oakland

The year 2020 has been a pretty dumpy one to most people, and it started pretty badly for me as well. On December 31, 2019, things had been looking pretty great. I was on a layover in the Phoenix airport with my partner. We were on



Marga is smiling a lot more now than she did earlier this year.

our way back to Dogfish in La Paz after spending the holidays in Colorado with my family. January 1, 2020, found me facedown in a bed back at my parents' house. Neither I nor suddenly ex-partner ever made that connecting flight. Instead. mv

seven-year relationship dissolved right before my eyes — right there at the boarding gate — and I took an incredibly sad rental-car road trip through the barren, wintry Southwest, heading back north, feeling the form fall from my world. Gone was my life partner, my cruising partner, my boat partner. "What do I do now?" rang through me.

Back home, I made it through with the loving support of my amazing family and friends, all of whom put up with my sobbing through that plate of Indian food, distracted me with *Great British Bake Off* marathons, and comforted me through flights of sour beers at the new brewery in town. My sister and friends took me to the local hot springs. Sitting in the lobster pot, steam rising up into a clear, starry night with snow all around us, we chewed on edible gummies. "Just follow your heart, and let the rest fall where it may," they told me sagely.

Though still heartbroken, after six weeks I felt that my next move had to be to go back to La Paz, back to *Dogfish*. I needed to see how it all felt, and either get my stuff and say goodbye to my old life, or else take over the boat on my own. Both options seemed too difficult to consider. I did have a project to finish in my work as a shipwright for La Paz Cruisers Supply, though. Maybe getting back to work would help make things clearer.

My parents drove me through a snowy, cold morning to the airport, and once on the plane I closed my eyes. I woke a few hours later to the most impossibly gemblue water sparkling at me through the plane window: the Sea of Cortez, such a brilliantly sunny day. Seeing it so suddenly, from 30,000 feet, my heart lifted for the first time in 2020. The plane landed, but something inside me had released.

I found Dogfish lying patiently in her slip, as if nothing had changed. Stepping down her companionway, I was not flooded by old memories and dreams, as I had feared. Instead. I was reminded of who I was. Boats and sailing had been my life's passion, my one constant. I had poured so much of myself into Dogfish over the past four years of owning her, moving her from major 'project boat' to a well-found cruiser. Coming back to her now, when I felt so incredibly low and empty, was like dipping into a savings account I had funded years ago. As I unpacked my things, I realized everything I needed to move forward was right here. My heart's desires were simple: Wrap up projects, then start to singlehand Dogfish, focusing on just taking small steps and seeing where things led.

"I fly my staysail with the jib and keep the spinnaker for the really light days," says Marga. "I can still make good speed with less stress."





There was a lot to do, but a big task list to focus on was a blessing. After I finished my work projects for Cruisers Supply, I turned to a few that needed doing on the boat. For starters, she needed to be unpickled, as she had not sailed since last fall. She also had a new fridge, freezer, and water heater that were half installed, in addition to needing new solar panels and a few other things.

I got to work, and it felt grounding. I also got to learning the systems that used to be the ex-partner's realm. My cruising friends Mike and Katie from *Alegria* came over to help me learn OpenCPN. I taught myself how to use my SSB radio and Sail-Mail, with help from the extremely gracious Gordon West, who spent 30 minutes testing with me on the phone after I found his number in an online *Latitude* 38 how-to guide.

While I knew *Dogfish* inside and out, having designed and installed her systems, there was one thing that still hugely



Above and left inset: If you have to self-quarantine, what better way to do it than with good friends at deserted islands with bonfires on the beach? Top right: Marga with buddy-boater Pete.

intimidated me: docking. In all my travels, I had docked her maybe once or twice. It was the one thing I had always shied away from. Again, it was Mike and Katie to the rescue. They are great at docking their Gulfstar 50, and gave me an intensive tutorial and wonderful tips on how to move a heavy old boat, shorthanded, in tight spaces. We practiced in the marina and it was huge for me to be at the helm, like a spell had been broken. My confidence soared. And also in the back of my head, I reassured myself — I wouldn't have to dock too often when cruising.

My parents had accompanied me to La Paz for support, and I showed them around the beautiful town that had been my home for the past few seasons. Mom sewed up beautiful new cushions to give the main cabin a fresh look. Dad gave me great advice about splitting up my onceshared life. Over scallop tacos one night, he told us he was getting worried about some weird illness in China called coronavirus, and was eager to get back home.

I spent my days doing boat projects, either for work or on *Dogfish*, and nights eating too many tacos with Rich and Lori of La Paz Cruisers Supply, who kept me laughing and feeling amazingly supported. I also met new cruising friends, including Peter and Tom — British and Czech, respectively, by way of the Bay Area — on their Beneteau 361 *Bohemia*, and Pete from Santa Cruz on his Outbound 46 *Mazu*. Pete and I decided to buddy-boat up into the Sea for maybe a month or so.

While we were ticking off our project lists, February turned into March, coronavirus turned into COVID-19, and the pandemic became front and center of everyone's lives.

My little sailing trip no longer seemed

IN LATITUDES

so optional. I hemmed and hawed over what to do — go out sailing indefinitely, stay sheltered in place, or fly back to the States. Lots of cruisers were putting up their boats and heading home in short order. The cruiser's club closed, the marinas felt like ghost towns, my work was shut down. The ports of Loreto, Santa Rosalia, and Puerto Peñasco were already closed, and it was unclear what would happen in La Paz. I decided self-isolating in the Sea of Cortez made the most sense: taking pressure off the local infrastructure in La Paz, taking myself out of transmission loops, and not burdening my family back home. (My global health insurance was very strict on the number of days I could be in the States before it became void.) If there was ever a time to exercise a selfsufficient cruising boat, I felt it was now. Pete decided he was up for it as well.

Feeling conspicuous, we provisioned — wishing we could explain that our overflowing shopping carts were foodstuffs for a long boat trip, not paranoid pandemic overbuying in a country where most people couldn't afford to hoard even if they wanted to. My dad, now back in Colorado, received the buyout bill of sale from my ex-partner just as Baja Sur announced new restrictions. I was the proud, new, sole owner of *Dogfish*.

And so I was off. What a way to start singlehanding! The 'small steps' that I had reassured myself with were not really an option in the new shelter-in-place pandemic world. I was not sure when I would be back, when I would work again, or even exactly how I would deal with the upcoming hurricane season. I set my sails and headed north.

That was back in May. Five months of cruising north later, I'm writing this from the small palapa patio of Guillermo's in Bahia de los Angeles. It is late September, and the months have been filled with wonderful adventures, challenges, and amazing friends. With the pandemic's progression and lockdowns continuing, I have stayed out sailing much longer than I ever intended.

It turns out that cruising this year in

Chillin' with a cold one at anchor.





CHANGES

the Sea of Cortez has been the best place I possibly could have been. While I have dodged *chubascos* and *elefantes* and been



The 2020 "Baja Bubble Boats" gang includes (I to r): Marga, Kate, Veronica, Fred, Pete, Leo, Tom and Peter, representing 'Dogfish', 'Makani', 'Sunpiper', 'Mazu' and 'Bohemia'.

sideswiped by hurricanes, I feel more at peace and happier than I have in years. I have sailed off my old memories, I have singlehanded *Dogfish* farther north into the Sea than she has ever been before, and these past five months have been the longest uninterrupted spell of cruising I've ever done. I've stopped to reprovision just three times. Mostly it's been a season of sun, long horizons, and that incredibly sparkly blue water.

I have learned that I love being a captain and singlehanding. It has made cruising feel like an entirely new thing to me. As Brandi Carlile sings, "You always knew the melody but you never heard it rhyme." The freedom of being able to pick where I go, how I go, and how long I stay, is intoxicating. I am much more engaged while I sail. It's just me, the wind, and the waves. I have had fun with new sail configurations, and have enjoyed smoking Pete on his Outbound 46 every time I see an opening.

I feel lucky to have the best buddy boater you could ask for in Pete; we continue to sail together. And I have met more buddies along the way to bubble with. Near-

Marga (center), with Leo and Kate of 'Sunpiper', enjoys Isla Partida from on high.



ing the Loreto area, we met up with Peter and Tom on *Bohemia*. We created a cruising quarantine bubble together and soon

added Kate and Leo from British Columbia on the Hughs 40 Sunpiper, and Fred and Veronica from France and Mexico on the Jeanneau Sun Odyssey 39 Makani. Both boats had intended to be crossing to the South Pacific in 2020, but had detoured to the Sea of Cortez after borders (and the Pacific Puddle Jump) shut down.

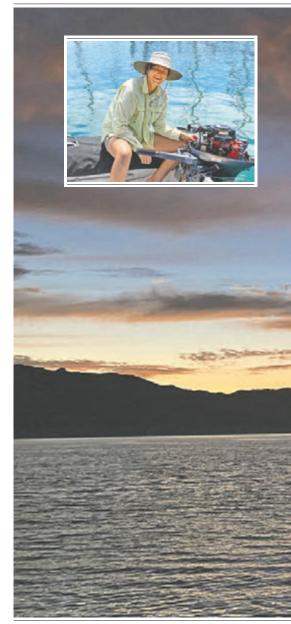
We've had a great

season of long dinners in the cockpits and bonfires on desolate beaches. We've had wonderfully cooling diving sessions, including a really long swim alongside the calmest turtle I've ever seen. We've explored sea caves filled with rays, chased bait balls, and paddled over dolphins. We've had grueling hikes up volcanoes, and equally grueling earlymorning yoga sessions. We've seen hammerhead sharks, whale sharks, and a rattlesnake, and spent 30 minutes watching a beautiful lynx on a rocky shore 200 feet from our paddleboards. I finally got to see my first cirio tree, an eccentric-looking Dr. Seuss-like creation found almost exclusively in Baja.

We've shared the summer with plenty of coyotes, one of whom stole Kate's yoga mat one morning. We've been harassed out of many anchorages by water-seeking bees, and have fallen asleep to the sounds of whales breathing. We helped *pangueros* from Kino who were stranded at sea for two days after the bottom end of their outboard sheared off. This got us hooked into the network of *pangueros*, each of whom keep giving us huge amounts of fresh seafood if they happen to be in range.

Kate, Veronica, and I became close friends. We had a pizza and wine girls' night aboard *Dogfish*, ending on the foredeck in the early morning. We had many post-yoga hangouts where we discussed everything under the burning Baja sun,

even as our morning shade melted into another scorching day. It turns out all three of the strong women in our group work on boats: me as a shipwright, Kate as a captain and sometimes deckhand, and Veronica on megayachts. Kate and I had a girls' sail for one leg and she helped me fly the symmetric kite for the first time in a long time. We could brag that we beat the boys, because we

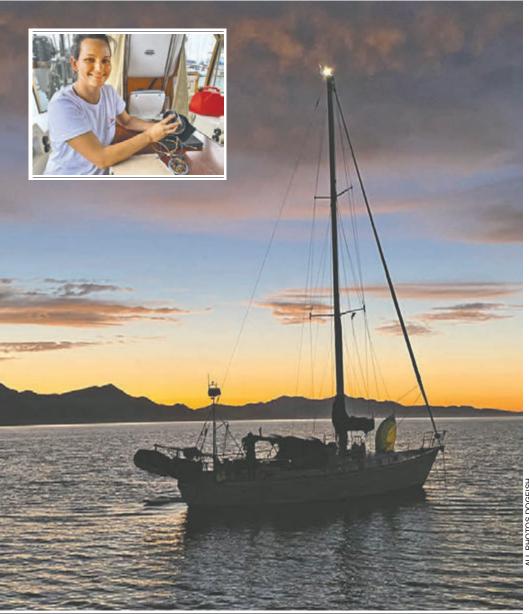


did, but honestly it wasn't a fair fight — they detoured for pictures ... of our stern.

We've had some rowdy weather and some storms, but never any big danger. We've oohed over late-night meteor showers and have stood diligent comet watches. Pete, who is great with celestial navigation, has been teaching all of us the stars. We've had great races from anchorage to anchorage, complete with PHRF corrected times (that I used valuable internet time to look up like a crazy person) to smooth out the playing field between the very different boats.

As restrictions eased a bit, I even got my second opportunity at docking when I briefly pulled into Santa Rosalia to provision. It does help when your main buddy boater used to work as a San Francisco bar pilot. Needless to say, Pete has given me great docking pointers, the most memorable of which was told to him by a retired French pilot at the Port Revel

IN LATITUDES



Above: 'Dogfish' settled in for a peaceful evening. Insets: Marga has been around boats for a long time, but singlehanding really turned her into a 'Jill-of-all-trades.'

manned-model ship-handling school: "When there is nothing to do, do nothing."

To facilitate easier singlehanding, I've made some changes on *Dogfish*. On deck, I fly my staysail with the jib much more, and keep the spinnaker for the really light days — I can still make good speed with less stress. I haven't attempted to fish once so far; I haven't found the time or desire. I use the big fillet table instead as a staging table for the grill, which I've made a few modifications to so that it is now a workable outdoor oven.

I've had more seafood than I can eat. Local *pangueros* have been extremely generous with fish, scallops, lobster, and even octopus deliveries, and Fred and Veronica are excellent spearfishers and generous with their catch. There are far

fewer beers in the fridge, and many more cheap boxes of wine. I've used the new freezer to store pestos and sauces I make from herbs when the getting is good, and save space to occasionally make a frozen chocolate mousse cake, a special treat to finish off long dinner parties.

The boat has been mechanically good to me this season. The new fridge and freezer have been put through the extreme-heat test and have passed with flying colors, and the new solar panels have kept the batteries well topped up.

I have had a few issues, but nothing has been insurmountable. The stitching on the sun cover of my furling genoa let go along the foot early into the 75-mile leg from Santa Rosalia to San Francisquito. Luckily Kate and Leo are very handy with a sewing machine. When I got onto anchor, they helped me set up my old Kenmore machine on the foredeck and taught me the basics of how to sew, and

together we restitched the entire foot of the cover. In the Midriff Islands, I had two of the four deep-cycle six-volt batteries of my house bank fail one night. However, I have been able to keep cruising for the rest of the season with the two remaining ones. Running like this with only half my battery bank has been doable, I just need to tone it down with the amp usage on late nights blasting Marc Anthony. And really, this is good for everyone.

I've sailed farther north into the Sea than I ever had before. I plan to end the season hauling out at Puerto Peñasco, all the way at the northern end of the Sea. It's so far north, in fact, that's it's just a long day's drive from there to my parents' place. I have some regular maintenance things to do but mostly I'm looking at another road trip through the Southwest. This time I'll wind up into the mountains of Colorado with Dad in the car, and I'm really looking forward to it. That old twin bed at their place seems to be the perfect place to close out the year.

In the New Year, who knows? There are many plans and possibilities. Perhaps that old lobster pot will provide some answers. What I do know for sure is that it will be me, and it will be *Dogfish*. And that's plenty.

— Marga 9/30/20

Linda Marie — Beneteau 473 Ken and Linda Landis What Other People Dream Of Marina del Rey

Three years ago Linda and I retired early and did what many people only dream of: We motored out the main channel of Marina del Rey on a calm, sunny October morning in 2017 and turned left, heading toward San Diego and the start of the Baja Ha-Ha Cruisers Rally.

This was actually our third Ha-Ha. We crewed two other years on our friends' boat as part of a vetting process to be sure we were really ready for our new lifestyle. We had lived aboard for a few years, but cruising full-time is a lot different than spending weekends at Catalina, so we needed to be sure — or as sure as we could be — that this was what we really wanted. We weren't just leaving our 30year careers, we were leaving the USA for the foreseeable future with no idea when we might return. Everything we owned was on our boat; we didn't even leave a self-storage unit behind. The biggest adventure of our lives was about to begin!

So there we were in San Diego with 150 other boats waiting to sail down the coast to Mexico. It was exciting knowing that this time we were on our own boat and starting our cruising life. The rally made



CHANGES

the 800-mile run down the coast to Cabo San Lucas with no mishaps. Afterward, we crossed over to Puerto Vallarta, which became our home base for the next 18



Because of the pandemic, Andrew and Leslie took the route less traveled — and it made all the difference.

months. From there. we sailed as far south as Zihuatanejo for the International Guitar Festival, and spent a lot of time in Barra de Navidad, Tenacatita. and Chamela. While in Banderas Bay, we hung out in

the anchorage, Punta Mita, and the hip village of Yelapa. *Linda Marie* ventured north, as well — to Mazatlan, La Paz, Loreto, and into Bahia Concepción in the Sea of Cortez. We were in La Paz during Hurricane Bud and in Paradise Village Marina for Hurricane Willa, both of which thankfully did little damage to our areas.

We love Mexico. But after a couple of years, it was time to progress with the bigger plan: cross the Pacific and continue west. In March 2019, we did just that as we officially checked out of Mexico for the last time and pointed our boat out to sea with a few other boats taking advantage of a good weather window. *Linda Marie* was part of the 2019 Pacific Puddle Jump that consisted of more than 100 boats leaving the Pacific coast, bound for French Polynesia.

Instead of being one large rally like the

Provisioning run from Costco in Puerto Vallarta for the Pacific crossing — "There was no shortage of TP back then!" laughs Ken.



Ha-Ha, Puddle Jumpers leave in smaller 'clusters' any time from March through June, and from ports as far-flung as Vancouver to Panama. Our group left March 11. The first few days we had good wind and were tearing along at more than 7 kts. Then slowly the wind eased and got behind us, dying away almost completely. We had to keep moving in order to stay with the wind and sailed under our 140% genoa almost the entire way due to the wind angle.

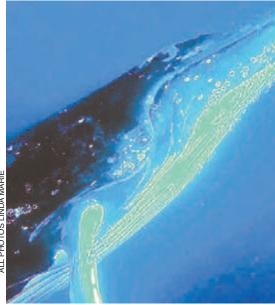
Twenty-one days and 2,775 nautical miles later, we arrived in Hiva Oa. We caught nine tuna, ran the engine 33 hours and the watermaker 32 hours, and lost our whisker pole over the side. There is nothing as magnificent as seeing an island magically appear on the horizon after being at sea for so long.

French Polynesia is made up of different island groups. The Marquesas look like the Hawaiian Islands, but 500 miles to the south you come to the famous Tuamotu Archipelago, which consists of the tops of old volcanoes that have become atolls. You can't see land until you get within 8 miles of these, so care must be taken. There are typically one or two passes leading into the inner lagoon, and passage must be timed with currents that can run 4-8 kts. Once you're inside, you have shelter from waves but not wind. Some atolls are large enough for significant fetch to develop, so you need to be on the alert to wind changes. We experienced one of these at our next stop, Makemo, where a Maramu wind (similar to Santa Ana winds in Southern California) blew 25-25 kts for several days.

It was at Makemo where we caught up with fellow PPJ'ers Bruce, Audrey and Jeff on *Wild Orchid*, a Beneteau 58 out of San Diego. Little did we know it at the time, but we started buddy boating after that and are still together to this day.

Our next stop was Fakarava, where we spent quite a bit of time. You can anchor in the north, where the main town is; but everyone eventually makes their way to the famous south pass, which is the first time you are likely to swim with sharks. Schools of up to 700 gray reef sharks reside in the pass, which is 30 meters deep. We would take our dinghy out the pass when the current was coming in and scuba dive to the bottom with a long line attached to our dinghy on the surface. This becomes an epic drift dive as the incoming current carries you and your dinghy (tied to your wrist) along. About twothirds of the way in, the sharks appear, hundreds of them. They slowly swim against the current and only the smaller





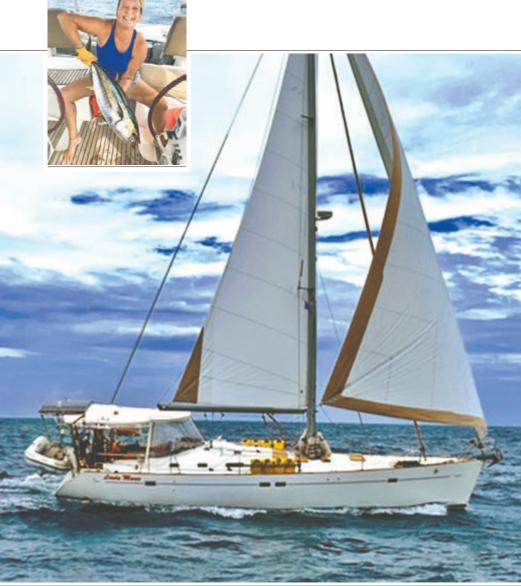
ones seemed curious enough to check us out. Non-divers drift with the current at the surface, and the water is so clear you can still see the bottom far below.

By the time we got to Papeete, Tahiti, we had sailed more than 6,000 miles and supplies were running low. We spent the next few weeks in Tahiti and neighboring Moorea replenishing stores and spending time with our friends who flew in to visit.

After three months in French Polynesia, our visa was expiring and it was time to plan our departure. When a weather window opened, we made the 660-mile crossing to Palmerston Island in the Cook group. In 1863, William Marsters landed on Palmerston with three Tahitian wives, with whom he sired 23 children. His descendants still inhabit the island — about 30 people representing the family trees of each of the wives.

Upon arrival, one of the three families 'adopts' you and assigns you a mooring. They take you ashore, give you a tour of the island, and invite you to a meal. They are lovely people. The unspoken expecta-





Above: 'Linda Marie' in the Tuamotus. Left: Swimming with humpbacks off Vava'u. Upper left: Rusting reminders of WWII are all over the Pacific. This American-made gun is in Bora Bora. Inset above: Linda snags a yellowfin in Mexico.

tion is that you reciprocate in some way. We were in contact with them before leaving Bora Bora and they requested loose tobacco, Tang, and staples like sugar and flour. We were more than happy to oblige.

After a fast passage and brief stay in Niue (due to another low coming from the south), we headed for Neiafu and anchored in a very sheltered bay in Vava'u. It had been a fast run through the Cooks, and we were ready for some R&R without worrying about approaching low pressure systems. The Moorings has a charter base here, and they readily share their list of anchorages along with tips and local knowledge. Following one of the tips, that humpback whales were in the area with their calves, we splurged and went out on a boat that allowed us to swim with them. (They are protected and you are not allowed to do this on your own.)

We stayed in Vava'u for a month and were plenty tanned and rested before taking off. From there, we made stops in the Ha'apai islands, Savusavu, the Yasawa group west of Fiji (where the Brook Shields movie *Blue Lagoon* was filmed back in 1980), and Musket Cove Island Resort, where we spent a full month enjoying the resort atmosphere while anchored on the cheap in the harbor.

Before we knew it, we were into October and needed to be in New Zealand, a 1,300-mile passage, before November 1, when the cyclone season starts. This passage gets you out of the trade winds and exposes you to fronts coming up the Tasman Sea every five to eight days, depending on the time of year. In cruiser parlance, when transiting from Fiji or Tonga to New Zealand, "You either leave in rough weather."

We considered ourselves lucky, as the roughest weather we encountered was a pair of fast-moving thunderstorms that hit us square-on. Both were very eerie

IN LATITUDES

and somewhat frightening, with confused seas and lightning strikes around us. We made it into Opua Marina in the Bay of Islands on October 22, 2019, just ahead of a nasty low, and tied up to the quarantine dock with a big sigh of relief.

That was a year ago, and we have settled into life in New Zealand. Originally, we planned on spending six to seven months here before heading back to Fiji, Vanuatu, New Caledonia, and then Australia for the following cyclone season. That plan came to a halt on February 28 when the first COVID-19 case in New Zealand was reported. Our world changed almost instantly. New Zealand went to its strictest lockdown, Level 4, for four weeks, and slowly eased restrictions to Level 1, which is nearly back to normal living. During this time, immigration granted almost all foreign visa holders automatic extensions until September 25. While this was great news, it is now September and the only country near us with open borders is Fiji. Several fellow cruisers have decided to take their chances and head for warmer Fijian waters; however, cyclone season starts November 1 and for us, the risks are too great; Fiji had a direct hit by Cyclone Harold this past season, killing 27

So we are now in the process of obtaining a second visa extension, which requires a full physical (including a chest X-ray to check for TB) and in some instances, submitting an FBI criminal background check. Healthcare here is free for residents and even visitors are covered for accidents. If approved, we will be granted up to an additional year here while we wait for countries to reopen their borders.

While we never dreamed we would live in New Zealand for up to two years, we feel fortunate to be in a mostly COVID-free country with beautiful landscapes and kind people. When the time is right, we look forward to the next chapter of our adventures, and encourage others to follow their dreams, too.

— Ken 9/5/20

Cruise Notes

• Ben and Molly Reynolds of the San Francisco-based Whitby 42 **Ripple** were part of a group of young cruisers who bonded with each other in Mexico in 2018 just prior to departing for the South Seas on that year's Pacific Puddle Jump. Running into each other again on the 'other end,' they found their shared experience had strengthened those bonds, and the rest of the season, the 'Wolf Pack' often found themselves sailing together, and/or

CHANGES



Members of the Wolf Pack at the Heiva Festival in Bora Bora in 2018. Molly is fourth from left in the back row; Ben is in the gray shirt. Other boats represented here included the Vancouverbased 'Tioga', Seattle-based 'Westy', Juneau-based 'Sedna', and San Francisco-based 'Bravo'.

regrouping in distant anchorages.

Ripple is currently in Whangamata, New Zealand. "We've been living and working in Auckland, so she's been a bit neglected in the last six months or so," says Molly. "We hope to remedy that with a sail to Great Barrier Island over our summer holidays (around Christmas)."

Editor's Note: We would be interested in hearing from other Wolf Packers on what you're up to these days!

• "In October, 2019. Claudia arranged for us to sail with friends in REFE-NO, South America's largest offshore regatta," writes Jim 'Homer' Holm. "After a crazy 170+ boat circular start inside the harbor jetty, we beam reached 300nm

north on a Farr 38, in tropical breezes from Recife, Brazil, to Isla Fernando de Noronha, a beautiful nature reserve with clear tropical water, prolific wildlife and photo-worthy

beaches. The regatta is the only way boats are allowed to visit the island, and only once a year." Five Like so many COVID-exiled sailors, days later, the fleet broad reached to Claudia and Homer are anxious to Joao Pessoa, the easternmost point get cruising again. in the Americas, for more Brazilian yacht parties. "I have 20 new cousins now and don't even speak Portuguese," notes Jim.

Back aboard their Fountaine Pajot 60 cat Pono, they headed from the BVI (where the boat had been chartering) to Florida, with a stop at Clarence Town, Bahamas, spent Christmas with the sharks at Flying Fish Marina, and then ran just ahead of lousy weather to Fort Lauderdale for New Year's Eve. "Our charter business disruption became an incredible blessing when COVID-19 hit and closed the BVI, writes Jim. "We are fortunate that Pono is safe in Florida and will restart when



the time is right. Voyaging teaches the benefits of patience."

• We always like hearing from Ruth and Marvin Stark, who did their first Ha-Ha on a Corsair F-31 trimaran way

back in 1997. They have since owned three more multihulls, the most recent of which is Microbe, a Nautitech 44. Both now in their 80s, they remain as active and adventurous as cruisers half their

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of ours - still having cruising fun in their 80s!

ilv. Microbe is tucked safely in Mazatlan Marina. "It's up an estuary with a couple of turns, so is Ruth and Marvin are heroes very peaceful and safe — on top of

being low cost with summer rates of 24 cents/ft/day," says Marvin. "We look forward to returning to the boat and cruising the Sea of Cortez starting November."

· Alex and Michelle Bell were at Guitar Fest in Zihuatanejo in March when things started closing down due to coronavirus. They decided the best course of action was to head home aboard Seachelle, their Lagoon 400. "We bashed 1,200 miles nonstop," says Alex. "Now we're transients in Santa Barbara Harbor doing short trips out to the Channel Islands."

Which is just fine with the Bells, as they've long wanted more time to explore the five islands that make up the Channel

Ruth and

Scotland

currently

visiting fam-

Islands National Park. In particular, "Cuyler Harbor on San Miguel has been on our list for a long time," says Alex. "Weather4D and PredictWind showed under 5 kts for a couple days, so we motored up the 40 nm

from Santa Barbara. We set the anchor in the warm mid-afternoon sun, with the elephant seals' low rolling snorts the only thing interrupting the gentle roll of the surf on the white sand beach. This is by far the prettiest beach we have seen in the Channel Islands."

The next day they dinghied ashore and made the short hike up the small canyon to the ranger station. "The trail is cut into the side of the canyon and from the top the views are stunning. We hope to return



'Seachelle' in Cuyler Harbor, San Miguel. Inset, Alex and Michelle are loving cruising the Chan-

later in the year when the flowers are in

From there it was over to Santa Rosa Island, where they set the hook just south of the pier at Bechers Bay. The plan was to spend another day or two exploring, but as they ate lunch the wind - predicted at 8-12 kts - started gusting to 25. "We decided the weather was better for

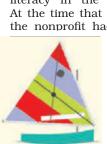




CHANGES

sailing. We put a reef in the main and shot back across the Santa Barbara Channel on a beam reach at 8 kts."

• A couple of Aprils ago, we did a *Changes* feature on Tom (TL') and Harriet Linskey, who had spent 12 years running Hands Across the Sea, which addresses child literacy in the Caribbean. At the time that article ran, the nonprofit had delivered



almost half a million new books to more than 300 schools and over 100,000 children — more than a few of them delivered personally by Harriet and TL aboard their Dolphin 460 cat, also named **Hands Across the Sea**. We re-

cently checked in to see what they're up to.

"Talk about changes! After 13 years (and 13 round-trips to the Eastern Caribbean from beautiful New Bedford, MA), we have transitioned Hands Across the Sea



Harriet and TL hanging out on their cat 'Hands Across the Sea'. Below: The sail plan of the new dink.

to new leadership. We are assisting the transition through the end of this year. After that, the plan is to sail west and south to the Panama Canal, the Galapagos, the South Pacific, and finally New Zealand.

"In the meantime, I'm doing what every cruising sailor who has spent way too many years in

the hot sun would do: build a boat in the garage! Really. Our plywood/glass 11-foot tender has always been too heavy to manhandle on the beach, so I am finally building a new one, pretty much following the lines of the old tender, a Westport Skiff. The new dinghy will be Core-Cell/epoxy, and it will row, power (Torqeedo 8hp electric), and sail (Sunfish rig, which is highly adjustable to balance the helm in any wind strength).

"We love our cat for voyaging and living aboard, but it's big and complicated. I'm looking forward to the simplicity of the new dinghy. I love small boats and

the direct connection to wind and water. No winches, no worries. Pull the mainsheet, hike, and go. Pure sailing."

• "Pamela is sporting a new cruising main and jib and getting in shape for a trip to Hawaii!" writes Dennis Maggard.

"Well, not until next summer, but having a hope for a future adventure is good tonic in these times."

Two years ago, Dennis sailed to Kauai just ahead of the Singlehand-



Dennis and 'Pamela' in Hanalei Bay, Kauai.

ed Transpac fleet and joined in the fun of helping arriving skippers navigate the entrance to Hanalei Bay, find good holding, and get ferried ashore to meet their loved ones. He was planning an encore for the 2020 event (held in even-numbered years since 1978) — until it was canceled due to COVID-19 concerns. The sponsoring Singlehanded Sailing Society has rescheduled it for June 2021 and, says Dennis, "I'll be there in full chill-out mode."

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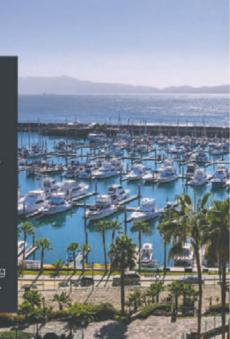
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22-FT MACGREGOR, 1972. On trailer (with new tires, lights, and wiring), sleeps 3, large battery, electric motor, speed and depth instruments, never-used inflatable dinghy, new winches. Anchor and chain, Porta-Potti. \$2,500. Porterville, CA. Contact (559) 542-2684 or (559) 368-3027 or scrose2@gmail.com.



22-FT MERIT, 1983. Well outfitted, 5hp Honda long-shaft. Functional trailer. Modified for heavier air. Lots of sails. Raymarine self-steering. \$5,000. Alameda. Contact heartsent@earthlink.net or (510) 501-2164



16-FT NEWPORT 16, 1973. Stainless steel cockpit railings and bow pulpit; beaching rudder; self-locking winch-operated swing keel; boarding ladder. NEW EZ Loader trailer, sails, custom-made ports. Mast-mounted wind indicator, installed compass, other extras. 2hp Honda 4-stroke long-shaft motor. A great boat to sail and overnight in. Easy to set up, trailer, launch and retrieve solo. \$3,500. Benicia. (707) 567-4351.



23-FT WESTERLY, 1972. English twinkeeler 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. \$4,000/obo. 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. \$3,500. Vallejo. (510) 390-4447 or damgaardmd@yahoo.com.



19-FT THOMPSON T590, 2004. Thompson T590 Sport Boat. Please see the following links for more information https:// www.sailingworld.com/sailboats/t-590/ www.tboat.com/T590/T590.html. Overall the boat is in very good condition. The deck is bright white and the nonskid is perfect. The gunwales have some dock rash. The topsides and hull are in great condition, having recently been wet sanded to 3000 grit. The carbon mast and standing rigging are in exceptional condition. The square top Doyle main is new, as is the rudder cover. The spinnaker is serviceable, but not race worthy. The rudder is in good condition. The galvanized trailer, with LED lights, is in very good condition. The boat is very similar to a Viper 64, yet with a 32% lower displacement \$8,200. Santa Clara. (408) 605-1590 or bmclarney@mclarney.com.

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



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22-FT CATALINA WING KEEL, 1989. Fully loaded: Honda electric start and trim; new main halyard, mainsheet, 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. \$11,000. Morro Bay (dry dock). Contact waltintahoe@sbcglobal.net or (530) 308-6694.



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 Evinrude OB. Trailer restored with spare tire and mount. This boat is fast, it is a two-time winner of the Delta Ditch Run cruise class. Call Richard, leave message. \$8,000. Lake Yosemite, CA. (316) 350-0981.



24-FT FLICKA, 1984. Good News is a beautiful 1984 Pacific Seacraft (Flicka) docked in Alameda. CA. Good News is rigged for leading a (2018) No replaced Seacraft (2018) No replaced Catalogue (2018) No replaced (2018) No r

Interlux Micron 66 bottom paint were applied in Nov 2019. The equipment list is extensive and allows for daysails, weekend or week-long jaunts in the Bay or along the coast. *Good News* is stable, predictable, balanced, and a joy to sail. It is a bittersweet day putting her up for sale.

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. Please call. Ask for Ralf. \$18,000. (707) 965-2051.



27-FT NOR'SEA 27, 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. \$39,900. (415) 383-7888 or saltydogfitz@yahoo.com.



28.5-FT CATALINA 28 MK II, 1997. This 28 has been recently fully refurbished. She gleams! She has a North 90% jib that is perfect for the Bay, plus the original (still new in the bag) class 125% jib. Turnkey boat to sail the Bay, have fun with family and friends! 2-year bottom job, fresh engine service, boat meticulously maintained. She's been the recipient of over \$40,000 in maintenance since 2008. Receipts to prove it. See more photos on website: https://tinyurl.com/y43symvn. \$33,500/obo. San Francisco. Email dulcetlife@yahoo.com.



27-FT ST PIERRE DORY, 1990. Beautiful gaff-rigged schooner with Yanmar diesel, built in Nova Scotia. Featured in Wooden Boat magazine, August 2016. \$29,000/obo. Oceanside Harbor Slip D31. Please email or call for more information: (619) 994-3528 or kjwilson8806@aol.com.



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MacGregor in fair condition. 50hp Honda and trailer. \$5,500. Santa Cruz Area. (831) 454-0920 or 26sail@comcast.net.

27-FT SANTA CRUZ 27, 1978. Hull 104. Boat is strong and rigged for racing and just fast-is-fun sailing. Sailed for pleasure only. Has been well taken care of. Has self-tailing winches and forward hatch. Lots of sails. We carried on the boat; mainsail, jibs, #1, #2, #3, #4, drifter, spinnakers .5 oz and .75. Another main, 3 more number ones, another number three and extra chute. Good strong trailer. \$9,500. Santa Cruz, CA. (831) 252-6125 or bobbartle@gmail.com.

29 – 31 FEET

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. \$7,000. Antioch, CA. (925) 778-4349.



30-FT WYLIECAT, 2004. 50% equity interest (1/2 expenses), 100% fun. Hull 16, Yanmar diesel engine, Raymarine instruments. New prop and rigging 2018, new bottom 2019. Shorthander's dream. Very well maintained and cared for. \$36,000. Pt. Richmond, CA. Email tracyslottatude@gmail.com.



30-FT TARTAN 30, 1978. Friskyl 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. \$13,500. Burlingame, CA. (310) 968-7804 or frank@2garcia.com.



31-FT VAN DE STADT BLACK SOO. 1968. ULDB *Starbuck*l27.5 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. \$8,500. Contact (415) 647-7387 or buckingham@sonic.net.



30-FT NONSUCH ULTRA, 1988. Perfectly maintained cruiser with an exclusive one sail is handled easily and comfortably. It is powered by an MD4 35hp Universal diesel with a V-drive and with a perfect 1779 hours to it. Mechanisms include: autopilot, a main halyard electric power winch, power anchor windlass and spare sail. Bottom painted in 2018, last diver's maintenance on 9/5/20. Spacious cabin will comfortably sleep five. All cushions, including bed, have recently been beautifully reupholstered. Additional amenities include shower and bathroom, significant storage space, plenty of 120 volt outlets and outfitted galley. This perfect cruiser has never been chartered and has sailed only around the SF Bay Area. \$56,850. Email rosari.balogh@gmail.com.



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30-FT TAHITI KETCH, 1964. Restored and partially rebuilt. Volvo diesel. New cushions. Skipper head with new holding tank. New fuel tank. All systems operable. Ample ground tackle. Many extras including good engine, etc. Built-in stereo system. Fir on oak. \$14,500/obo. San Rafael, CA. Email richey@mcn.org.



30-FT SANTANA, 1976. New electrical panel, lifelines, shrouds, Lewmar self-tailing winches and traveler, most lines and halyards, new bilge pump. New Yanmar 2GM20 shortly before we purchased. Main, 150, 100, blooper, and two spinnakers are serviceable, but older. \$12,000. San Francisco. (916) 969-7375 or yezintaha@gmail.com. See more at https://tinyurl.com/y32reuyr.

32 – 35 FEET

33-FT CAL 33, 1989. Well maintained racer/cruiser located in Redwood City. Less than 700 engine hrs. Autopilot w/cockpit mount. Sails: main Dacron, genoas 120 and 150%, etc. Please contact for additional information and images. \$40,000. Redwood City, CA. (650) 460-4823 or john.927grace@gmail.com. See https://tinyurl.com/y5lwnf5b.



32-FT ALLIED SEAWIND II, 1975. Gillmer-designed cruising ketch. Clean and airy belowdecks. Sailed regularly. Westerbeke 30 runs great. Main and mizzen in great condition. Roller-furling genoa, Force 10 propane stove/oven. Mast steps. CQR on bow roller. Cabin wood stove. Shorepower. RIB and OB. \$23,000/obo. Richmond, CA. Too much additional gear to list. Email for more pics and info: poprocks23@gmail.com.



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, Edson 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". Contact Eric. \$16,000. Corinthian Yacht Harbor. (415) 786-6146 or pundit@mac.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 400hrs. Control lines led to the cockpit making for easy singlehanded or crewed sailing. \$19,500. Alameda. (510) 457-6552 or MrMike1230@gmail.com.



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. \$25,000. Tiburon, CA. (415) 250-7854 or pzupan@gmail.com.

34-FT O'DAY 34, 1981. Excellent condition. New Universal 35hp diesel with less than 100 hrs, autopilot, Anderson winches, sails in excellent condition with a Harken roller furler, complete canvas cockpit enclosure, interior in excellent condition, 28 inch TV. I have owned this boat for 20 years. The boat has loads of extra equipment. \$23,000. Benicia Marina, Benicia, CA. Contact (707) 746-1820 or stewartjm@att.net.



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. \$25,000. Alameda, CA. (925) 577-0239 or ghall4135@gmail.com.



33-FT NEWPORT, 1984. Lovingly maintained 1984 Newport 33 is a sweet little cruiser, perfect for singlehanding, a cruising couple, or family sailing. Comes with new bottom paint, beautifully refurbished teak interior, autopilot, GPS plotter, Force 10 propane stove w/oven, Bluetooth stereo/CD player, propane BBQ, Lifesling, 1000 watt inverter, extra storm jib, lazy jacks, West Marine dinghy with motor, new lifelines, furling jib (genoa), and lots more! \$18,500 firm. Monterey. (831) 277-4064 or yerfandyerfette@sbcglobal.net.



32-FT WESTSAIL, 1974. Hunter is ready for someone with energy and passion like I had 19 years ago. A set of batteries and some bottom paint is all that is needed to be fully functional and livable. Full rundown in Westsail.com except price is outdated. \$20,000. Anacortes, on hard. Contact (360) 202-8611 or danjuan.sanjuanenterprise@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. Balboa Yacht Club. \$16,000. (714) 662-3467 or (714) 936-4304.



35-FT SANTANA 35, 1982. An absolute opportunity of a lifetime, Carnavall is for sale by the original owner. A legend in the annals of Monterey Bay yacht racing, Carnaval is ready to continue the legacy with new carbon sails, both fractional and masthead kites, two carbon poles, Dyneema sheets and halyards plus plenty of other go-fast goodies. Re-powered in 2017 with a Yanmar diesel and a Gori folding prop, Carnaval is also an able weekend cruiser and daysailer. And best of all, the new owner will have the option to keep Carnaval in her prime Monterey Harbor slip. All in all, a near-perfect solution for escaping the craziness of the new normal we live in! \$35,000. Monterey Marina, slip B-51. Contact (415) 519-2215 or billdkeller@gmail.com.

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 chartploter 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. \$119,000. San Carlos, MX. Contact (805) 320-5600 or robker2@comcast.net.

36-FT CAL 36, 1967. Classic fast passagemaker. Fully updated, refit and equipped for offshore cruising. 2009 Westerbeke. 2011 sails. Pelagic autopilot, cutter stay, Lazy Cradle, windvane, watermaker, SSB, AlS, radar, solar, dinghy, updated electronics. Ready to go. (See website: http://laiholokai.com) \$44,000. Mazatlan. Email svlaiholokai@gmail.com.



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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/QCqptMHAO4E. She is well equipped for Bay sailing and long weekend cruises. At 36' she's slooprigged with a low-hr 2014 inboard 30hp Beta diesel, making for easy singlehanding. The warm teak interior is comfortable, spacious with LED lights and a wood-burning fireplace for cold nights on anchor. 2014 c. 385hrs Beta 30 engine, 65amp alt. with serpentine belt. Newish VHF/autopilot/instrument. \$30,000. Alameda. Contact (510) 282-1849 or muhiudeen@yahoo.com. See https:// muhiudeen.wixsite.com/sypulau.



37-FT O'DAY, 1979. Center Cockpit Sloop. 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. \$25,000. Richmond, CA. Contact (415) 515-0093 or rrm2rock@gmail.com.



39-FT ERICSON 39, 1972. Flush Deck. 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. Call Bill. \$20,000. Richmond, CA. Contact (707) 225-5696 or bill.borgen5151@gmail.com.







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. \$36,000. SF Marina. Contact (415) 828-1833 or kris.youngberg@gmail.com.



37-FT TARTAN 37, 1982. Treklis 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 windvane, Comnav hydraulic pilot and two Raymarine wheel pilots. \$80,000. Seattle, WA. (206) 817-3189 or mike@s3maritime.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 rewire, and MORE! \$28,000. Pt. Richmond, CA. (609) 276-6703. See www.islander36.org.



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. Aqua Tech Yacht Services has redesigned deck layouts, modernized sail handling for shorthanded sailing. Navigation and audio/entertainment systems are like none other, including wireless technology. This yacht is kept in "near perfect condition" owned by a marine tech, and boat shows like it! \$120,000. Dana Point, CA. (949) 466-3156 or aquatechyacht@gmail.com. See more at www.baltic38freyja.net.



39-FT CAVALIER 39, 1986. New Zealand-built cruiser with tiller. Cruise ready. 120 genoa, spinnaker with sock. Isuzu 55hp diesel. Monitor windvane, Simrad autopilot. Furuno radar and GPS. 3 anchors. One-off interior design. \$85,000. Anacortes, WA. Contact (510) 421-1768 or rahostler@hotmail.com.

39-FT FREYA, CANDIDE, 1978. Candide is a Hawaii and Mexico vet. Yanmar diesel, ProFurl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. \$55,000. Brisbane. (650) 728-9528, (650) 773-3834 or hogancanoes@aol.com.



36-FT LANCER 36, 1979. Bill Lee design. (Google Bill Lee, Lancer 36). Three-time Mexico vet. All maintenance current. Boat is currently set up for singlehanded coastal cruising. Handles like a dream. Call for pictures/info. Turnkey. \$45,000. Grand Marina, Alameda CA. (209) 679-3044, no text.





39-FT CAVALIER 39, 1982. New Zealand-built bluewater boat fully outfitted for cruising. Modified fin keel for maneuverability, great upwind performance, steady tracking downwind. Monitor windvane, two autopilots, solar, AIS transceiver, radar, multiple GPS's, EPIRB and PPIRB, liferaft, roller furling, removable inner forestay, etc. 1,330 hrs on Kubota 46hp engine. Full of spares to get you around the world. Interior and exterior wood completely refinished in 2020. \$67,000. Loreto, BCS, Mexico. (340) 514-0789 or sultra@gmail.com. See more at https://www.sailboatlistings.com/view/87011.



37-FT BENETEAU FIRST 375, 1986. The First 375 is a sailboat for sailors that like to go fast. Many upgrades. VacuFlush head, 3-burner stove, folding prop, etc. There are very few 375s for sale, Beneteau did not make that many and she is fast, fun and comfortable. Check her out at www.myggen.com/moustique. \$39,000. Marina del Rey. Contact (310) 704-9798 or finn@myggen.com.



39-FT CAPE DORY 36, 1984. The flagship of the Cape Dory fleet. Indigo is an excellent and unmolested example of a Carl Alberg classic. A boat that can take you anywhere and look great doing it. Lead encapsulated full keel and cutter rig help make her safe and versatile. All built in the USA with extrusions and bronze fittings still available. Excellent support from extensive owner's association website. My next adventure awaits but this one must end first. Lots of pics and equipment list available. USCG documented vessel. 50hp Perkins diesel, 53gals fuel, 106gals water, 25gals waste. \$79,000. Point Richmond. Email johnnya9001@gmail.com.



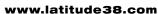
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37-FT EXPRESS 37, 1985. Turnkey Express 37. Ready for Hawaii. 2019/2020 refit, new running rigging and re-powered. Video walk-thru available. \$60,000. Long Beach, CA. Contact (312) 208-5155 or dmonk@usc.edu. Details at Sailing Anarchy listing: https://sailinganarchy.com/advert/express-37-2/.



36-FT SAMSON C-PETREL, 1984. Old school ferrocement sailboat, veteran of 3 South Pacific cruises. Ready to sail. Hank-on sails, 12V system, good Yanmar diesel 40hp, ice box, solar panels, Monitor, SSB, 2 dinghies. \$32,500. Vallejo Yacht Club. Contact (916) 704-0298 or penelopecdj@yahoo.com.



37.5-FT HUNTER LEGEND, 1992, We purchased Kruzin' Kittyl in 2013 because she was a boat that would be a comfortable liveaboard and a good cruiser. We made improvements, replacing the holding tank, refrigerator, cutlass bearing, and batteries. Thorough engine maintenance. Recent annual service on engine and fresh bottom job completed. Beautiful teak interior. She comes equipped with a full complement of sails including asymmetrical spinnaker, as well as a neverused dinghy. Yanmar engine has low hrs (< 1000), located in Alameda. She is an excellent liveaboard especially because of high priced housing in the Bay Area, and ready to go to McCovey Cove when the Giants take the field! \$49,000 or best offer. Alameda, CA. Please call or email. (510) 367-2512 or b_stapp55@msn.com.

39-FT CAL 39 MK II, 1980. Great Bay boat, complete refit. New rig, new electronics, (Raymarine GPS, depth, wind, speed, AIS, autopilot), new interior (varnished teak, new cushions), complete sail inventory, new lifelines, jacklines. Much more. Email for pictures and list of recent upgrades. \$45,000. South Beach, San Francisco. Contact (650) 279-8262 or Jeff-thayer@comcast.net.



40 - 50 FEET



41-FT FORMOSA 43, 1980. 41'9" LOA Brezza is a tall sloop with a fin keel and a skeg-hung rudder - an '80's version of a performance cruiser built using the same hull and deck mold as the Ron Holland 43 and similar to the Hollanddesigned 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. \$32,000. Alameda Marina. (925) 228-8661 or chasberletti@comcast.net



45.2 FT JEANNEAU SUN ODYSSEY. Owner's version 2000. Bristol condition, E97 Raymarine chartplotter, fish finder, 20m color radar, SeaTalk, wind. LaFabrica dodger, bimini, Strataglass windows, 316 SS 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. \$149,500. Blaine, WA. (360) 306-0953 or a64me@yahoo.com.

50-FT HUDSON FORCE 50, 1978. Center cockpit, Lehman 80, aft queen with windows, good condition. \$90,000. Berkeley. Email Toparfitt@yahoo.com.



46-FT SEA STAR 46, 1982. Excellent sailing bluewater pilothouse cutter. Aka Pan Oceanic 46 or Mao Ta 46. Displacement: 15196kgs, ballast: 5227kgs loaded. All Schaefer furlers, including a boom furler (a \$20,000 setup). Almost unused Doyle custom main and staysail. VG genoa. Unused Doyle asymmetrical spinnaker w/sock. Lofrans windlass. Nice Lewmar winches including one electric. Lehman diesel w/3400 hrs. Max-Prop. Bottom 2019. Much, much more. \$54,000. Richmond, CA. Contact (510) 685-1400 or milindh2@hotmail.com.

40-FT PASSPORT 40, 1985. Famous bluewater cruiser, hull #90. 46hp Westerbeke. All systems updated: electrical, refrigeration. Newer canvas: StackPack and full boat cover. Newer latex matresses. Raymarine chartplotter/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. Email for more information and photos. Great boat for exploring Sea of Cortez! \$99,000. San Carlos, Mexico. Email Glouisiv@gmail.com.

41-FT CHEOY LEE, 1977. 1977 Offshore 41 ketch rig. Richards design, located in SoCal. Perkins 4108, nice sail inventory. 12V. Sail the world in this classic. \$30,000. Southern California. (818) 802-3592.

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 & Go system installed. \$315,900. Richmond, Marina Bay Yacht Harbor. (510) 816-7711, (510)

415-1747 or carex@sbcglobal.net.



45-FT EXPLORER 45, 1978. 45-ft Stan Huntingfor pit, cutter, heavy fit heavy



45-FT ISLAND PACKET 420, 2005. Great liveaboard, great lifestyle! Excellent condition, 560hrs on Yanmar 75hp Turbo. Interior very clean, like-new condition. New 310 Hypalon aluminum RIB with 9.9 Mercury OB. \$279,000. Monterey CA. Email for more information and pictures: terry.tmora@gmail.com.

47-FT CATALINA. Customized blue-water-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. \$189,000. Contact (916) 607-9026 or cestlavie_2000@hotmail.com. See http://adream2sail.publishpath.com.





41-FT KENDALL-PALMER, 1978. True bluewater boat. Mexico-ready. Recent refit brings modern elements to a traditional vessel. Built by a master boat builder for his own use. The quality of workmanship and materials is far beyond a factory-built boat. Call Bob or write for a detailed listing sheet. \$49,500. Long Beach, Ca. (562) 292-2282 or rgranafei@gmail.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. \$155,000. Sausalito. Contact rob.andi.overton@gmail.com or (954) 240-3666.

43-FT HUNTER LEGEND, 1995. Dos Leos is a 2011 Baja Ha-Ha veteran. Includes a new 10-ft Aquapro RIB dinghy and new 5hp Yamaha OB. Well-cared-for and well-equipped for cruising. \$75,000. Mazatlan Marina, Mazatlan Sinaloa, Mexico. Contact (830) 431-1965 or rpcart007@yahoo.com See more info at www.hunter-legend.com.



43-FT CONTESSA 43, 1978. Peterson custom IOR design, Swan-type custom interior, Seatek rig, 33hp Westerbeke, built by Jeremy Rogers in UK. No blisters, ever! Sleeps 6 easy, 2 reefers, 10-ft Apex, 15hp Merc OB. Photos upon request. \$69,500. Ensenada, MX. (619) 530-6186 or jerrylmcneil@gmail.com.

44-FT SPARKMAN & STEPHENS SWAN.

1973. Rare original from factory, light blue hull without teak decks! Cruising-/ racing-ready. Southern Cross Cup winner, 1973. Several top-10 finishes in Sydney to Hobart races. 2000 Pacific Cup, 3rd in class. New Yanmar and gearbox (+/-800 hrs), 5,000 watt generator, Spectra watermaker, 540 watt solar, wind generator, Garmin and B&G instruments and autopilot, top down roller asymmetric spinnaker, all lines led aft. Too many to list. \$150,000. Barra de Navidad, Mexico. Email for more details: thersbys@yahoo.com.

41-FT ISLANDER FREEPORT, 1979. This world cruiser boat has brand-new, neverbeen-used sails, roller furlers, all new canvas, and lots of modified equipment. Great liveaboard. \$89,000. San Francisco Marina. Contact (415) 602-8416 or johnyelda@sbcglobal.net.



40-FT CAL, 1968. Own the Transpac classic! Cal 40, hull 131. Racing pedigree. New standing rigging, furler, B electronics in 2015. Powered by Pisces 40hp. Schumacher rudder. All Anderson SS winches. New varnish. Downwind dream machine. Multiple headsails and kites. She's rigged as a racer, but has all the amenities to go cruising. Charge controllers. Cold plate. Force 10 3-burner. Spin pole, reaching strut, multiple tillers cruising and racing. Sunbrella cockpit awning, matching winch covers. All Cal 40 downstairs. New head 2020. Seraph sails like the angel she is. Come see her in beautiful Pt. Loma, San Diego. \$38,000/obo. Email chris.winnard@engelvoelkers.com.



42-FT WESTSAIL, 1976. Factory-finished. The opportunity of a lifetime. This classic sailboat I recently inherited, but I do not sail. Therefore I am selling it for half price. Visit the following website for details: westsail.com, boats for sale, 42' under boat name: MANA. \$48,000. Langkawi Malaysia, moored at a classy marina. (808) 989-7674 or sjaaloha@hotmail.com. See http://westsail.com/Westfs.htm.

42-FT TAYANA VANCOUVER CC, 1984. Ideal, comfortable, safe, perfect couple's bluewater cruiser. Easy to handle but roomy. Newer range/oven/microwave and refrigeration. Perkins 4-236, genset. Like-new full-battened mainsail, roller furler, hard fiberglass bimini and dodger. Full specifications and photos available. \$92,900. San Carlos, Sonora, Mexico. Contact nautpegleg@gmail.com or (520) 955-4154.



47-FT SAGA 43, 2000. Bob Perry design, by original owner. Fast, comfortable, well equipped, excellent condition, recent survey. Lying SoCal with potential use of Newport mooring. Specs and photos available by request. \$210,000. SoCal. Email sysolunamare@gmail.com.



46-FT KELLY PETERSON 46, 1982. New standing and running rigging 3 years ago. Long list of rework and maintenance readying for extended voyage. New 600' of chain, lifelines, dodger and house canvas. The list goes on! \$162,000. Ventura, CA. Contact (805) 459-1909 or woodeneye53@yahoo.com.



49-FT JEANNEAU SUN ODYSSEY, 2004. Let your cruising dreams become a reality! Lovingly cared for and never chartered, Lady A is turnkey, clean, technically sound and ready to cruise. Everything is included down to the bed linens, pots and pans, tools and spare parts! Three cabins and two heads. Solar, wind generator, new sails, new bimini, even new batteries! \$179,600. Fajardo, Puerto Rico. Call or text. (916) 224-0704 or SVLadyA1@gmail.com.



47-FT HYLAS 47, 1986. World class Sparkman & Stephens cruising boat fully equipped and ready to start your adventures. Many recent upgrades including rerigging, new chainplates, epoxy bottom, rebuilt fridge/freezer box. Located in Puerto Vallarta. For details see: https:// hylas47forsale.blogspot.com. \$159,000. Banderas Bay, Mexico. (610) 219-4488 or gregorydavids@gmail.com.



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, heavyduty chainplates, lots of extras. \$56,000. Kaneohe Yacht Club, Hawaii. Contact (808) 292-6844 or gvan@hawaii.rr.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: http://sundeer56.com. San Carlos, Sonora. Email hughfnorman@gmail.com.

54-FT IRWIN CUTTER, 1988, Sea Peace. Big sail inventory. Harken electric primaries, Lewmar electric halyard/boom furling. Electric genoa furling. Two 16000btu heat pumps and one 500btu a/c in master stateroom. Iron Edison batteries 30.000 cycles. Two 2500 watt inverter/chargers. 1500 watts solar. 150amp Balmar. 8kW genset. 60 GPH Sun Pure watermaker. 77hp Yanmar with Max-Prop. KTIT double fuel filter system and fuel polisher. Two autopilots. Furuno radar and dedicated weather fax. Full size washer/dryer. Ice maker, microwave, 3-burner gimbaled stove and oven. Large fridge/freezer with Grunert holding plates, and 12 volt in refrigerator. Electric heads. 350ft 3/8" chain on CQR. Large TV with Bose sound. Offshore medical kit. \$199,900. San Carlos, MX. Contact (520) 406-5260 or stuwillo61@gmail.com.



53-FT MASON, 1984. Cutter ketch, 140 Yanmar with 900 hrs, Kohler 8kw with 130 hrs, furling main, mizen, head sail. Never had teak deck. New apex dinghy, with new electric start Yamaha. Nice setup. Illness forces sale. \$130,000. Corpus Christi, TX. Contact (775) 625-7758 or dnuttsr@hotmail.com.

CLASSIC BOATS



41.5-FT ALDEN MALABAR II, 2000. Alden schooner built 2000 in excellent condition, Yanmar diesel 300 hrs. This is not a project boat. Ready to sail. In San Diego \$75,000. (360) 431-8805 or pthnirvana@gmail.com.





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. \$75,000. Mats Mats Bay, Port Ludlow, WA. (808) 796-7777 or termiteatlarge@yahoo.com.

25-FT CHEOY LEE VERTUE, 1956. Storied classic design! Seaworthy big boat feel, solid craftsmanship, teak riveted to ipol frames. Newer epoxy/plywood deck. Low hr 12hp diesel. Rare opportunity, see at Vertueyachts.com. Needs some work, ready to sail. \$13,000. Bodega Bay, CA. Contact m.j.mulderig@gmail.com or (707) 845-8869. See more information at https://tinyurl.com/y4uwok9h.



35-FT WARNER YAWL, 1939. Low hr 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. \$11,000. Owl Harbor. (206) 384-1175 or sagieber@gmail.com.



50-FT STEPHENS, 1966. Classic 50-ft wood-hull Stephens. Twin Detroit diesel engines in running condition. Equipment and systems all work, but need maintenance. Hull has been maintained, but will need work. Perfect for restoration of a classic Stephens. \$25,000. Oyster Cove Marina. Contact (253) 202-7425 or thorenleer@gmail.com.

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54-FT CHRIS WHITE HAMMERHEAD.
Trimaran, 1995. This is a remarkable performance christing trimaran, from the highlighten trimaran, from the design combine sometimes of the combine sometimes of the

but including the 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. \$395,000. Long Beach, CA.



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, haulout 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 1155 hrs, 45gal fuel tanks. Yanmar sail drives SD-20. 3 new AGM 4D house batteries, total capacity 594 amp hrs, 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. \$62,511 in upgrades and replacements. \$225,000. Alameda, CA. Email sanctuarycat4sale@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. \$70,000. Santa Rosa. (707) 696-3334 or john@windtoys.net.





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! \$69,000. Honolulu, HI. (415) 272-7890 or jaynebrody@gmail.com.



35-FT WILDCAT MK III, 2002. 4 cabin. 2 heads (1 electric, 1 manual) kitchen up, large saloon. Upgraded twin 27hp Yanmar 3YGM30 inboard diesel engines (850.4 hrs Port, 805hrs SB), Yanmar SD20 sail drives (diaphragm seals 2018), 5kW Kubota diesel genset (760 hrs), Quantum main and sail pack (2019), 130% roller furling genoa, 10 yrs on standing rig, 635W solar, Trojan house and start batteries (2019) 705 Ah combined storage. 78gal fuel, 78gal water, 12V watermaker, 12V Verigo fridge, Raymarine autopilot, VHF/AIS, LED lighting, 2 RIB tenders, Minn Kota electric motor, 9.8hp/4-cylinder Nissan, electric dinghy hoist with remote. Rocna plus 3 anchors w/ 250 LF 3/8 chain rode. List of extra amenities/accessories on request. \$179,900. Long Beach Shoreline Marina. Contact (602) 329-1707 or shiers2@gmail.com.



55-FT TRIMARAN, 1989. Horstmaninspired. Must sell majestic comfortable liveaboard, 62' LOA X 27' W. New-ish sails: Norseman System main; furled 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. \$90,000. Panama City, Panama. Contact (775) 350-4935, (775) 782-7035 or bsseevers@msn.com.



37-FT PROUT SNOWGOOSE 37, 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 on website: https://tinyurl.com/y4v5zsqx. \$45,000. Preveza, Greece (Europe). Email svcamala@gmail.com.

POWER & HOUSEBOATS



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 Lehmans (Model 2715E) with less than 1700 hrs each. Both engines and transmissions just completed major service and refresh of cooling systems. I also completely replaced the electronics with all new Raymarine equipment. 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. \$79,900. Email popeye.gb36@gmail.com.



40-FT HERSHINE TRAWLER, 1982. Tri-cabin layout with two electric flush heads. Huge aft stateroom with queen bed. Large main cabin with swiveling dining table. Twin Volvo TAMD 40A diesel engines. Upper and lower steering stations. Remodeled kitchen with microwave and refrig. Fully covered aft deck. 2kW power inverter with Xantrex Link 2000 battery management system. \$44,900. Loch Lomond. Contact (415) 987-7526 or Andromeda@jlindsey.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 hrs. Sleeps 5. A very comfortable boat. \$98,000. South Beach Harbor, San Francisco, berth G-69. Contact (707) 337-1583 or scmcgrath@sbcglobal.net.



48-FT OFFSHORE 48 SEDAN, 1992. 48-ft motor yacht with low engine hrs. 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. \$270,000. Richmond, CA. For more information and pictures: (408) 891-2999 or eltib48offshore@gmail.com.



49-FT HAMPTON, 2002. With slip included. Getaway apartment on the Bay! Imagine your own private Bayfront yacht. This is not a liveaboard, but a retreat for getting away from the everyday humdrum of city living. Weekends will take on a whole new meaning. Visit website to see details and pictures of yacht and views from yacht: http://hampton49onpier39.com. \$375,000. Slip G6 Pier 39, San Francisco. (707) 287-5632 or garylmichaud@gmail.com.



48-FT SUNSEEKER MANHATTAN. 1999. Sunseeker motor yacht. Clear title, trades considered. 2 Caterpillar 3208 with low hrs, fiberglass hull, new Iroko woodwork on swim platform, 6 berths. See website for more pictures/details: https://tinyurl.com/yytmdeg9. \$220,000. Cabrales Boatyard Puerto Peñasco. Email scabrales@cabralescorp.com.



34-FT CHB-34, 1978. Great coastal cruiser. Ford-Lehman 135hp diesel with 6600 hrs. Solid, dependable cruiser-ready for Mexico and beyond. \$22,500. Eureka, CA. Contact jn5289@yahoo.com or (360) 531-3254.







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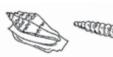
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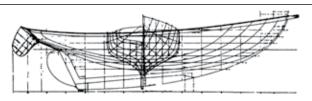
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Ranger 37 Sloop Gary Mull Design, Rebuilt in 2017, over \$120k invested, Coyote Point Slip, **\$44,950.**



38' EricsonPerformance Cruiser by Bruce King **\$56,900**



Silverton 322 Motoryacht Beautiful Condition, Great Bay or Delta Boat, Must See! \$59,950



33' Egg Harbor Sedan
Twin Perkins, Roomy inside, beautiful boat
\$34,500



40' Hershine Double Cabin SundeckTwin Volvo Diesels, Generator, Windlass,
Great Bay Cruiser, **\$49,995**



48' Chris Craft Constellation Bristol Condition, less than 200 hours, beautiful vessel \$83,495



Gregor Water Taxi Current COI, Lakes, Bays, Sounds, Route, Twin Yamaha O/B **\$49,500**



Silverton 372 MotoryachtDual Cabins, Elongated Swim Step,
Beautifully Appointed **\$99,500**



57' Chris Craft Constellation Yacht Fisher Recently hauled, Twin Detroit Diesels, Westerbeke Gen, \$84,500



31' Sea Eagle Sloop Rare Boat, Canoe Stern, New Awlgrip, one owner since 1997, Long Beach Slip \$49,500



Hunter Legend 40.5' New Ullman Sails, New Running Rigging, Achilles Dinghy, Great SD Boat **\$89,995**



28' Valga Craft Classic Hydrofoil Custom Wood Work, Aluminum Hull, 4.3 MPI engine, Custom Trailer. Must see to appreciate! \$179,999

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