VOLUME 521  November 2020
WE GO WHERE THE WIND BLOWS

The Bay Bash
Nada Ha-Ha Profiles
Lin Pardey in Tasmania
Doublehanded Farallones
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There hasn’t been much racing and what races have been run, were run with new racing rules, like bubbles, masking and distancing. But Ralf Morgan and Chris Vaughan are ready, with a set of new racing sails for their Alerion 28. They’re happy and we’re grateful.

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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Please contact

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(Southern California)

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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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Send us your story. Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs — anything but poems, please; we gotta draw the line somewhere.


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40' HANS CHRISTIAN CHRISTINA $129,000
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38' ISLAND PACKET 380, 1999  $162,000
EMERY COVE (510) 601-5010
<table>
<thead>
<tr>
<th>Name</th>
<th>Length</th>
<th>Year</th>
<th>Price</th>
<th>Contact</th>
</tr>
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<tr>
<td>64' Tayana Center Cockpit</td>
<td>64'</td>
<td>2005</td>
<td>$559,000</td>
<td>Emery Cove (510) 601-5010</td>
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<tr>
<td>47' Macintosh Cutter, 1987</td>
<td>47'</td>
<td>1987</td>
<td>$139,000</td>
<td>Emery Cove (510) 601-5010</td>
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<tr>
<td>45' Sparkman &amp; Stephens Sloop, 1982</td>
<td>45'</td>
<td>1982</td>
<td>$90,000</td>
<td>Emery Cove (510) 601-5010</td>
</tr>
<tr>
<td>42' Whitby, 1975</td>
<td>42'</td>
<td>1975</td>
<td>$80,000</td>
<td>Emery Cove (510) 601-5010</td>
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<tr>
<td>41' Tartan S &amp; S Sloop</td>
<td>41'</td>
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<td>$49,000</td>
<td>Emery Cove (510) 601-5010</td>
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<td>40' Valiant, 1981</td>
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<td>1981</td>
<td>$49,500</td>
<td>Emery Cove (510) 601-5010</td>
</tr>
<tr>
<td>39' Freedom Express Cat, 1984</td>
<td>39'</td>
<td>1984</td>
<td>$65,000</td>
<td>Emery Cove (510) 601-5010</td>
</tr>
<tr>
<td>38' Island Packet 380, 1999</td>
<td>38'</td>
<td>1999</td>
<td>$162,000</td>
<td>Emery Cove (510) 601-5010</td>
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<tr>
<td>38' Beneteau, 1991</td>
<td>38'</td>
<td>1991</td>
<td>$65,000</td>
<td>Emery Cove (510) 601-5010</td>
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<tr>
<td>36' Hunter 36, 2011</td>
<td>36'</td>
<td>2011</td>
<td>$109,000</td>
<td>Emery Cove (510) 601-5010</td>
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<tr>
<td>36' Union Polaris</td>
<td>36'</td>
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<td>$49,000</td>
<td>Emery Cove (510) 601-5010</td>
</tr>
<tr>
<td>35' Spencer, 1968</td>
<td>35'</td>
<td>1968</td>
<td>$28,000</td>
<td>Emery Cove (510) 601-5010</td>
</tr>
</tbody>
</table>
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

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. 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, 12:30-1:30 p.m. Online via YouTube during SIP. 11/4 features Dietmar Petutschnig, founder of the Panama Posse rally. Info, www.stfyc.com.

Nov. 10 — Mischief, an iron sloop out of New York, successfully defended the fifth America’s Cup against the Canadian centerboard sloop.
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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 thereafter. Info, (510) 380-5322 or www.womenssailingseminar.com.


**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.

**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.


**Racing**


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


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


**Nov. 7-8** — Butler Cup, kicking off the 2021 California
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2008 Protector 38 $199,000
2005 San Juan 48 $799,000
1988 Nordic 40 $135,000
2010 Beneteau 40 $169,000
‘INCA’ 1973 S&S 45 $185,000
2004 Riviera M470 $165,000
CALENDAR


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

Midwinter Series


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.


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1997 J/Boats J/160 Libra $579,000
2020 Blackfin 332CC $339,000
2011 Sabre 456 MKII $509,000
1995 J/105 Viggen $76,500
CALENDAR


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

date/day slack max slack max
10/31 Sat 0200/1.4E 0706/3.0F
1318 1606/2.3E 2006/2.8F
11/01 Sun 0148/1.2E 0630/2.8F
1248 1530/2.4E 1936/2.7F
11/07 Sat 0254/2.3F 0724 0918/0.5E
1106 1436/1.6F 1700 1954/1.7E
2348
11/08 Sun 0048 0312/1.7E 0554 0924/3.8F
1206 1454/3.2E 1936 2254/3.7F
11/11 Wed 0242 0624/3.5F 0942 1218/2.0E
1554 1854/2.5F 2148
11/14 Sat 0218/1.8E 0506 0836/3.8E
11/15 Sun 0048 0312/1.7E 0554 0924/3.8F
1206 1454/3.2E 1936 2254/3.7F
11/21 Sat 0337/1.4 1006/6.7 1635/1.0 2327/5.2
11/22 Sun 0423/1.9 1044/6.9 1722/1.3

November Weekend Tides
Predictions for Station 9414290, San Francisco (Golden Gate)

date/day time/ht. time/ht. time/ht. time/ht.
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
11/11 Wed 0120/0.4 0819/5.7 1414/1.2 2021/5.0
11/14 Sat 0337/1.4 1006/6.7 1635/1.0 2327/5.2
11/15 Sun 0423/1.9 1044/6.9 1722/1.3
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
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 Predictions for .88 NM NE of the Golden Gate Bridge

date/day slack max slack max
10/31 Sat 0200 0418/1.9 0706 1024/3.0F
1318 1606/2.3E 2006/2.8F
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 1436/1.6F 1700 1954/1.7E
2348
11/08 Sun 0048 0312/1.7E 0554 0924/3.8F
1206 1454/3.2E 1936 2254/3.7F
11/11 Wed 0242 0624/3.5F 0942 1218/2.0E
1554 1854/2.5F 2148
11/14 Sat 0218/1.8E 0506 0836/3.8E
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
11/22 Sun 0024 0406/1.8F 0742 1006/1.3E
1312 1548/1.6F 1848 2148/3.1E
11/26 Thurs 0036/1.2E 0330 0700/3.0F
11/27 Fri 0102 1300/2.0E 1700 2000/2.3F
2312
11/28 Sat 0040 1300/2.2E 1736 2024/2.5F
11/29 Sun 0054 0301/1.0E 0512 0848/2.8F
1136 1430/2.4E 1848 2200/2.7F

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2017 Elan E4 - In Stock in Alameda, CA
2021 Hanse 348 - Coming soon to Anacortes, WA

2020 Tartan 345 - In Stock in Anacortes, WA
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2018 Hanse 548 $746,498 Kenyon Martin 858.775.5937

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LETTERS

† † THE 9-FT SAILBOAT CHUBBY GIRL 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, Acrohc 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

† † 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

† † ONE 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 . . .

⇑⇓

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

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 his windsurf board, he took his mast and used it with floats to stabilize the board, lay down surrounded 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.

Chris — Yes, the Coast Guard can stop someone at the dock 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
Northern California Office

7 Marina Plaza • Antioch, CA 94509 • At The Antioch Marina
Latitude 38° 01' 10" N – Longitude 121° 49' 10" W – Buoy 4 Red – On The San Joaquin River

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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 seaway; 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 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

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John and Susan Pazera
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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

⇑⇓ 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

⇑⇓ THE WEIRD WEATHER PHENOMENA AND PIERCING PROSE OF MOBY-DICK

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


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.

Sam Fish

⇑⇓

**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 *way* 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

⇑⇓

**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 Wheelers

**MY 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

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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…

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, deck-mounted, 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

†‡ 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

†‡ 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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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

⇑⇓

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 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 freeze-dried 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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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 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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WALDEAR KEYWORKS

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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
Benicia

†† 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.

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 genmaker. 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.

A Few Upwind Tacks

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

“We can sail straight into the Bay, and out the Golden Gate to the Pacific.”

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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 genmaker. 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.

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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.)

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
we are good friends with many of the crew of Freda B. We’ve been lucky enough to enjoy their hospitality, outstanding seamanship, and all-around 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.

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.

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

William, fishing in Stillwater Cove.

and Santa Cruz County for the Labor Day weekend.

From the boardwalk, they witnessed two heavily armed policemen on ATVs ordering young children out of the water and off the sand, claiming it was closed. To kids like William, the people who lost the most during the quarantine are his generation, who were prevented from playing at parks and beaches and from going 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

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

SANTA CRUZ 27 NATIONALS AFTERWORD
Joe Wagster, Santa Cruz 27 fleet captain, and Derek Weitz.
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.

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 kiteboarders.

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’Brien

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

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.
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 yin 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.

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.
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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

continued on outside column of next sightings page

continued in middle column of next sightings spread
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.

With good humor, she concedes that she’s fiercely competitive. “I have to check my ego at times,” she laughs. “There are so many really good sailors that we race against, and I have a tremendous amount of respect for them.”

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 re-search, 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
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

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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.
SIGHTINGS

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 foils — 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 of the new IACC boats was launched, the Il Moro de Venezia (ITA-1), and that’s where our story begins. She was designed by German Frers, owned by Raul Gardini, and skippered by San Francisco’s own Paul Cayard. Interestingly, she never actually sailed in the America’s Cup, as she was replaced before the series started. Nevertheless she can lay claim to being the first of the new America’s 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 wild fires. Speaking of wild fires, 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 little 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
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

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-
SIGHTINGS

a spicy meatball — continued

der 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

eight bells for

In mid-October, Luc McSweeney 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

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 yellow 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,
LUC MCSWEENEY 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/jj/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 anchor-out. 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
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.
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 re-focus 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 also said 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 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 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.

— tim
THE PERFECT CRUISING GROUND —

A flight of pelicans skim the sun-sparkled 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.

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.

Southeastern 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 hidden coves and rivers south of Hobart and around to Tasmania’s wild southwestern 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, Tableisin’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...
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.

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 weather, 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 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 weather, 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.

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

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...
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 cray-fishing 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. 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 purchases 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 impressions 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.
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.

“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 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.”
All 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.”

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, 15 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, near Coast Guard Island. 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. “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 screecher 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.”

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

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.

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“Four things were key…”

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“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, 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.

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“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, So- verel 33, David Bennett/Nathan Bossett; 3) Fa- vonius, Dehler 46, Gregory Dorn/Cam Tuttle. (12 boats)**

**MONOHULL 2 — 1) Snafi, Moore 24, Karl Robrock/Bart Hackworth; 2) Topper II, Moore 24, Con- rad Holbrook/Eric Ochs; 3) Oxy moron, Moore 24, Tom Southam/Ryan Brown. (6 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 Krogestad/Brett Davis; 3) Hang 20, Lori Tewkabury/Andrew Redfern. (7 boats)**

**MULTIHULL — 1) Round Midnight, Explorer 44, Rick Waltonsmith/Dave Olson; 2) Grey- hound, F-22, Evan McDonald/George Kiskad- don; 3) Khimaira, F-25c, Mark & Kimberly Zim- mer. (7 boats)**

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The Fastest Way Downwind

Serving the entire Bay Area for more than 30 years.
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 shoo-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 Bahía Santa María. Patsy has added one more stop to the normal Baja Ha-Ha itinerary — a one-day stop after Bahía Santa María in Bahía 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/NadaHaHa/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.

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 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!”

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

The Solorzonos 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
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!

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.

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.

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.

To prepare for the trip, they sold their house, moved aboard, and now Greg and Kristin Torok are ready to cruise. They say they’re introverts. Let us know.
**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.

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.

— latitude/jr
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DELTA DOO DAH DONE —

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, strolling, 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 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.

Briges #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 again for dinner. Some places had already stopped serving. The Union Hotel was hopping. We settled on a glass of wine

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.

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

At 4 a.m. all hell broke loose.
Breakfast sandwiches and coffee at Dimarched up 1st Street again and had sprinkling occasional raindrops, we In the morning, with squalls still surrounding her. The tall forest of masts was far shorter than the Moore 24’s rig was far shorter than We didn’t worry about the lightning, as started raining (unbelievable!), and we docklines using spinnaker sheets. It gusts, we would learn later, were topping up 50 mph. We doubled up the 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 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 Diana’s, a deli/bakery, with tables out on the sidewalk along a quiet side street. We departed Benicia at 10:45 a.m. and a shared beet salad for supper at The Loft, on their front patio. 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. 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 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.

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 faster 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.

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

**Bridge #5:**

Carguinez 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.

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.

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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.
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 nowebb-ing 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, 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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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, park-like 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 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,” the statute 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 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 15th-century 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 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 cross-staff,” 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 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
“eclipse,” I asked, “if you don’t have a
chronometer?”

“No, that came later, on the last trip to, like, the nearest 30 minutes, then you have your longitude to the nearest 7.5 degrees of longitude, or 450 miles.”

“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 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.”

“But much farther west than 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
“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.”

“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

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.”

“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?”

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

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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 VRA 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 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 at times).

Racers faced the classic Santa Cruz conundrum: head right for the consistent 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 Kohli got second, and junior Tor Svendsen came in third. SCYC also awarded Tor Svendsen, 9; 3) Laird Henkel, 17. (10 boats)

RADIAL — 1) Toshi Takayanagi, 5 points; 2) Andrew Holdsworth, 7; 3) Mike Bishop, 10. (9 boats)

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.

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

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)

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 (5r, 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 doublehand. 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 of the household or ‘social bubble’ consisting of no more than 12 persons. The 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 see-
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.

ords ahead of Bob Harford’s Express 37 Steuball. 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/Marianne Ferme. (6 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 15-knot 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...
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

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 Zungoni, 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 98.7, Michael Dibella, 10. (3 boats)

Full results at www.jibeset.net

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 Spanjaard, 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) Tchoupiotouli, Santana 22, Steven Meyers/Stephen Bruer. (4 boats)


SPINNAKER SPORTY TYPE 2 — 1) Waterworks, Sovere 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 Roddick; 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)


Full results at www.jibeset.net

TYC SHORTHANDED, 9/26

SINGLEHANDED — 1) Siento el Viento, C&C 29-1, Ian 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) Brokaway, John Wolfe/Steve Kelley; 2) UAgain, David Woodside/Tim Hannell; 3) U Decide, Phil Kaneberg/Shawn MacCabe. (6 boats)

Full results at www.jibeset.net

RYC EXPRESS 27 DOUBLEHANDED INVITATIONALS, 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 & Petra Gilmore; 2) Ferox, Pogo 36, Anja Bog; 3) Mistral, Beneteau First 36.7, Mark Womack. (8 boats)

Full results at www.jibeset.net

EYC/JYC/OCY ESTUARY EX- TRAVAGANZA, 10/11 (Gr. 0)

SPINNAKER 1 — 1) Good & Plenty, Soverel 33, Justis, Steve & Mark Fennell, 7 points; 2) Heart of Gold, Olson 911S, Joan Byrne, 9; 3) Radioactive, 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) Racer 5, Olson 25, Mark Rummel/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) Scrirmshaw, 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 Gryan/ David Lyon, 3 points; 2) Meliki, Deb Fehr/Cam Campbell, 7; 3) Tchoupiotouli, Steven Meyers/Stephen Bruer, 9. (8 boats)


Full results at www.jibeset.net

SFFC MIDNIGHT MOONLIGHT MARATHON, 10/3

1) Sketch, Olson 25, David Gruver; 2) Bloom County, Mancebo 31, Elliott James; 3) Kuda Wuda, C&C 393, 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 Pilch, 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-OKE, Stewart Cannon, 8 points; 2) Sun Puffin, George Scheel, 14; 3) Sanity, Donica & Scott Ryder, 17. (5 boats)

Full results at www.sdyc.org

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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.

— ncs

Race Notes
COVID-19 prompted cancellation of the 2020 505 North American Championship. But the regatta was born 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
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 take a domestic flight later we started our three-day, six-flight journey from Hilo, Hawaii, to the 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 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 sworn 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 super-posh 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 Ekinicik, 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.
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 Adası, 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 cold-water 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 Kızıl Adası (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 Gocek.

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
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 Istanbul 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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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 our way back to *Dogfish* in La Paz after spending the holidays in Colorado with my family. January 1, 2020, found me face-down in a bed back at my parents’ house. Neither I nor my suddenly ex-partner ever made that connecting flight. Instead, my 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 gem-blue 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 single-hand *Dogfish*, focusing on just taking small steps and seeing where things led.

"I fly my staysail with the jib and keep the spinaker 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 SailMail, 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
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 once-shared 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 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 Penasco 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 self-sufficient 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 singlehanded! 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
the Sea of Cortez has been the best place I possibly could have been. While I have dodged chubascos and elefantes and been 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.

The 2020 “Baja Bubble Boats” gang includes (l to r): Marga, Kate, Veronica, Fred, Pete, Leo, Tom and Peter; representing ‘Dogfish’, ‘Makani’, ‘Sunpiper’, ‘Mazu’ and ‘Bohemia’.

CHANGES

The 2020 “Baja Bubble Boats” gang includes (l to r): Marga, Kate, Veronica, Fred, Pete, Leo, Tom and Peter; representing ‘Dogfish’, ‘Makani’, ‘Sunpiper’, ‘Mazu’ and ‘Bohemia’.

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 early-morning 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

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 Franciscoquito. 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 30-year 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
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 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.

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

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 two-thirds 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-
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 people.

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
In October, 2019, Claudia arranged for us to sail with friends in REFENO, 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 days later, the fleet broad reached to Joao Pessoa, the easternmost point 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 Pono, they headed from the BVI (where the boat had been chartering) to 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!

Like so many COVID-exiled sailors, Claudia and Homer are anxious to get cruising again.

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 age.

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 Vancouver-based ‘Tioga’, Seattle-based ‘Westy’, Juneau-based ‘Sedna’, and San Francisco-based ‘Bravo’. 

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Ruth and Marvin are currently in Scotland visiting family. *Microbe* is tucked safely in Mazatlan Marina. "It's an estuary with a couple of turns, so it's 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 Guí tar 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 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 later in the year when the flowers are in bloom."

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..."
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 Lins-key, 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 recently 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 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 Singlehanded 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.”

— latitude/fr
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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. Haymarine autopilot, wind, depth, speed and temp [70]. Pop-top, dual battery system. Roller furl jib. Paint job: Morrison marine spray on epoxy Teflon barrier coat; dual battery system with solar and ACH. 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.


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 cruiser/liveaboard that can be trailered anywhere. Wonderful boat. Complete info: http://the cruisinglife.net. $39,900. (415) 382-7888 or saltydogfz@yahoo.com.


26-FT MACGREGOR, 1998. Clean 26-ft 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-as-heck 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 .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 TARTAN 30, 1978. Frisky is a 30-ft sloop built in 1978. Riggged 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 been 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 frank22garcia.com.


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 V-drive and with a perfect 17/9 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 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 yazinta@mac.com. See more at https://tinyurl.com/y32reuyp.


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. New Universal 35hp diesel with Force 10 propane stove w/oven, Bluetooth stereo/CD player, propane BBQ, Lifesling, 10kw 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 yerandyerfette@sbcsglobal.net.


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 more at https://tinyurl.com/y5lwnf5b.


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 stewartmillatt.net.


36-FT SABRE, 1994. Possible delivery or relocation. This is not your average 362, it was extensively upgraded in 2017. The professionally installed upgrades include: hydraulic autopilot, new MFD chartplotter and gauges, radar, solar panels, LED lights, anchor, inverter/charger, expanded battery capacity, NEMA 2000 backbone, LED TV, satellite email/text/weather, and VHF/AIS. Cal/email for full details and pictures request. $119,000. San Carlos, MX. Contact (805) 320-5600 or robker2@comcast.net.

38-FT SANTANA 38, 1979. 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) 457-6532 or MMike1230@gmail.com.

36 – 39 FEET


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, WA. Contact (360) 202-8611 or danjuan.sanjuanenterprise@gmail.com.

35-FT NEWPORT, 1984. Lovingly maintained 1984 Newport 33 is a sweet little cruiser, perfect for singlehanded, a cruising couple, or family sailing. Comes with new bottom paint, beautifully refinished 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 yerandyerfette@sbcsglobal.net.

35-FT SABRE 35, 1976. Exceptionally well maintained. 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.


36-FT ISLANDER 36, 1976. 36-ft beautiful Islander. This is a meticulously maintained boat. Islanders are excellent Bay sailors or bluewater boats, many have circumnavigated. This boat sleeps six, including a new galley, head. New main and jib. $38,000. SF Marina. Contact (415) 828-1833 or kris.youngberg@gmail.com.

36-FT ISLANDER 36, 1974. The 36-ft Islander is a highly documented instruction aboard their Hallberg-Rassy 46 38DP, 1983/2013 REFIT. After a complete rebuild and modernization of one of “the World’s Best Sailboats”, Yacht Freya 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. (849) 566-3516 or aquatechyacht@gmail.com. See more at www.baltic38freya.net.

37-FT TARTAN 37, 1982. Trek is a highly modified cruise-ready ocean sailing machine. She was customized and had a major refit 2010, including a new vinyl ester bottom, Awlgrip paint on the hull and deck. First 6 feet solid glass and G10 plate at chainplates and jib track. Raymarine Axiom navigation electronics. Nexus wind instruments. Full Victron electrical system, inverter and solar controls using four panels. Hard dodger, running backs and inner forestay, 8 bags of sails and two spinnaker poles. Monitor windvane, Companion hydraulic pilot and two Raymarine wheel pilots. $80,000. Seattle, WA. (206) 817-3189 or mike@s3maritime.com.

37-FT TARTAN 37, 1982. The Affordable Way to ASA ASA Basics to Ocean • Crew Intro to Cruising Prep
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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. (849) 566-3516 or aquatechyacht@gmail.com. See more at www.baltic38freya.net.

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39-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 tasteful, fun and comfortable. Check her out at www.myggen.com/moustique. $39,000. Marina del Hey. Contact (310) 704-9788 or finn@myggen.com.

39-FT CAPE DORY 36, 1984. The flagship of the Cape Dory fleet, Indigo is an excellent and unmoledescent 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. USC&G documented vessel, 50hp Perkins diesel, 53gals fuel, 106gals water, 25gals waste. $79,000. Point Richmond. Email johnnya9001@gmail.com.

39-FT CAPE DORY 36, 1984. The flagship of the Cape Dory fleet, Indigo is an excellent and unmoledescent 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. USC&G documented vessel, 50hp Perkins diesel, 53gals fuel, 106gals water, 25gals waste. $79,000. Point Richmond. Email johnnya9001@gmail.com.


466-3156 or aquatechyacht@gmail.com. See more at www.sailboatlistings.com/view/87011.

50-FT BAHLTE 48, 1973. The first Bahlte 48 was designed by Andre Van Dam over forty years ago. It is a unique and comfortable family cruiser. After a complete rebuild and modernization of one of “the World’s Best Sailboats”, Yacht Freya 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. (849) 566-3516 or aquatechyacht@gmail.com. See more at www.baltic38freya.net.


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@fsbfglobal.net.

41-FT KENDALL-PALMER, 1978. True bluewater boat. Mexico-ready. Recent re-fit brings modern elements to a traditional vessel. Built by a master boat builder for his own use. The quality of workmanship and materials is for 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.

40 – 50 FEET


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, bimini, Monitor, SSB, 2 dinghies. $32,500. Vallejo Yacht Club. Contact (916) 704-0298 or penelopecd@yahoo.com.

37.5-FT HUNTER LEGEND, 1992. We purchased Kruzin Kitty 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 never-used 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 McCoye 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, PS, 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.


45-FT EXPLORER 45, 1979. 45-ft Stan Peterson custom IOR design, Swan-type custom design, steering-keel, cut out, well equipped. 2000 Pacifc Cup, 3rd in line. Recent re-fit brings modern elements to a traditional vessel. Built by a master boat builder for his own use. The quality of workmanship and materials is for 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.


41-FT ISLANDER FREEPORT, 1979. This world cruiser boat has brand-new, never-been-used sails, roller furlers, all new canvas, and lots of modified equipment. Great liveaboard. $89,000. San Francisco Marina. Contact (415) 602-8416 or johnyeldas@sbglobal.net.


46-FT JENNAEU 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, generator, new bimini, even new batteries! $175,000. Fajardo, Puerto Rico. Contact (775) 625-7758 or dnuttst@hotmail.com.


53-FT MASON, 1984. Cutter ketch, 140 Yanmar with 900 hrs, Kohler 8kw with 130 hrs, furling main, mizen, head sail. Never had leak deck. New apex dinghy, with new electric start Yamaha. Nice setup. Newer range/oven/microwave, water heater, pumps, etc. $25,000. Oyster Cove Marina. Contact (253) 202-7425 or thorenleer@gmail.com.


55-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.


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) 451-8805 or phinhinana@gmail.com.

49-FT MANA. Own the Transpac winner, Transpac vet. $11,000. Owl Harbor. (206) 384-1175 or sagenb@gmail.com.

65-FT CHEOY LEE VERTUE, 1956. Storied classic design! Seaworthy big boat feel, solid craftsmanship, teak riveted to ipod frames. Never 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/y4uwok9i.

50-FT STEPHENS, 1966. Classic 50-foot 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.

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, head- duty chainplates, lots of extras. $56,000. Kaneohe Yacht Club, Hawaii. Contact (808) 292-6844 or gvan@hawaii.rr.com.

CLASSIC BOATS

CLASSIC BOATS

MULTIHULLS

27-FT CORSAIR F-27, 1997. Own the original and best Corsair design. This is one of the last F-27s produced and is the cleanest and best setup F-27 you will find. Recent major refit and restoration performed. New 9.9hp engine. All new interior cushions. New carbon jib on synthetic top-down furling headstay. New mast with synthetic side-stay rigging. Trailer/boat in excellent condition and modified for one-man rigging in 40 minutes. Many extras. $48,000. Monterey, CA. (831) 320-0193 or alanblake@yahoo.com.
38-FT LAGOON 380, 2000. One owner, never chartered or cruised, lightly used professionally maintained, washed monthly, bottom cleaned every 65 days, engine service/inspection 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 3GM30 diesel engines, 1,000 engine hrs. Yanmar sail drive SD-20. 3 new AGM 4D batteries, total capacity 994 amp hrs, two Group 31 starting batteries. Quantum Fusion MC 65 mainsail and Fusion MC 65 genoa & sail pack. Raymarine EV-200 autopilot, VFX2812. 15kw Westerbeke generator, 9.8hp/4-cylinder Nissan, electric dinghy hoist with remote. Minn Kota electric motor, 12V Verigo fridge, Raymarine autopilot, VHF/AIS, LED lighting, 2 RIB tenders, 78gal fuel, 78gal water, 12V watermaker, 635W solar, Trojan house and start battery management system. $44,900. Email popeye.gb36@gmail.com.

35-FT WILDCAT MK III, 2002. 4 cabin, 2 heads (1 electric, 1 manual) kitchen up, large saloon. Upgraded twin 27hp Yanmar 3GM30 inboard diesel engines (850.4 hrs Port, 805hrs SB), Yanmar SD20 sail drives (diaphragm seals 2018), SKF 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 battery (2019) 705 Ah combined storage, 78gal fuel, 78gal water, 12v watermaker, 12v Vingo fudge, Raymarine autopilot, VHF/AIS, LED lighting, 2 RIB tenders, Mmm Keta electric motor, 8.8hp/4-cylinder Nissan, electric dinghy hoist with remote. Rocna plus 3 anchors w/ 250 LF 3/8 chain. Roca 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.


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 elita4offshore@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://hampton40nper98.com. $375,000. Slip G8 Pier 39, San Francisco, (707) 287-5632 or gary@micaud@gmail.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 into/specs can be found here on website: https://tinyurl.com/y4l5y2qq. $45,000. Preveza, Greece (Europe). Email ssvcmala@gmail.com.

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 deck making a very spacious deck plan. All offers considered! $68,000. Honolulu, HI. (415) 272-7890 or jaynebrody@gmail.com.

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**PARTNERSHIPS**

38-Ft Dehler 38, 2016. Looking for something innovative in yacht design and style? Rare opportunity to purchase a 33% partnership interest in a like-new Dehler 38, winner of numerous BOY awards. Excellent condition, low hrs., sleeps 8. Well equipped, beyond the standard configuration. $80,000. Marriott Marquis Marina, San Diego. Contact (602) 692-5144 or srudgear@gmail.com.

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**LEASE 28-FT TRITON SAILBOAT.** maui means sea-dancer in Hawaiian! 1984 Beneteau First 42. Beautifully maintained racer/cruiser. Seeking 2 partners for equal ownership. Set up for both racing and singlehanded sailing. The hull is wide at the center which displaces the water and the cockpit remains very dry. Everyone who has ever sailed her agrees that Sea Ghost is one of the best-sailing boats they have ever sailed! $22,000. San Francisco Yacht Club. (415) 246-2801 or mbeblang@pacbell.net.

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**LOOKING TO JOIN A PARTNERSHIP.** Our beloved Beneteau 350 partnership is dissolving after more than 10 glorious years. One, maybe two partners are looking to join another fabulous sailing vessel. Here is our wish list: Length: 34-40 feet. Age of boat: Minimum 10 years old. Sausalito preferred. Rigging: Amenable to single- or doublehanding. Use: Daysailing, local ocean races, Farallon Patrol, Hawaii?? Equity or non-equity ok. (415) 244-8050 or harmon@shragge.com.

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**GEAR**

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**SAYE’S RIG WINDVANE.** Windvane 601 self-steering windvane. Good condition. Worked when removed from boat. $1,800. Monterey, CA. Text or call me (Joe) for photos or information. (831) 200-5799 or jfaxon@awsolutions.us.

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