

Latitude 38

VOLUME 522 December 2020

WE GO WHERE THE WIND BLOWS



Season Champs Part 1
Shipwrecked in Indonesia
Nada Ha-Ha Mexico Rally
TISC's Carisa Harris Adamson

A WARM SEASON'S GREETINGS



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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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CONTENTS

subscriptions	6
calendar	10
letters	16
loose lips	42
sightings	44
nada ha-ha mexico rally	52
shipwrecked in indonesia	56
season champions part 1	60
tisc's carisa harris adamson	64
max ebb — by the rules	68
racing sheet	72
world of chartering	80
changes in latitudes	84
classy classifieds	94
advertisers' index	104
brokerage	105

Cover:

Remy Lang of the Seawind 1160 *Atalaya*
from Seattle enjoys each sunny mile
sailing south in the Nada Ha-Ha.

Photo: *Atalaya*

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What helps you get published? Read our writer's guidelines here: www.latitude38.com/writers-guidelines.

Have writer's block? Go sailing — you're sure to come home with a story.

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TAKE YOUR POD SAILING THIS SEASON ON OUR SKIPPERED CHARTER FLEET

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New Brokerage Listings



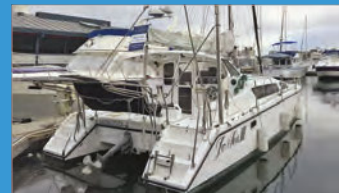
2015 Beneteau 45
\$309,000



2017 Beneteau 38
\$205,000



1996 Catalina 380
\$89,900



2001 Gemini 105
\$105,000



2020 Dufour 430
\$395,000



2008 Lagoon 420
\$369,000



2001 Sabreline 34
\$135,000

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Oceanis 45 2015 45' \$309,900
Lagoon 42 2021 40' \$701,000.00
Dufour 430 2020 39' \$398,000.00
Beneteau 393 2002 39' \$119,500

Beneteau 393 2002 38'1 \$115,000
Beneteau 38.1 2019 38' \$254,000
Oceanis 38 2017 38' \$205,000
Oceanis 38 2017 38' \$220,000
Catalina 380 1996 38' \$89,900

Oceanis 37 2013 37' \$133,900
Beneteau 343 2006 34' \$79,900
Gemini 105 MC 2001 33' \$105,000
Oceanis 31 2009 31' \$79,500
MONTE CARLO 5 2014 50' \$680,000

Swift Trawler 50 2014 50' \$799,000
Swift Trawler 2015 44' \$439,000
34 Flybridge Sedan 2001 34' \$135,000
Swift Trawler 30 2020 30' \$330,000.00
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Latitude 38

we go where the wind blows

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38' ISLAND PACKET 380, 1999 \$162,000

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42' WHITBY, 1975
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40' ELAN 40, 2002
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39' FREEDOM EXPRESS CAT, 1984
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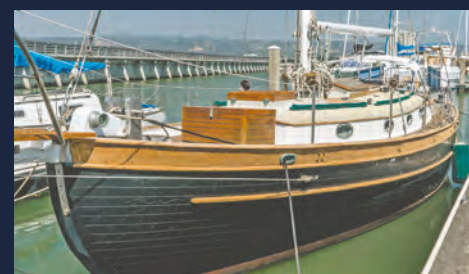
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32' CATALINA 320, 1994
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A Few Upwind Tacks

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

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CALENDAR

Readers — We've included here all of the events that we believe were still on each host's schedule as of November 18, but pandemic-related adjustments continue.

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

Non-Race

Dec. 2, 9, 16, 30 — Wednesday Yachting Luncheon Series, StFYC, 12:30-1:30 p.m. Online via YouTube during SIP, featuring author Ron Breault on 12/2. Info, www.stfyc.com.

Dec. 5 — Merry on the Estuary Lighted Yacht Parade, Alameda Estuary. Info, www.lightedyachtparade.com.

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

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

Dec. 10 — Hanukkah begins at sunset.

Dec. 12 — Lighted Boat Parade & Fireworks, Sausalito, 6 p.m. Lisa, (415) 332-3150 or www.winterfestsausalito.com.

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

Dec. 12, 13 — Holiday Boat Parade, Huntington Harbour, 5:15 p.m. Info, www.hhboatparade.org.

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>.

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

Dec. 16-20 — Christmas Boat Parade/Ring of Lights, Newport Beach, 6:30 p.m. Info, www.christmasboatparade.com.

Dec. 18 — Holiday Lights & Sights Boat Parade, Pier 39 to the Marina Green, San Francisco, 6-8 p.m. Info, www.visitfishermanswharf.com.

Dec. 21 — Winter Solstice.

Dec. 25 — Christmas Day.

Dec. 26 — Boxing Day; Kwanzaa begins.

Dec. 29 — Full moon on a Tuesday.

Dec. 31 — New Year's Eve. *Sayonara, 2020!*

Jan. 1 — Happy New Year!

Racing

Dec. 5 — Hot Rum III in San Diego. SDYC, www.sdyg.org.

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

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

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

Dec. 12, Jan. 9 — Santana 22 Team/Match Racing. SCYC, www.scyc.org.

Jan. 1 — 8 on 1 Pursuit Race. CYC, www.cyc.org.

Jan. 1 — Brrr Rabbit. CPYC, www.cpyc.com.

Jan. 1 — New Year's Day (casual) race in honor of the late Luc Maheu. MMBA, www.sfmastermariners.org.

Jan. 1 — New Year's Day Race in San Diego. SDYC, www.sdyg.org.

Midwinter Series

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

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

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CALENDAR

races, intraclub only. Info, www.cal-sailing.org.

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

COYOTE POINT YC — Winter Sails: 1/10, 1/24, 2/14, 2/28, 3/14, 3/28. Info, (650) 773-6414, regatta@cpyc.com or www.cpyc.com.

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

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

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

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

LAKE MERRITT SC — Robinson Memorial Midwinters: 12/12, 1/10, 2/13, 3/14. Gary, (510) 653-1743.

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

OAKLAND YC — Sunday Brunch Series: 1/3, 1/17, 1/31, 2/7, 2/21, 3/7, 3/21. Info, (510) 390-1620, oycracecom@gmail.com or www.oaklandyachtclub.net.

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

SAUSALITO YC — Chili Midwinter Series: 12/6, 1/3, 2/7, 3/7. RegattaPRO Winter One-Design Invitational: 12/12, 1/9, 2/13. Info, www.sausalitoyachtclub.org.

SEQUOIA YC — Winter Series: 12/5, 1/9, 2/13, 3/13. Redwood Cup pursuit race series: 12/19, 1/23, 2/27, 3/27. Info, www.sequoiayc.org.

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

In the Tropics

Dec. 4 — Panama Posse kicks off, Marina Puerto de la Navidad, Mexico. Info, www.panamaposse.com.

Dec. 9-11 — Banderas Bay Blast/Pirates for Pupils, Mexico. Vallarta YC, www.vallartayachtclub.org.

Jan. 20-23 — Fort Lauderdale to Key West Race. SORC, www.keywestrace.org.

Jan. 20-24 — Round Barbados Sailing Week. Barbados Cruising Club, www.roundbarbados.com.

Feb. 4-7 — Caribbean Multihull Challenge. St. Maarten YC, www.smyc.com/caribbean-multihull-challenge.

Feb. 8-14 — 20th anniversary Zihua Sailfest, Zihuatanejo, Mexico. Fundraiser for education. Info, www.porlosninos.com.

Feb. 14-21 — Barra de Navidad Cruise-in Week, Barra de Navidad, Mexico. Kicks off with a Valentine's Day Dinner. Pat, (916) 458-1882 or cruisingnotes@yahoo.com.

Feb. 22-26 — Caribbean 600, with starts and finishes in Antigua. RORC, www.caribbean600.rorc.org.

Mar. 4-7 — St. Maarten Heineken Regatta. World-class racing. St. Maarten YC, www.heinekenregatta.com.

Mar. 9-14 — Superyacht Challenge Antigua. Antigua YC, www.superyachtchallengeantigua.com.

Mar. 18-21 — St. Barths Bucket Regatta. St. Barth YC, www.bucketregattas.com/stbarths.

Mar. 19-25 — Newport Beach to Cabo San Lucas Race. NHYC, www.nhyccaborace.com.

Mar. 23-27 — Banderas Bay Regatta. Friendly racing for cruisers in Mexico. Vallarta YC, www.vallartayachtclub.org.

Mar. 26-28 — St. Thomas International Regatta in USVI. St. Thomas YC, www.stthomasinternationalregatta.com.

Mar. 29-Apr. 4 — BVI Spring Regatta & Sailing Festival. Royal BVI YC, www.bvispringregatta.org.

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WILL 2020 BE YOUR LAST CHANCE TO GET UP TO A 100% TAX DEDUCTION FOR A CHARTER YACHT?

Thanks to the Tax Cuts and Jobs Act (TCJA) passed in December 2017, up to 100% of the purchase price of a yacht placed in Club Nautique's charter fleet in 2020 can be deducted from your 2020 taxable income.

But as you know, there will be a change of the watch next month in Washington, D.C. and the future is forecast to bring less tax-friendly rules.

There is still time to take ownership of a new sail or power boat in 2020 and **lock in your tax savings** before it's too late!

If you would like to own a new sail or power boat and use income tax savings and charter revenue to help pay for it, we should talk. We have boats in stock equipped specifically for placement in Club Nautique's charter fleet that can be delivered this year in time to meet the "in-service" requirement. But time is short. Please call TODAY to receive complete information so that you can make an informed decision.



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CALENDAR

Mar. 31-Apr. 6 — Antigua Classic Yacht Regatta. Antigua YC, www.antiguaclassics.com.

Apr. 11-17 — Les Voiles de St. Barth. St. Barth YC, www.lesvoilesdestbarthrichardmille.com/us.

Apr. 16-18 — St. Croix International Regatta. St. Croix YC, www.stcroixyc.com.

Apr. 23 — Newport to Ensenada International Yacht Race starts. NOSA, www.nosa.org.

Apr. 24-30 — Antigua Sailing Week. Antigua Sailing Association, www.sailingweek.com.

May 11-15 — Tahiti Pearl Regatta. International fleet racing. Info, www.tahitipearlregatta.com.

July 13-17 — 51st Transpac Race to Honolulu starts from Los Angeles. Transpac YC, www.transpacyc.com.

July 16-18 — Tahiti-Moorea Sailing Rendez-vous. Latitude 38 co-sponsors. Info, www.tahiti-moorea-sailing-rdv.com.

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.

December Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
12/05Sat	0353/4.7	0813/3.5	1353/5.3	2054/-0.3
12/06Sun	0442/4.8	0928/3.3	1455/5.0	2149/0.0
	LOW	HIGH	LOW	HIGH
12/12Sat	0222/1.9	0854/6.8	1537/-0.9	2234/4.9
12/13Sun	0312/2.3	0935/7.0	1624/-1.3	2332/5.0
	HIGH	LOW	HIGH	LOW
12/19Sat	0351/5.1	0852/3.0	1421/5.2	2110/-0.1
12/20Sun	0440/5.1	1007/2.9	1522/4.7	2202/0.4
	LOW	HIGH	LOW	HIGH
12/25Fri	0126/2.3	0757/5.8	1454/0.5	2140/4.1
12/26Sat	0211/2.6	0829/5.9	1531/0.1	2231/4.3
12/27Sun	0254/2.8	0902/6.1	1605/-0.2	2316/4.5

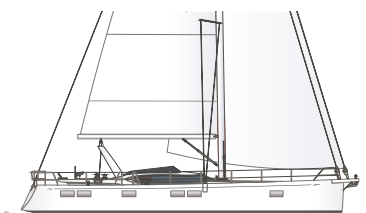
December Weekend Currents

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

date/day	slack	max	slack	max
12/05Sat		0130/2.8F	0536	0736/0.7E
	0936	1306/1.9F	1530	1830/2.1E
	2224			
12/06Sun		0218/2.9F	0618	0824/0.8E
	1042	1406/1.7F	1630	1936/1.9E
	2312			
12/12Sat		0112/1.5E	0348	0724/3.6F
	1018	1312/2.8E	1730	2036/3.3F
	2354			
12/13Sun		0206/1.4E	0442	0812/3.6F
	1100	1354/3.0E	1824	2124/3.6F
12/19Sat		0136/3.3F	0518	0730/1.3E
	1012	1312/2.1F	1600	1900/1.9E
	2254			
12/20Sun		0224/3.2F	0606	0824/1.3E
	1124	1412/1.7F	1706	2000/1.5E
	2336			
12/25Fri		0012/0.9E	0236	0618/2.6F
	0930	1218/1.8E	1636	1942/2.1F
	2306			
12/26Sat		0100/0.8E	0318	0700/2.5F
	1000	1254/2.0E	1718	2030/2.4F
12/27Sun		0154/0.8E	0354	0742/2.6F
	1030	1330/2.2E	1800	2106/2.6F

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LETTERS

⇕ **SAILING NEEDED TO BECOME A CENTRAL PART OF MY LIFE**

This letter was addressed to Christine Weaver, Latitude's Racing Desk and Delta Bureau editor.

It was nice to meet and chat with you when we were in the Delta in October. It was also an unexpected treat to find your write-up of our COVID-inspired anchoring technique in *'Electronic Latitude* [on October 23]. Very cool; thank you!

In addition to taking a minute to say that it was nice to make your acquaintance and make new friends — especially friends who are avid sailors — I wanted to thank you for your work on *Latitude 38*, and to tell you how much *Latitude* has meant to me over the years.

The short version is that without *Latitude 38*, I would probably never have become a sailor, and I almost certainly would not have called San Francisco Bay my home for the last 20 years. It was that important to me, and that's why I'm so glad it is still being published. Every time I pick up a new issue, it's like visiting with an old friend!

The longer version of the story is that I was a teenager living in the Central Valley when I first went sailing on San Francisco Bay some time in 1983. My father, who had learned to sail when he was serving in the Navy, took me out on a bareboat charter out of Club Nautique. It was a typical blustery summer day, and I'll never forget the exhilaration I felt when we first hoisted the sails and started making way under the power of the strong breeze. When we got back to the dock, I remember picking up a copy of *Latitude 38* magazine. I didn't know it then, but it would become a portal of opportunity for me to connect with sailing culture and other sailors, and eventually, when I became old enough to drive, to talk my way onto the race crew of the Santana 22 *Sybaris* out of Richmond.

Because of *Latitude 38*, I had the opportunity to sail as much as I could afford with people who were passionate about the sport. Somewhere along the way, I realized that sailing needed to become a central part of my life, and that I wanted to live as close to San Francisco Bay as I could. Fast-forward more years than I care to admit, and here I am living in S.F. with my Hanse 342 *Twelve-Winded Sky*, my OUPV, and my ASA sailing instructor certifications. Now I get a chance to give back to the community that gave me so much, and to hopefully inspire others to become passionate about our favorite thing to do in the water.

I hope you'll accept my sincere thanks for all of your contributions to the fine publication that is *Latitude 38*. I hope you will also pass that gratitude on to your colleagues there



A vintage pic of 'Sybaris' taken circa 1989 from a helicopter on S.F. Bay. "I'm on the leeward side doing something with the cabintop winch," said Mark Jordan.

COURTESY MARK JORDAN



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LETTERS

at the magazine. You may not have known it, but you all have had a major influence in at least one person's life, and I'm better off because of it.

Mark Jordan
Twelve-Winded Sky, Hanse 342
Sausalito

↑↓ AFTER A DREDGE, THE PETALUMA RIVER IS (MOSTLY) OPEN FOR BOATING. BUT BE WARNED...

Great news! Just be cautioned: The city decided not to dredge the fairway from the boat launch at the marina to the river. So the marina office and the fuel dock may be hard to approach. Or any part of the marina. We who have slips in Petaluma are often aground twice a day.

So don't enter the marina if in doubt regarding your draft. Also, keep in mind that if you want to use the waste pump, it's located in the shallowest fairway and at the far end. And there is no water to wash down after use.

Also, be careful as there are very few lights on any of our docks.

John Keating

Readers — John is referring to a November 4 'Lectronic announcing that the Petaluma River had been dredged for the first time in 17 years. (The Army Corps of Engineers is supposed to maintain the 18-mile river every four years.) According to Keating, there is still some work to be done in the Petaluma Marina, which is before and separate from the downtown guest docks.



BRADFORD REX

Bradford Rex sent us this photo from the Petaluma turning basin in summer 2018. "Dredging isn't just for the sake of pleasure boaters," Bradford commented. "Water finds its own level, and if the river is full of silt then water ends up in someone's backyard and a business lot."

↑↓ SCHEDULING CONCERNS WITH THE CITY

A couple of years ago, my wife and I took our 32-ft sailboat to the Petaluma guest docks for a long weekend. We had a 6 a.m. departure after the weekend, so we called the message line twice the previous day, leaving messages to schedule the Petaluma D Street drawbridge to be raised at 6 a.m. At 5:45, we slowly motored to the drawbridge and hung out awaiting the opening. Nobody arrived. Around 6:15, we started to become concerned, and called the message line, only to get the recording. At 6:30 a.m. our departure window was narrowing quickly, so we called the police. The dispatcher, fortunately, knew the bridge operator's manager and called him. He was driving into town and opened the bridge for us at 6:45 a.m., and we highailed it downriver.

The point of my comment is to highlight the problem with a voicemail system for opening the bridge, where you have no acknowledgment of your message or confirmation that the



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



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LETTERS

bridge will open.

If Public Works could create a mobile web-enabled reservation form, boaters could more easily make the necessary reservations. Even Google Calendar would work better for scheduling an opening. Just my five cents, now that the river's dredged and we can return.

Grant

↑↓ WE SHOWED YOU A PICTURE OF A BAY AREA MARINA AND ASKED IF YOU COULD IDENTIFY IT. THE RESPONSE WAS OVERWHELMING

I think this is Point San Pablo. [It is!] We recently went there on our small Molly 17 catboat *Kitty Sark II* from Loch Lomond Marina to explore and have lunch. There is a diner-like restaurant with lots of outdoor seating (recently reopened under a new chef/management) called Black Star Pirate BBQ. There are plenty of choices, and the food is delicious.

Time seems to have stood still at Point San Pablo, except for some modern houseboats and interesting large sculptures from Burning Man. It's also where people check in and board a small boat for an overnight visit to the East Brother Lighthouse B&B (and dinner), which is run by a local nonprofit. (Worth doing when it's safe post-COVID.)

There are a few smallish slips by the restaurant available to tie up. The channel entry is tricky (an old lantern on a stick marks the way into the harbor) and arriving/leaving on a higher tide is a good idea — unless you want a longer visit. Contact the harbormaster for details or the restaurant for a reservation.

Alice Cochran
Kitty Sark II, Molly 17
San Rafael



GOOGLE EARTH

One of the Bay Area's true hidden gems, Point San Pablo Yacht Harbor — in the middle/left of the photo — is a little nook sitting in a little cranny of the Bay Area. That's the Richmond-San Rafael Bridge in the top right of the photo, and the East Brother Light Station toward the bottom right.

↑↓ STICKS NOT BUOYS ON THE WAY INTO THE HARBOR?

From the water, getting into the harbor is tricky. The channel, if you can call it that, is marked by sticks, as I recall, not buoys, and access can only be accomplished at high tide. Those of us who have sailed the Vallejo Race and cut the corner too close at Point San Pablo have paid the price and gotten stuck near the entrance to that harbor.

Bill O'Connor
Bluejacket, Cal 29
Bay Area

↑↓ GETTING THERE BY LAND

It's Point San Pablo Yacht Harbor. I haven't sailed there,

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LETTERS

but I know a lot of the residents. The way to get there is a right turn off I-80 westbound before you hit the Richmond Bridge tollbooth. Go down the road, past Winehaven, and turn right at the end of the road before you get to the last whaling station in the United States. Go up over the bumpy and curvy road, and suddenly you will see this lovely little tucked-away marina. There's a bar there, and a restaurant.

The last two times I was there (two months apart), a dog with a cone on his head came running out of nowhere. I thought I was in the Twilight Zone.

Kim Paternoster
Prudence, Sabre 36
Richmond

↑↓ CURIOSITY AND CRAZY STORIES

I've been curious about that place for a while. I think there used to be a wreck or two right at the entrance. There were some crazy stories about that place a few years ago.

Max

↑↓ RESCUE AND REFUGE

Many years ago, while motorsailing back from the Delta in a fierce westerly and ebb, we rescued a family consisting of a father, son and grandfather whose fishing skiff had foundered in the middle of San Pablo Bay. They only had an upside-down bucket between them. We also rescued their black Labrador retriever. We dropped the four of them off at Point San Pablo Harbor, as it was closest.

David James
Current custodian of *Leda*, Lapworth 36
Belvedere

↑↓ SOLD ON THE B&B BILLBOARD

After racing in my first SSS Round the Rocks race, I saw the billboard for the East Brother Light Station B&B, and took my wife for a weekend. To get you there, the keeper picks you up in a tender at Point San Pablo Yacht Harbor.

Greg Ashby
Formerly of the *Wilderness 30 Nightmare*
Arnold

↑↓ THE LAUNCH FOR LUNCH (AND BREAKFAST)

I volunteered several years for monthly maintenance Saturdays at the East Brother Light Station B&B. The launch for this really exquisite, historical lighthouse and all visitors, day or overnight, embarks from Point San Pablo. Not easy to navigate off the Richmond Bridge, but that's half the fun.

J. Meves
Point San Pablo Yacht Harbor

↑↓ CRUISING THE DELTA

I just got back from a five-week cruise of the Delta; I tend to stay at out-of-the-way places along the old San Joaquin. My favorite is a little spot I call Bugtopia, where it's best to not go out at night — that's all I can say. There are lots of birds, water hyacinths, and of course river otters, which are everywhere. I even had a few sea lions as neighbors for a week.

Beni Bacon
Frisco Rose, 1972 Islander 34
Antioch

↑↓ THE POTTER YACHTERS PUT THE POCKET IN POCKET CRUISER

I loved the story about the Potters [from a November 4 *Lectronic*]. I never owned one, but I did own a Santana 22 for

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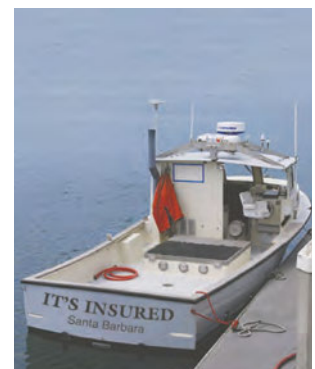
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LETTERS

40 years. Although a little larger than the Potters, my old boat *Hot Tip* provided me many hours and days of sailing out of Santa Cruz Harbor on Monterey Bay. Technically, the Santana 22 is trailerable, but for me that was a challenge.

My advice to sailors: Stick with an affordable boat you love and enjoy the sail and experiences!



CAROLYN ROSNER

A pretty West Wight Potter yacht ready for action.

Kurt Hoffman
Formerly of *Hot Tip*, Santana 22
New Mexico

↑↓ A CLUSTER OF POTTERS

There are five Potters on the Foster City Lagoon. The owners get together and sail the 5-mile lagoon. It's fun to see them out.

Jocelyn Reed Swanson

↑↓ SAILING UNDER THE GOLDEN GATE, AND NOT LOOKING BACK

When we sailed out the Gate on our way to Mexico, I did not have any emotions. However, after returning from Z-Town [Zihuatanejo] seven months later, sailing under the Golden Gate Bridge was *very* emotional! I now understand what sailors feel when sailing under this iconic landmark — especially after such a successful and amazing voyage under our belt.

Craig Russell
Aquarius, Jeanneau 40
Emeryville

Readers — Craig commented on an October 26 'Lectronic with the same name as this letter.

↑↓ ONE LIFESTYLE FOR ANOTHER

Very nicely expressed emotions in this story. Great choice of vessel — spacious and solid. Having participated in several offshore races and deliveries, I understand in a limited way their feelings. Time slows down perceptibly, and suddenly you have left the day-to-day worries behind. As my cruising friends all say, you leave one lifestyle and accept the pleasures and challenges of new ones.

Chuck Cunningham
St. Francis Yacht Club

↑↓ A VIEW, A BRIDGE AND A BEER

One of my biggest thrills was being at the helm of *Rage*, then owned by Steve and Nancy Rander, as we sailed her under the Golden Gate Bridge after a delivery from Victoria, BC. We passed under that legendary span, the City spread out before us bathed in sunshine, and when I finally surrendered the helm, someone handed me a cold Anchor Steam. Perfect.

Eric Rouzee
Legacy, Catalina 36
Port Ludlow, WA

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LETTERS

↑↓ A KINDLY MISTRESS

As someone who has done it a few times, you have nothing but joy ahead of you. Of course, you'll be challenged — the sea challenges us all. But, in the end, the Pacific deserves her name. She is a kindly mistress and you'll do fine. Have a great time and don't come back until you are truly done.

Beau Vrolyk
Mayan,
Alden schooner
Santa Cruz

↑↓ OUT THE GATE, LEFT, AND IN NO HURRY AT ALL

We were lucky, also. We left the Gate and turned left in November 2018, and had so much fun along the way that we stopped in every harbor. We only missed one and spent a year in California before mak-

ing it to Mexico this spring. A word of advice: Take your time! I know we'll never sail those waters again. Our destination is New Zealand in a few years.

Lauren Knobel
Windchaser, Cal 2-29
Mexico

↑↓ A SIGHT THAT NEVER GETS OLD

As my good friend Capt. Mike Priest always mentions, "It never gets old going under the Golden Gate Bridge." It's such an iconic structure. Mike has thousands and thousands of ocean miles under his belt, but passing under the Golden Gate Bridge is at the top of his list.

Dan Brenny
Crew on Scout, Hylas 44
2019 Baja Ha-Ha

↑↓ DEFINITELY NOT SAILING UNDER THE GOLDEN GATE, OR TO MEXICO

It makes me sad to say, but it is almost certain, that we are not headed south with the Nada Ha-Ha. We may, however, cruise down the Pacific coast of Mexico sometime later in the season, and if so we will share pictures and stories. Also, we intend to follow the other cruisers during their southern migration in *Latitude 38* and *'Lectronic Latitude*.

Jim and Betty Adams
Flibbertigibbet, Catalina 42
Stockton

↑↓ THE NATION SHARES THEIR SCARY SAILING STORIES (IT WAS A HALLOWEEN 'LECTRONIC)

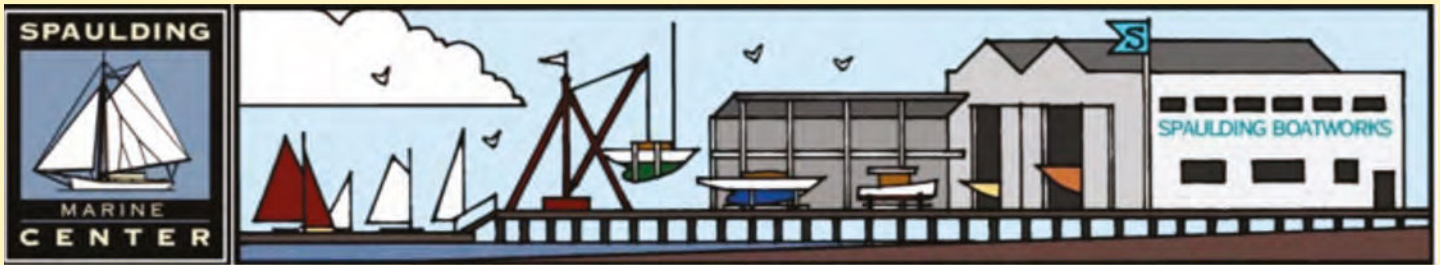
When I sailed in the Galapagos Islands as a kid, we had to hunt goats for food. Our Galapagueño skipper always hung a goat-meat offering in the rigging for the gods of the sea.

I slept on deck, five feet away.



LATITUDE / MONICA

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Bill Edinger,
President

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Big Pink, I-110
Inverness

↑↓ OF MOITESSIER AND MONSTERS

Wasn't it Bernard Moitessier who wrote of having a conversation with someone while he was doing a singlehanded circumnavigation? If not a ghost, who/what was it?

Mark Wheelles
Dorothy, Cheoy Lee 40
Latitude Nation

Mark — For Moitessier, it was always psychological, not phantomological (which isn't really a word, but you get the idea). Moitessier — in his lyrical, Frenchman way — wrestled with a kind of existential beast, or what he called 'The Dragon'. To paraphrase: "You have to fight against something to evolve."

↑↓ MARINAS FULL OF APPARITIONS

Our marinas are full of ghost ships. The 90% or so that are never sailed just sit there, many growing moldy, some staying shiny despite nobody ever tending to them. Some emit a faint light at night. Is someone on board? Alive or dead?

Sargin

Sargin — LOL, so true. What's most scary is a well-maintained boat that never goes anywhere.



PAUL DINES

The schooner 'Viveka' was out for sea trials in early November following an extensive refit. The boat is off to Europe, according to Paul Dines of 'Freda B', who took this shot.

↑↓ THE CLASSIC SCHOONER VIVEKA WAS RELAUNCHED IN RICHMOND AFTER A REFIT. YOUR MEMORIES WERE RELAUNCHED, TOO

I am Merle's oldest granddaughter, his "favorite oldest," as he would say. [Merle Peterson was the longtime owner of *Viveka*.] I am the daughter of his firstborn, Sherrill, and I spent many hours on that boat docked in Waikiki and in Richmond, but never sailed on her, except maybe when I was too young to remember. I visited Merle several times while he lived on the boat in the years before he died, and slept deep in her bowels in the freezing-cold waters in the middle of the S.F. Bay summers.

One year when I was a teenager, I spent several weeks with Merle back home on Oahu, and we worked on the boat. As has been noted, she was always a work in progress. I helped

THANK YOU! THANK YOU! THANK YOU! THANK YOU! THANK YOU! THANK YOU!

CHRIS BOOME

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After almost 50 years working in the marine industry, it is time for me to retire. I wanted to thank everyone who played such a big part in this journey. Of course, I am grateful to my loyal customers. Many of you have become great friends.

In addition to my customers, I have been blessed to work with so many great people within the industry. Just out of college Bob Keefe offered me the opportunity to work for the Barient Company, manufacturer of the world's finest winches. I had 15 great years working with Kevin O'Connell and people like Bill Ottemann who taught me so much. Working for Barient opened so many doors for me and allowed me to meet people and go places that would have been impossible without the Barient name creating a credibility that I had not yet to earned.

Also in the early 70's I was fortunate to get a call from Don Trask who said he wanted me to see a new boat, something called a Laser. My friend Dave Vickland and I started a truly back yard Laser dealership as a hobby (and a way to get new boats when we wore the old sails out). Now 50 years later, I am still sailing Lasers with friends that I have known for decades as well as new ones.

When I became an insurance agent in the 1990's, it took me a while to get back into the marine industry but when I met Craig Chamberlain, President of NOVAMAR Yacht Insurance, I realized I could sell insurance and also be back in the marine business. Again, besides the clients, meeting and reconnecting with so many great people, especially the within the local marine industry, has been a real blessing.

I am comforted that my Yacht Insurance clients will be well taken by the people at NOVAMAR.

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As somebody once said, "Thanks for the memories!"

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LETTERS

sand and varnish the deck, and while at his house had to step over and around what seemed like miles of sail canvas strewn all over his living room.

Even though I never sailed her, I knew every inch of the boat. I was supposed to sail with Merle through the South Pacific after graduating from high school in '86, but he was still in the process of gutting and stripping her down to the hull for a rebuild, and she didn't embark westward toward Asia until the summer of 1989. By then I was pregnant and could not make the trip. However, my cousin Peter did spend time sailing all over Southeast Asia with our grandpa a few years later.

My mom spent a year and a half living and sailing throughout the South Pacific on *Viveka* when she was 17, and her life was forever changed by it.

When our Papa died several years ago, my mom and I made a trip to the yard to take a look at the progress. The workmanship being done was beautiful and would have made him quite proud. I cannot tell you how much it makes my heart happy that she has kept her name, and that her legacy as an iconic work of art, sailing tradition, and engineering feat is cherished and will continue in the hands of a new loving owner and crew.

Lisa Sturm

Read more about Viveka in an October 19 'Lectronic Latitude, or in the May issue's Sightings.

↑↓ **ANOTHER LIFE**

So happy to see *Viveka* get another life. I used to live across the T pier on my boat in the late '60s, making friends with Merle's 'caretakers'. She was functional (but a work in progress) at that time, making inter-island voyages.

Tom Carr
Bluebird, Mirror Offshore 19
Santa Cruz

↑↓ **THE DEBATE OVER SAUSALITO'S MARINSHIP IS NOT OVER. NOT BY A LONG SHOT**

Fascinating review of critical issues. [George is referring to the October 21 and 23 *Lectronics* with the same name as this letter.] Glad *Latitude* is engaging the government to help us keep up to date!

I hope the Sausalito marine industry and recreational facilities do not suffer the displacement that apparently a good portion of Alameda is experiencing.

George DeVore

↑↓ **HOW IT PLAYED OUT IN PETALUMA**

One only has to look at the unfortunate housing development along Petaluma's limited waterfront to see what bad choices can be made. There are condos right at the water's edge, without even a pedestrian walkway along the Petaluma River, in the heart of downtown. Every time I drive over there, it saddens me to think how much more inclusively this could have been done.

The working waterfront of Sausalito is a very special place in need of preservation and the continuation of small business.

Milly Biller
Big Pink, I-110
Inverness

↑↓ **DOING WHAT WE DO**

Great story! As for the contact who asked, "Why is *Latitude* wading into something like this?" That's what *Latitude* has

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Hi Dave,
First off, just wanted to say Thank You to you and everyone there at your shop for our great A3. We have really enjoy having it and all the other sails you had made for us. We flew the A3 for over 8 hours the other day with only one jibe, it was just great. As always thanks for the help.

John Dinwiddie
S/V Tabu Soro
Hans Christian 38t

Ullman Sails San Francisco & Monterey Bay

Dave Hodges
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Santa Cruz, CA
831.454.0868
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LETTERS

always been and will always be about.

Keep up the good work.

John 'Woody'
Skoriak
Sausalito

↑↓ THE MORE, THE BETTER

I think your piece on Marinship and the Sausalito general plan is bringing to light a situation that lots of locals don't even know about. Landbound Sausalitans are their own ball of wax, but the more mariners who know the state of things, the better.

An employee at Spaulding Marine Center Sausalito



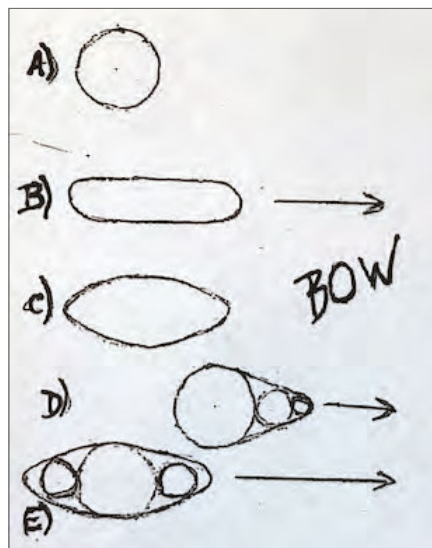
Sausalito's working waterfront, also known as the Marinship, has active connections to its World War II history, including the Industrial Center Building, or ICB.

↑↓ MAX EBB MINDS THE GAP

A good friend and sailing enthusiast recently pointed me to your article *Mind the Gap* in the August issue. He has long been aware that I have attempted to develop an apparatus on my fishing skiff to allow a lure to be presented below the surface while trolled at 9-10 knots.

My early trials have shown that depth at speed cannot practically exceed 24 inches. That is likely because below the surface, a 7/16-inch stainless steel solid round has, to this point, been used alone and is vertically mounted at the stern gunwale. Obviously, a huge amount of drag is involved.

Although a 2-ft depth would be an advantage as opposed to surface trolling, I have considered other configurations for the part of the steel that is below the surface in order to reduce drag and increase depth. But, if possible, I wish to maintain a 7/16-inch round (at least the basic part



Dave Boucher sketched several versions of his lure. He explains: A) 7/16" round. B) Briefly considered early on, but turned aside because narrow, streamlined shape feared not likely to hold up to quick turns at trolling speed. C) Basic shape of round with streamlining added at each end. D) 7/16" round with streamlining at bow end and only by means of one, or maybe even two progressively smaller rounds tacked onto the round, then spaces filled by welder, then ground and polished. E) 7/16" round with streamlining at both ends via smaller round(s) welded to the 7/16".



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LETTERS

of a more streamlined configuration) for strength. Also, the 7/16-inch round is an integral segment of the above-surface gunwale-mounted apparatus, which is very serviceable.

Here are several top-view configuration sketches that I've thought of and shown to a number of powerboat repairmen and fishermen. The result is that there is no shortage of 'experts' who nevertheless have neither shared other ideas, nor shown consensus.

I am hoping that either you yourself or your impressive naval-architecture grad friend Lee Helm might be able to help me select a minimum-drag configuration to use at the next step in developing what I know will be a very productive wahoo fishing tool. I would be most grateful for even the smallest bit of time that any one of you folks with actual knowledge of marine drag might be able to give this problem.

I would very much appreciate a chance to learn from experts who are bona fide.

Dave Boucher
Long Beach

Dave — I passed your letter along to Lee Helm, who first threw it back to me claiming that fishing from a powerboat is cheating and you should only fish under sail to make it truly sporting. But when I showed her your diagrams, she became very slightly interested, as an academic exercise, and got out her calculator. I opined that version E was the obvious best choice, but she had already started to calculate, and I don't think she even heard me.

"At 10 knots," Lee finally announced, "the Reynolds number is, like, 4.75 times 10 to the fourth. You're in the subcritical range; drag coefficient will be around 1.1 or a little less. For the circular section..." she paused while mumbling something about water density in slugs per cubic foot, area in square feet, and the square of speed in feet per second. "You get 22.7 pounds of drag."

"That's believable," I said, "for 2 feet of almost-half-inch rod at 10 knots."

"For a smooth ellipse," she continued, "it depends on the ratio of length to width. Keeping the width constant at 7/16 inches, if we make it twice as long as it is wide, we also double the Reynolds number. We're still in the subcritical range, but drag is based on area seen from the side, not from the front, so even though drag coefficient goes way down, you have to double the area."

"And the answer is?" I asked.

"Less drag, but I'd go with, like, four to one on the length to width. Let me bring up a chart."

For this she extracted a tablet from her backpack, and produced a technical paper from 1957 titled "Summary of Drag Coefficients of Various Shaped Cylinders." Scrolling down a bit, she brought up this graph:

"Look at the line for 'thickness = 25% chord.' Thickness is the width, and chord is the length, for a four-to-one ellipse. Drag coefficient is less than a tenth of what it was for the circular shape. But projected area is also four times bigger, so you end up with about one-fifth the drag compared to the circular cross section."

"So the answer is shape E?" I asked again.

"For sure," she said. "That was obvious. Except the real problem might be a hydromechanical response called vortex shedding. I don't have enough info to calculate the resonant frequency of the rod — depends on how it's supported — but that's not hard to measure. It might be important to avoid speeds and resonant frequencies that result in a critical Strouhal number — that's when the natural vortex-shedding

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LETTERS

frequency of the object comes close to the natural resonant frequency of the structure, and you get, like, the Tacoma Narrows Bridge."

"What does that actually mean?" I asked cautiously.

"Strouhal number is just frequency times width of the object divided by speed. It's critical at 0.2, maybe more like 0.19 for the Reynolds number range we're in. For 10 knots with a 7/16-inch width, avoid a structure that vibrates at 88 cycles per second or some multiple of that number."

Lee's more practical advice was to bundle the array of circular cylinders to approximate an ellipse as best you can, wrap it all in resin and fiberglass, and file it down to a smooth shape on the outside. But she also points out that a sinker of the right weight is the more usual way to control the depth of a lure for trolling.

But she was not done with us yet. Later she remembered that she had a bunch of old Laser sailboat rudders stashed in her dorm room, stockpiled for odd projects. These are smooth airfoils about a half inch thick, chord length 4.5, putting the Reynolds number at around 500,000.

With a drag coefficient at zero angle of attack of about 0.01, and 2 feet of submerged span, it works out to around 2 lbs of drag at 10 knots. Add another pound or two for surface roughness and spray drag, and the airfoil strut still works out to be a lot cleaner and more slippery than dragging a pipe through the water.

P.S. Dave — Lee and I will be in Long Beach right before Transpac next July. Drop by the boat to let us know how your rig worked out. Bring a fish!

Max Ebb
Berkeley



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↑↓ BORN IN THE WRONG CENTURY?

Professional sailor by trade and footloose adventurer by nature, Spence is an odd combination of idealist, dreamer, and salty sea dog. He's stubborn, persistent, warmhearted, and in possession of an almost unnatural amount of energy. He does not want to arrive at the grave in a well-preserved body, but rather, one that is beat up, worn out, whiskey in one hand, throttle in the other, screaming, "Yahoo! What a ride!" His motto in life is: "Make each day a masterpiece."

He often likes to pontificate over what he would do if left alone in this world; or perhaps here with just those who are very closest to him. He finds this to be a liberating and enticing idea. There is a part of him that longs for it. He feels like

LETTERS

it would take the restrictions of everyday life off him. When fantasizing of this situation, he always finds himself sailing. He wants to travel to distant lands. Discover a world that is yet undiscovered. He envies those who, not too long ago, really lived on an Earth where the edges of the globe had not yet been mapped. Nowadays, in order to live that life, he would need to venture into outer space. Somehow he feels the need to believe that outer space is far less attainable for him than the rest of the planet was for people a few hundred years ago.

His longing for a world with just his loved ones is not out of hatred or distaste for others, but rather the lack of gratification of reaching new lands that are in fact not new. He wants these lands to be truly undiscovered. Nonetheless, he is embarking on a journey to make this dream a reality. He is doing so in the new world, the present world in which he has no choice but to live, and he will live it to the fullest. He is going to travel to lands that are new to him and see them through a lens never before discovered. He wants to share his experiences with others.

All his life, he has felt envy from others. He has been referred to as a Renaissance man. Renaissance man or not, this is who he truly is. He loves being physically active, particularly in those activities that are a bit risky in nature. He has found that even the sports that are deemed risky are rather safe, if approached with a rational mind.

At present, he is anchored just outside Avalon, after shifting between Santa Barbara Island and Cat Harbor for about two weeks. He plans to sail with his fiancée, Dara Levine, to Dana Point and then to San Diego. This November, they will sail to Cabo San Lucas with the Ha-Ha group and then continue south toward Panama. This is the beginning of a 'round-the-world voyage sailing, and a continuation of Spence's lifelong pursuit of adventure.

Spencer Arluk
New Horizons, Tayana 55
San Diego

Spencer — We're sure that a lot of people can relate to your feeling of being born into a world where everything has been discovered, mapped, and settled and now has waterfront condos, three Starbucks on every block, and tourists taking selfies at all the major landmarks. We share your sense of... not disillusionment, but perhaps a touch of disappointment, or that feeling like you arrived too late to the party, that you missed it when it was good, that you should have been here yesterday.

We take comfort in the knowledge of how uncomfortable life was 100-plus years ago. Boats were wet and cold and didn't sail to windward and sank all the time. The food was terrible (but the booze was plentiful). People could die of a mild infection from a splinter. If we were suddenly transported to Richard Henry Dana's Pilgrim or Captain Cook's Endeavour, we would be sorry sailors indeed.

We also take comfort in the perspective that, throughout history, so few people have actually stepped onto or 'discovered' new land. (We'll let the next few letters touch on that.) And so we hear you, Spencer, about seeing things through that new "lens." New lands might be hard to come by, but what's new to you is always within grasp.

↑↓ RECONCILING THE COMPLICATED HISTORY OF CHRISTOPHER COLUMBUS

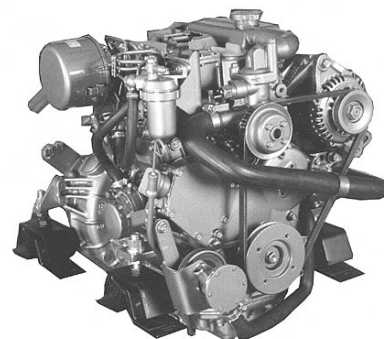
Thank you for Max Ebb's excellent article on Columbus [in the November issue of *Latitude 38*], and kudos to his faithful friend and assistant, Lee. He (Columbus, not Max) is in

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bad odor at present, and I have never been one to admire his (Columbus's, not Max's) behavior once he reached land. That said: Columbus was one of the few prominent historical figures — and maybe the only — who would not have succeeded if he'd known what he was doing. Most of our heroes prove everyone else wrong when they accomplish a feat others considered impossible. But had Columbus actually accepted the generally understood size of the Earth, he could never have attracted investors or crew. It would have been clearly insane to try a voyage that lengthy, since the existence of the Americas was unknown.

Related to that is another point that is truly horrifying to imagine. Have you ever been at sea and realized that your chart may not be correct, or does not correspond to the GPS? Did this bother you? Have you ever sailed among shoals and reefs without GPS or radar or a reliable compass, without a chart of the area? Have you sailed near a low-lying island in the middle of a gale at night, and, despite having proper charts and GPS, been terrified? The great explorers did all of this routinely, and they also dealt with hostile natives and foreign powers. Jeesh.

I have long advocated, even in the pages of *Latitude*, that there be a race from the Bahamas to Spain without GPS, radar, a sextant with relevant almanac and reduction tables, without a radio, charts or an accurate timepiece. All of these would be in a sealed box in case of emergency. You'd be allowed an astrolabe and a very funky compass with no deviation or variation information, and an hourglass, and you'd be given rough coordinates of the coast of Spain.

Who's willing?

Tony Johnson

West Coast circumnavigator, 2001-2003

Maverick, Ericson 39

Richmond

Tony — Really cool idea. The 2018-2019 Golden Globe Race tried to tap into that retro spirit, only allowing competitors technology that was available in the late 1960s, with a few modern backups on board (such as sat phones), just in case. (That Golden Globe reboot proved especially brutal, and the sat phones came in handy.) Going even more retro than the '60s? Sounds interesting. We'll repeat an earlier notion: Most of us at Latitude are long past the point of wanting to make sailing harder on ourselves. We're looking forward to watching the 'Columbus Retro Atlantic Derby' from the sidelines.

⚡ NOT SO FAST WITH THE COLUMBUS CANCELLATION

As much as Max Ebb would like to write off Columbus as a poor navigator and an exploiter of indigenous peoples, he still deserves his place in history. He may have not been the



What are other notable sailboat trios? In our unofficial analysis, the 'Niña', 'Pinta' and 'Santa Maria' might take the title for most touted of all triplets.

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LETTERS

first to 'discover' the Americas, but it was Columbus and the Spanish that established the first European settlements. This is why you and I are here. I don't condone his treatment of indigenous people. Even today we still deal with the results of our past injustices.

That brings me to something personal. My father was a chief boatswain's mate on the Coast Guard cutter *Taney* (WHEC-37), and I spent time aboard as a kid. It is the last warship afloat that was present at Pearl Harbor when the Japanese attacked on December 7, 1941. The *Taney* is now part of the Baltimore Maritime Museum. It was named after Secretary of the Treasury Roger B. Taney, who later served as the chief justice of the Supreme Court, where he delivered the majority opinion in the Dred Scott decision.

Because of this decision, the name on the stern of the *Taney* was recently blacked out. It is now referred to as the USCGC WHEC-37. The ship's name, *Taney*, has nothing to do with the Dred Scott decision. Covering the name is just a fig leaf on history. It disrespects all those who served on it during its 50 years of service, and knew it only as the *Taney*. People are not perfect, and history is not always pretty.

Dan Haynes
Coast Guard brat

↑↓ NOW'S A GOOD TIME TO MENTION CAPTAIN COOK

The many letters and comments you have published about Captain James Cook are commendable. [Bruce is referring to the April 13 and 17 and May 8 'Lectronic Latitudes; search for "Captain Cook" on the *Latitude* website to find them.]

Cook was arguably the greatest sailor of all time. Many of your readers have commented on the popular book *Blue Latitudes*, which relates to some of Cook's life. I have read it, but for a deeper look at Cook I would recommend his official biography *The Life of Captain James Cook* by J.C. Beaglehole. It is a tome, but well worth the read for anyone interested in

the age of discovery and the great European sailors who 'discovered' that the world is round, and the many lands and people who existed beyond European shores.

Latitude takes issue with the use of the word 'discovered' in that the lands had already been discovered by those who lived there before Cook. Fair enough, but

Cook did discover them for the European world, as they were unknown before then. It is also fair to point out that none of the peoples in the lands 'discovered' by Cook and other explorers ever sent ships to discover Europe or lands outside their own. It has been argued that the creation of the transoceanic sailing ship was the single most important invention of all time as it allowed for the 'discovery' of the entire world for the knowledge of all people.

Bruce Munro
Princess, Sabre 402 hull #23
San Francisco Bay

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LETTERS

Dan and Bruce — Well said on both counts. Dan — As history continues to repeat itself and we reconcile with our past, exactly what to do with messy, imperfect figures, such as Columbus, remains a tricky proposition. Many of us here at Latitude don't believe in the idea of outright 'cancellation', or conveniently covering up 'the embarrassing parts' with that fig leaf you mentioned,



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because we risk losing the very context we seek about the stories we were told in school.

Consider Columbus, who became revered by Italian immigrants in the 1800s — they were facing terrible discrimination in the US — as a symbol of exceptionalism. Columbus Day was first brought to the school system in 1892 (and made a federal holiday in the 1930s). A year later, "Columbus became the theme of the World Expo in Chicago, branding him America's hero around the world," according to a documentary by Vox. Ironically, Columbus's current (and now declining) prominence began, in part, as a vehicle for Italian-American equality. (For Chris Columbus's actual bona fides as a sailor, we'll refer you to the discussion in the November issue's Max Ebb.)

Bruce — By contrast, James Cook's bona fides as a sailor, navigator and fearless explorer are unimpeachable, as some of the charts he drew in the 18th century were still in use until the 1990s. For Europeans at the time — and recalling a sentiment described in an earlier letter (as well as the book *Blue Latitudes*) — Cook was doing something akin to traveling to other planets and solar systems.

But thousands of years before Cook, the Polynesians had traveled great distances in their canoes, and colonized the shallow latitudes of a huge swath of the Pacific. Similarly, the Vikings sailed through the high latitudes from Europe to Canada in the 10th century. As opposed to the meticulous documentation of Cook's expeditions, Polynesian history is largely unrecorded, and their story as navigators has actually been the story of scholars trying to unearth and offer theories about a mysterious people. The Polynesians have no Niña, Pinta and Santa Maria, nor a mnemonic about Sailing the Ocean Blue in 1402 B.C. Neither do the ancient Vikings have easily digestible historical nuggets about themselves, nor an abundance of Leif Erikson statues.

For accuracy's sake (if nothing else), history should include a broad array of stories and the full historical context of the world's seafarers. But history tends to be centric, gravitating around one particular narrative or player. Surely we have the bandwidth, and space in textbooks, to tell the multitude of rich, colorful stories about the world's ancient sailors. By including a new narrative, we don't necessarily have to exclude another, or 'revise' history. What stories we tell, what names we give ships, and what statues we display are decisions that evolve

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LETTERS

over time.

History should also include objective facts about its players, no matter how brutal the truth. The Vikings were savage marauders. Columbus slaughtered indigenous people. Some Polynesians practiced human sacrifice — as did the ancient Chinese, who were also great sailors. The story of human history can be ugly. Are you game to hear it?

↑↓ A LONG AND FRUSTRATING LIST

If I tried to list my right-of-way grievances this would be a long letter. I've never encountered the foilboarders, but kiteboards and the windsurfers out near the Gate are reckless beyond belief. Not a windy day passes that I don't hear of a USCG *pan-pan* for a surfer down. It still amazes me that no great tragedy has yet occurred (a surfer run down by a tanker). I suppose, like the dive boat tragedy in Channel Islands, the practice will become regulated *after* such a tragedy.

My top-of-the-list grievance, though, would be sailors who believe they retain stand-on right over *all* powerboats in all crossing conditions, while *motoring* with sails raised.

Captain Dane Faber
Marin County

Readers — Captain Faber is referring to the November 6 'Lectronic, When You're Wrong in the Right of Way. We'll have more on this topic next month.

↑↓ WINDSURFER VS. POWERBOAT

Many years ago, I was leaving the breakwater area at Shelter Cove in Humboldt County on my sailboat. As I approached the tip of the small rock breakwater placed to protect the launching area, some guy in a Fatty Knees dinghy, driven by a tiny outboard, was coming in and totally cut me off. I yelled that I had the right of way, but he ignored that. It was hit him or hit the breakwater, so I dropped my sail and waited for him to pass — while I said unpleasant things about his brains, or lack thereof. He could easily have given me the 20-odd feet I needed to do a course adjustment and clear the jetty end, but he remained blissfully unaware.

Later, when I was back at the beach, a couple of local fishermen I knew were joking that I should have just kept going, then "fallen" into the guy's boat. He could have waded the rest of the way to the beach from there.

Charlie Wilson
Ferndale

↑↓ WHEN IN DOUBT, EDUCATE THEM

[These are] great opportunities to lobby right-of-way offenders to join a US Power Squadron (or US Coast Guard Auxiliary) basic boating safety and seamanship class to learn the rules of the road and keep themselves and others safe on the water. No one wants to see another person die, or cause the death of an uneducated boater, whether they be in a big yacht, on a board, or in a human-powered vessel.

Linda Newland
Port Townsend, WA

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

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LOOSE LIPS

Talk about hairy tales! We received over 200 comments in response to November's Caption Contest(!). And while there were certainly some common themes, there were also numerous original and 'hairlarious' statements. To be honest, we had to do some serious trimming to cut through to our final winners, some of which won by a whisker! Of course 2020 was paid homage with recognition of COVID beards. We were also pleased to see Movember mentioned with some of our audience relating the beard to the mo'. And @pavementsailor rightly asked, "How'd they get the lines under that!?" But our favorite responses were those that caused the sort of chuckles and snorts that set our own beards quivering with mirth. So, without further ado, we're revealing the overall winner, and the next best top ten comments.



PHOTO CREDIT: DAISY LOMBARD/FACEBOOK

"Do you see my bottom diver in there anywhere?" — Brian Richards

The next top ten:

"They pulled her too soon, her roots were just taking." — sailingalthea

"I'm sorry, the EPA says you need an Environmental Impact Report before you can have the bottom done." — Ron Harben

"It was right about then when the yard found out the true capacity of its lifting straps." — Brian Forster

"S/V Nori lives up to its name." — Chris Lundeen

"America's Cup contenders go to great lengths to conceal their foil designs." — Jim Foley

"Does this kelp make my keel look fat?" — Adrianna B Cincoski

"Growing your own food. Self-sufficiency at its best." — Steve Hajnal

"And the winner of this year's underwater beard growing contest is ..." — Jane Woodward

"Replacing zincs is a tedious chore,' Max Ebb grumbled as Lee Helm rode by on her Briggs & Stratton." — Michael

"Am I still in time for the ZZ Top audition?" — Bill Willcox

"Ships are the nearest things to dream hands ever made. For somewhere deep in their oaken hearts, the soul of a song is laid." — Robert N. Rose.

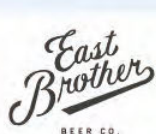
**"Thought is the wind,
knowledge the sail, and
mankind the vessel."**

– Augustus Hare



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america's cup 36 preview

It's finally that time again for all of us America's Cup aficionados! The fun starts in Auckland, New Zealand, this month with the AC World Series, followed by the Prada Cup in January and February. The actual finals commence on March 6, 2021. Probably more than at any other time in America's Cup history, we have no clue as to who the favorite will be and what will happen.

The radical foiling AC75 monohulls have never raced against one another in competition, and even with the Kiwis' home-course advantage, each of the challengers brings almost unlimited financial resources to try to pry the America's Cup from the Royal New Zealand Yacht Squadron's firm grip.

My guess — and it's far from a logical one — is that American Magic actually might get the job done, returning the America's Cup to midtown Manhattan and the waters of Narragansett Bay in Rhode Island.

The Teams

American Magic

AC75: *Patriot*

New York Yacht Club

Newport, Rhode Island, USA

Skipper: Dean Barker (NZ)

Crew: Andrew Campbell; Cooper Dressler; Matt Cassidy

Design: Marcelino Botin

Syndicate Principals: Doug DeVos, Hap Fauth and Roger Penske; Terry Hutchinson (Executive Director)

On paper, the Americans would seem to have everything: money, experience, resources and design expertise. But NYYC has been here before, ever since they relinquished their precious trophy to the Australians in 1983. They underperformed in 1986, and their efforts in New Zealand in 2000 and 2003 fell well short, due in part to two catastrophic structural incidents on the water.

Part of Terry Hutchinson's strategy is to ignore the past and focus on what can be, with a no-nonsense approach this time in their effort to leave no stone unturned. *Patriot*, their second AC75, appears fast out of the gate and if looks could kill, this boat looks like it has the speed to finally get the job done for NYYC and bring the America's Cup back to Newport, RI!

It is pure conjecture, because none of the new America's Cup Class yachts has ever raced another on the water in real time. American Magic spent their training time in Rhode Island and Pensacola, Florida. The AC Protocol states that the teams cannot race their AC75s against one another as a cost-cutting measure.

Can Dean Barker finally get the job done and win an America's Cup? That's the big question and a big ask. He's been on this doorstep before.

INEOS Team UK

AC75: *Britannia*

Royal Yacht Squadron

Portsmouth, UK

Skipper: Ben Ainslie (UK)

Crew: Ben Cornish; David Carr; Giles Scott; Nick Hutton; Xavier Fernandez

Design: Nick Holroyd; Juan Villa

Syndicate Principal: Jim Ratcliffe; Grant Simmer (Executive Director)

If there was ever a dark horse, this time around it's INEOS and Sir Ben Ainslie. But BA is the best in the world when he's in equal equipment. He showed that in February when he crushed the SailGP competition in his first go-round in Australia, and it wasn't even close.

Britannia 2 has taken advantage of its collaboration with the Mercedes F1 design program and come in with a radical bustle as part of a water-skimming, aero-inflecting hull shape that potentially takes advantage, strangely enough for a yacht, of ground effects.

It would come full circle for the Auld Mug and for the Brits if the Royal Yacht Squadron could get their 100 Guinea Cup back!

continued on outside column of next sightings page

a spinnaker for you

Allegedly spinnakers got their name from the sailing vessel *Sphinx* and the sail known as the '*Sphinx Acre*'. The name has also been attributed to the sail's being the 'spin-maker'. I don't know if either is true — in fact, most of what I hear about spinnakers from rookie sailors or even old salts who haven't hoisted one since the Nixon administration isn't true.

This article will focus on asymmetrical spinnakers. They don't require a pole or any other special hardware; in fact, many boats have one stashed in a locker somewhere in a bag simply labeled "Spinnaker."

Modern asymmetrical spinnakers really deserve a new name. It's simply not fair to compare them to their fussy, old-school symmetrical ancestors. OK, when the wind gets light and you're trying to reduce your carbon footprint and the diesel exhaust is curling in over the transom and you know you have a spinnaker aboard but you have that little

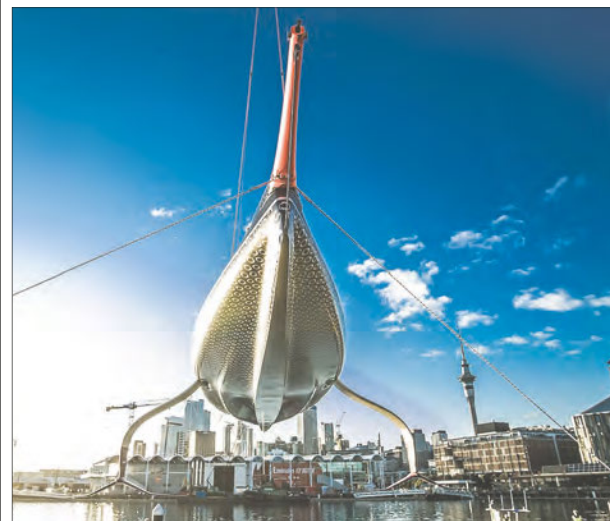
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WILL RICKETSON / AMERICAN MAGIC



The boats. American Magic's spanking-new AC75 '*Patriot*' has been fast out of the gate, and the NYYC Challenge has a legitimate shot to win the America's Cup next March in Auckland.

C. GREGORY / INEOS TEAM UK



It's all in the hull shape this time for the British, as we are all left to surmise whether there is hustle in the bustle. This christening shot shows us what lies beneath.



— capt. midnight's tips

voice telling you, "No! Don't touch it. Bad things gonna happen," face those demons; go forth, and hoist!

However hard it was for you to learn to sail, flying the A-sail will be the same way. If you breezed into sailing, you'll enjoy it right away. If mastering the wind wheel was tough, the spinnaker will mash yer taters the first times you employ the following actions.

Full disclosure: They actually make furling systems now, top-down furlers, that allow you to hoist an A-sail at the dock and simply unfurl when you're feelin' frisky.

If you're lucky when you peek into that spinnaker sack, you'll find the spinnaker is actually living in a snuffer sock. These snuffers have a fussy metal ancestor called a 'Spinnaker Sally'. If you find one of those in the bag, step back.

Either assign a trustworthy crewperson to hold the vessel on a broad reach or assign

continued in middle column of next sightings spread



Luna Rossa Pirelli has been very consistent with their design package, and, unlike with the other competitors, there are few noticeable differences between Boats 1 and 2 to the naked eye. But art and speed are in the eye of the beholder. Watch out for the Italians with Jimmy Spithill at the wheel!



The Kiwis have not let the team's off-the-water controversies distract them — so far. On November 19, ETNZ launched their radical-looking 'Te Rehutai' amid much fanfare, as it is the last of the new generation of America's Cup Class boats to hit the water.

america's cup preview — continued

Prada Pirelli

AC75: *Luna Rossa*

Il Circolo della Vela Sicilia

Cagliari, Sardinia, Italy

Helmsman: Jimmy Spithill (AUS, USA)

Team: Max Sirena (Skipper); Francesco Bruni; Shannon Falcone; Philippe Presti (Coach)

Design: Horacio Carabelli

Syndicate Principal: Patrizio Bertelli

The formidable Italian team has had skin in the America's Cup game for more than a couple of decades now, minus dropping out in 2015 after inheriting the Challenger of Record mantle only to relinquish it a short time later after a fallout with several of the challengers, save the Kiwis and the Defender/trustee, Oracle Team USA. They find themselves as the Challenger of Record again, and it has been contentious of late after several disputes with their former cohort in New Zealand.

That said, Prada Pirelli has the experience and wherewithal to get the ultimate job done, with the likes of two-time Cup-winning skipper Jimmy Spithill and Max Sirena, who teamed up with Spithill in 2010 to capture the Auld Mug in Valencia, Spain.

Emirates Team New Zealand

AC75: *Te Rehutai*

Royal New Zealand Yacht Squadron

Auckland, New Zealand

Helmsman: Peter Burling (NZ)

Team: Glenn Ashby (Skipper); Blair Tuke (Flight Control); Ray Davies (Coach)

Design: Dan Bernasconi

Syndicate Principal: Matteo de Nora; Grant Dalton (CEO)

If the Kiwis are distracted off the water with the burden of being the Defender and host, that should matter little with the stone-cold killer trio of Peter Burling, Blair Tuke and Glenn Ashby at the top of their game.

Emirates Team New Zealand finally launched their second AC75 just before this issue went to press. *Te Rehutai* means "Where the essence of the ocean invigorates and energizes our strength and determination" in Maori.

Their new AC75 is the last of all the teams to hit the water, which is probably a bit disconcerting to the others, considering what ETNZ pulled off in Bermuda with their cyclo-grinders and their 'X-Box' wing-trimming device, when they went on to beat down Oracle Team USA.

The New Zealanders have been innovators for as long as anyone can remember. Don't expect this time to be any different. They were the first to show up in plastic in 1986. They were the first to foil in 2012. They crushed it in 2017 when they arrived late enough so no one could copy their technology (which may be their game plan again) and shocked the yachting world with their unconventional approach, easily winning the America's Cup in Bermuda.

The Schedule and How to Watch

The official festivities are set to start with the Prada America's Cup World Series Auckland and the Christmas Race on December 17-20, 2020 (December 16-19 in America). Look for coverage of that on NBC Gold. The ACWS will be the first opportunity for all the teams to race one another on their second AC75s ahead of the Prada Cup Challenger Selection Series, set to commence on January 15, 2021, and the Prada Challenger Final beginning on February 13, 2021.

The action for those of us in the United States will be on NBC Sports, but set your alarm clocks for this one — the start times will be in the wee hours of the morning. Fans from all around the world will be able to enjoy coverage via all forms of media. The official America's Cup website, www.americascup.com, will also provide live streaming video including on-board camera footage, Virtual Eye graphics, behind-the-scenes storytelling, and more, for free without the need to download an app.

— mark reid

CARLO BORLENGHI / LUNA ROSSA PIRELLI

GILLES MARTIN-RAGET / ETNZ

SIGHTINGS

traditional tattts make ideal souvenirs

Most sailors preparing for a voyage to the South Pacific islands can recite a long list of exotic places they intend to visit and activities they intend to pursue. And by contrast, there are two things that many — if not most — westbound cruisers insist they absolutely *will not* do: swim with sharks and get a tattoo.

But they do.

Fringing reefs provide 75- to 100-ft visibility in countless South Pacific an-

chorages that are teeming with sea life. So newly arrived sailors quickly realize that salty, high-cholesterol humans would never make it onto the breakfast menu of any self-respecting shark.

Likewise, most sailors make their first South Pacific landfall in the Marquesas Islands of French Polynesia, where they are soon introduced to the artful intricacy of traditional tattooing and its cultural significance as a centuries-old form of body art. Islanders today rarely elect to be tattooed from

head to toe, as their forefathers often did. But just about every Polynesian adult you meet in these islands — and elsewhere within French Polynesia's five archipelagos — is likely to have at least one piece of body art peeking out from beneath a sleeve or pant leg.

One West Coast sailor who has become deeply enthralled with the history and symbolism of Marquesan tattooing is singlehander Michael Berry of the San Francisco-based Passport 42 *Peregrine*. Having crossed very late in the season last summer (2019) — a decision that forced him to dodge two hurricanes and a tropical storm en route — Michael based *Peregrine* in Nuku Hiva's Taiohae Bay until very recently. One of the highlights of that experience, he says, was spending time with the local tattoo master, Teiki, whose shop is within sight of the anchorage. Not only is he a master tattoo artisan, but he wrote the book on the history and refinement of Marquesan tattooing — literally. His authoritative, inch-thick tome titled *Te Patutiki* is the result of years of studying, classifying and redesigning the ancient symbols of his ancestors. (See www.tiki-tattoo.com.)

As Michael explained, at your first meeting with Teiki, you're likely to sense the deep reverence he has for his craft. "Teiki and I chatted about our different yet similar philosophies, and I just let him loose to tatt me as he envisioned. I shared my feelings of being a 'warrior of life', taking on anything and everything with gusto and sometimes lust. His warrior spirit smiled, and he went to work. Many of my designs are centered around that: a warrior's spirit."

Michael, or any other student of Polynesian tattooing, could tell you that the traditional shapes and designs within their body art often symbolize prized elements of nature such as manta rays, dolphins and sea birds; elements of spirituality such as deities and protective tikis; and various elements of cultural pride.

Because committing to a tattoo is a highly personal experience, we've never known Michael to actively encourage other cruisers to follow his lead. But after checking out the complexity and precision of Teiki's work on Michael's legs and shoulders, at least a dozen international sailors — including this writer — found themselves booking an appointment with the tattoo master before setting sail for their next destination.

We don't recall any of them being concerned about changing their minds

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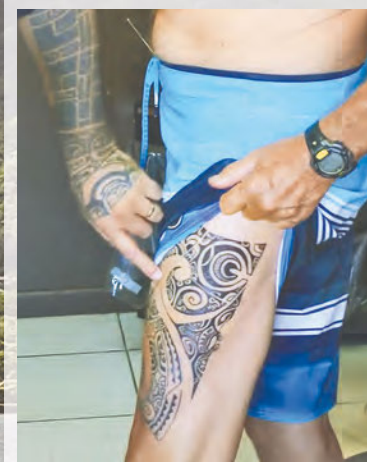
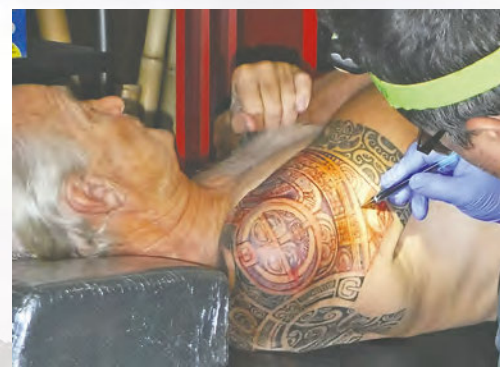
Stripped down to his Speedo while rebuilding a portable generator on a hot afternoon in Tahiti, Michael Berry gives us a close-up view of his new shoulder tatt.

a spinnaker for you

the autopilot to do the same. Breathe deep; make sure there is room to maneuver and there aren't any whitecaps or navigational hazards within a cable or two.

Go to the bow, clip the tack of the spinnaker onto a pennant about 4 to 5 feet long at the bow roller or other strong point. Run one sheet aft to a block as far aft as practicable and the other outside the forestay to the same place on the opposite side. Hoist that sock. If it's not in a sock, it's going to

continued in middle column of next sightings page



ALL PHOTOS LATITUDE / ANDY

**— continued**

flop about a bit when hoisting. Pull real hard and she'll go up easy.

If it makes noise, sheet it in, then ease it out; you'll find yourself doing this a lot. As you sheet in the sail, the boat will accelerate and the apparent wind will move forward. You'll sheet in more, then you'll hit a lull and find yourself oversheeted and begin to ease some sheet. Eventually you will find a sweet spot where the front edge of the sail, the luff, is just barely curling over a li'l bit. If your

continued in middle column of next sightings spread

traditional tats — continued

once the ink had dried. But there was, of course, some legitimate concern about the pain of the process. "For me," recalled Michael, "the level of pain depended on which part of the body was being tattooed. While soft skin was being done, it was a real endurance of pain. But the pain was part of the journey, as I would sometimes be reminded, then smile."

What's next for Michael and *Peregrine*? He is currently solo sailing through the Tuamotus, but will eventually move on to Tahiti's Leeward Isles, where his storm-tested double-ender will be based for the December-to-February cyclone season. Now 73, Michael has no interest in quitting the cruising life any time soon. In fact, this former mountain climber is seriously considering doing a complete circumnavigation, one slow step at a time.

— andy

Spread: *'Peregrine'* glides into the calm waters of Taiohae Bay, her base in the Marquesas since making landfall last year. **Spread insets,** clockwise from upper left: Teiki does a preliminary sketch in red ink. Michael's manta ray has symbols within symbols. Designs on his leg include traditional themes stylized into modern shapes.



l'hydroptère — welsh adventures continue

Almost every sailor we know has a boat project going on in the backyard or garage. However, it would be hard to match Chris Welsh's Sugar Dock in Richmond for the scale and number of projects he has underway. A terrific story by Kimball Livingston in the recent issue of *Sailing World* alerted us to one of the more interesting projects: the resurrection of *L'Hydroptère*, a record-breaking 60-ft foiling trimaran.

French sailing legend Eric Tabarly famously inspired the record-chasing foiling trimaran in the 1980s. But Tabarly was lost at sea. Team member Alain Thébault continued the record chase, and *L'Hydroptère* eventually broke the outright world sailing speed record by sailing at 52.86 knots for 500 meters in 2009, and then broke the record for a sustained 50 knots over a nautical mile. She's fast.

Jump forward to 2012, when the America's Cup arrived on San Francisco Bay with the world's fastest sailors on the world's fastest sailboats. Alain Thébault thought it an ideal time to bring the pioneering *L'Hydroptère* to the Bay to do a little hot-rodding around. We were lucky enough to join Kimball and several other Bay Area sailors who were given opportunities to take a few crash-helmet-free burns across the Bay. After the sit-down, hold-on-tight order was given, it was bear away, sheet in, and serious whiplash, as the boat accelerated from zero to 20, 30, 40+ knots in minutes. We topped out at an eye-watering 44 knots.

In 2015, the boat attempted a Transpac record, and then ended up idled in Hawaii. That's where Chris Welsh found her and a project partner, Gabriel Terrasse.

Welsh started sailing in Sabots at age 4 in Newport Beach. He's sailed thousands of miles since, most notably as owner of the successful Spencer 62 classic *Ragtime*. Welsh and Terrasse were interested in giving *L'Hydroptère* a second act. The *Vestas Sailrocket* had beaten her record, but both Welsh and Terrasse saw an opportunity to bring this original record-breaking foiler back to fighting form. That's how *L'Hydroptère* ended up at Sugar Dock, to join some of the other boat projects in Chris Welsh's oversized 'garage'.

The boat had been languishing in Hawaii for almost four years and needed some serious work before being able to safely make the 15-day sail back to San Francisco. But the work was done, the return trip completed, and the boat, now disassembled, is in the midst of an ambitious upgrade. Terrasse is back in France reconnecting *L'Hydroptère* with its French sailing roots and fans, while the boat rests in parts at Sugar Dock in Richmond. Considering its awe-inspiring heritage, the parts break down into a pretty humble package. When assembled, the boat has a length of 60 feet and a beam of 78 feet! The aircraft-grade crossbeams are now lying on their edges, awaiting a trip back to France, where structural weaknesses will be repaired and aerodynamics improved.

When we went over to Sugar Dock to catch up on *L'Hydroptère*, we knew we'd find more projects inspired by Welsh's enthusiasm for sailing. *Ragtime*, the hard-chined plywood sloop built in 1964, is also up on the hard for a refit, after which Welsh plans to bring the Pacific Ocean legend out for her first tour of the Atlantic. There he hopes she'll join East Coast and Mediterranean classics on the race circuit.

Also getting freshened up to start sailing again is an Australian 18 originally built by Bruce Farr when he was just 21. Welsh's uncle raced the boat successfully for many years before new owners bought her. Fortuitously, she's now back in Welsh's hands. Though she won't be on the Australian 18 race circuit, she is going to be ready to give her owner some of the same sailing thrills his Uncle Ray had decades ago.

Just so there's no chance for any weeds to grow on the keel, Welsh also let us know he's just closed on purchasing Brickyard

a spinnaker for you

autopilot is wonky or your helmsperson is distracted by the asym kite thrashing about, then this process won't be so simple. Just try to sail a long broad reach and practice easing and grinding until you can find that certain spot where she is moving along without constant attention. Have a glass of water, hydrate, take a deep breath, and consider a jibe.

You have several choices. Aren't sailing and life always that way?

You can snuff down the sail, jibe the main, and rehoist. Heck, you can even stow the main and just focus on flying the kite. It's a little hard on the sail, as it was not designed to work alone, but if the wind is light you'll

continued in middle column of next sightings page



RICH ROBERTS



LATITUDE / JOHN



continued on outside column of next sightings page



— continued

be all right.

Otherwise, get ready to get busy for a moment. Make sure the crew is ready and they've set down their cocktails.

In your heartiest sailor voice bellow, "Prepare to jibe!" Wait for the crew to respond with, "Uh, OK," or similar affirmative response. Let the spinnaker sheet fly completely loose, slowly turn the vessel through dead downwind, and sheet in like heck while watching the main boom pass over your head. It takes a bit of practice to figure how fast to turn through DDW. You almost can't sheet in too fast, but then you almost can't ease it back out too fast either. If you turn too fast and sheet in too hard, you'll see what

continued in middle column of next sightings spread

l'hydroptère — continued

Cove Marina from his fellow Richmond Yacht Club member Kers Clausen. There's nothing better than finding out that a sailing hub like Brickyard Cove is moving from the hands of one enthusiastic sailing family to another. As Welsh takes over, he's starting with some landscape maintenance and expanding the dry storage. He hopes to soon add an eatery and convenience store for his tenants, neighboring residents, and visiting sailors.

Given all that's going on at Sugar Dock, we got distracted from our original mission to learn more about *L'Hydroptère*. If you're looking for the 'deep dive' into the foiler's future adventures, have a read of Kimball's story, posted on www.sailingworld.com on November 10.

We now have a long list of other projects to follow. We look forward to hearing from Welsh when *Ragtime* is ready to sail again, when the Bruce Farr Aussie 18 gets wet, and, though it could be anywhere, we're hoping the first relaunch and speed trials of the renovated *L'Hydroptère* will be happening on San Francisco Bay. Like following *L'Hydroptère* on the water, it's hard to keep up.

— john

Left, top to bottom: 'Ragtime' races kite-boarders and windsurfers in the 2009 Ronstan Bridge to Bridge; Chris Welsh in front of the dismantled 'L'Hydroptère' (the widest part of the boat is now the mainsheet traveler); Bruce Farr built this Aussie 18 when he was 21 years old. Spread: 'L'Hydroptère' blitzes the Bay in 2012.



LATITUDE / JOHN

checking into mexico in cabo

A lot of sailors are under the impression that checking into Mexico in Cabo San Lucas is impossible or difficult. There are a few changes in the procedure for checking in there. It is still easy and inexpensive; there are just a few more hoops to jump through.

First you must obtain a Temporary Import Permit (TIP) before arriving in Cabo. You can easily do this online; see the video provided by Neil Schroyer of Marina de La Paz at https://youtu.be/ogatmW3lg_M.

Once this is completed, you should receive your TIP by email within three days. If you do not, there is a problem and you will need to get the TIP in person.

Before arriving in Cabo San Lucas, all boats must send an email to Customs (aduana.lapaz@sat.gob.mx) and an email to the health department (egallo@coeprisbcs.gob.mx) to advise them you are departing the USA and that your first port of call in Mexico will be Cabo San Lucas. This should be sent from San Diego, as most cell towers on the way down the coast don't have data capabilities.

Once you arrive in Cabo, the process is as follows:

1. Go to the Minister of Health, Ivan Nuñez. He speaks very good English. His office is next to the Centro de Salud de Cabo San Lucas, a small hospital located on Calle 12 de Octubre between Ocampo and Zaragoza. Bring a signed letter (he prefers typed) indicating the vessel name, captain's name, number of crew, and date and time of arrival in Cabo, and containing a statement that all people on board are free of COVID and any other virus.

2. Then go to Ramón (he speaks English) at the Immigration Office on Lázaro Cárdenas. He is in the small downstairs office, open 9 a.m. to 1 p.m. Bring the paper from the Minister of Health, your boat documentation or registration, and passports for you and your crew. He will give you a blank crew list and forms to fill out. Then he will charge your credit card 575 pesos (about \$28 US) for each person. He will give you copies of the crew list, tourist visas for each person, and receipts for the credit card charges.

3. Next, go to the Port Captain's office on Calle 16 de Septiembre between Matamoros and Abasolo with all your papers, and pay the fee for your boat. The office is open 8 a.m. to 4 p.m., closed Saturday and Sunday.

4. You should go to API (the Port Authority over by Señor Frog's) and pay a daily harbor fee. Or wait for them to come to your boat in the anchorage. If you are in the marina, the marina pays the API fee for you.

The Department of Agriculture may or may not visit your boat and take some vegetables. Customs may visit you, and they may want to see your TIP and check your HIN. All in all, it's an easy process.

— patsy verhoeven

whitall stokes sets sail for the great capes

While you are reading this, Whitall Stokes and *Sparrow* should be around the Big Island of Hawaii and heading south toward Cape Horn on their journey around the world.

Sparrow is an Open 50 designed by David Lyons and built in Australia for the 1994 BOC around-the-world race as *Newcastle Australia*. Alan Nebauer completed the race after dismasting before Cape Horn and rounding with a jury rig. They made it to the Falklands, where a new mast was fitted. Then, while heading back out, the rudder failed, and he had to fit a steering oar to complete the leg to Punta del Este. Alan rightly earned seamanship awards for his tenacity and grit and finished fourth in class. Four years later, American Brad Van Liew raced her around the globe again in the 1998-99 Around Alone as *Balance Bar*. This time it was Brad's turn for adventure, as he was dismasted on the final leg to Charleston. Another new mast was fitted, and Brad completed the race finishing third in class.

Philippe Kahn bought her after that and renamed her *Pegasus*. She received a new carbon mast, rudder and deck, new keel, ballast tanks, and engine and electronics. In other words, a complete — and probably very expensive — refit. After all that work, Kahn eventually replaced her with another Open 50 from 2003 designed by Owen Clarke.

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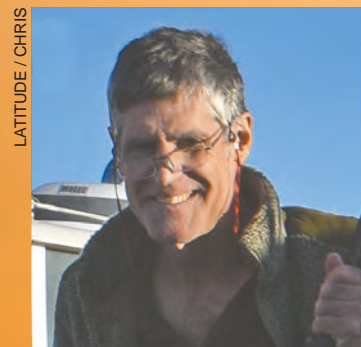
a spinnaker for you

I mean fairly quickly.

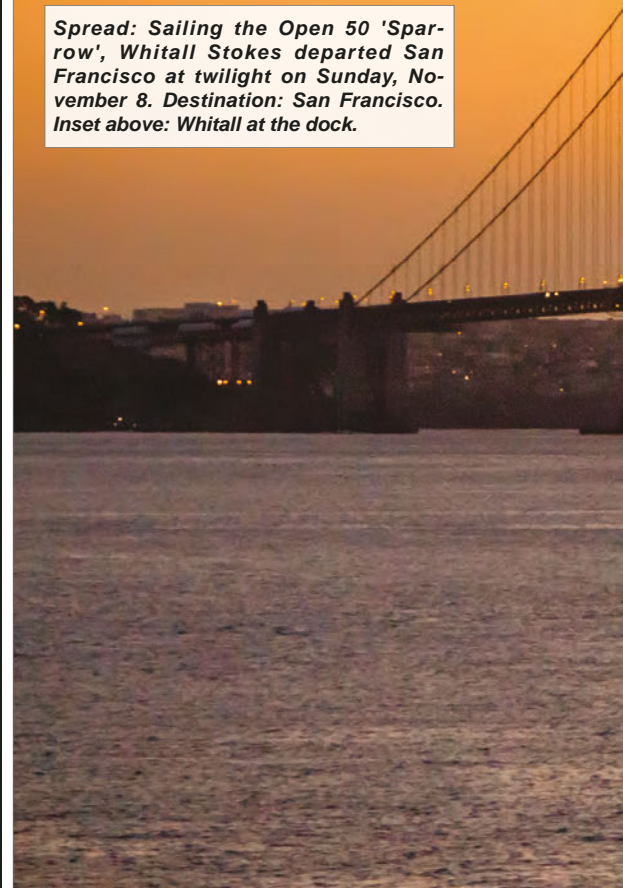
Sailing downwind efficiently with a colorful asymmetric spinnaker can be the highlight of any voyage. Gentlemen don't sail to weather; that's what delivery skippers are for. I'm sure the same is true for the ladies. Sailing isn't about gender; it's about enjoying the watery world we're spinning on board through space.

— andy schwenk,
west coast delivery captain,
instructor, rigging specialist

Right: An asymmetrical spinnaker can be simpler for a shorthanded crew to handle than a symmetrical kite.



Spread: Sailing the Open 50 'Sparrow', Whitall Stokes departed San Francisco at twilight on Sunday, November 8. Destination: San Francisco. Inset above: Whitall at the dock.





whitall stokes — continued

Whitall bought her in 2016. He started racing with his dad on the East Coast. They competed in numerous Bermuda 1-2 races. Whitall's dad Francis sailed in the solo OSTAR transatlantic race and the first BOC around-the-world race. Obviously racing is in Whitall's blood.

Now living in Southern California, Whitall races *Sparrow* in the Pacific Singlehanded Sailing Association series and sailed in the 2012 Singlehanded Transpacific Race with the Tartan Ten *Slacker*. He sold *Slacker* to new owners who plan to race her in Caldera, Chile, in their shorthanded series. They even delivered *Slacker* to Chile by sailing down the coast all the way doublehanded.

While Whitall's goal is to sail nonstop around the world alone, he and *Sparrow* seem to be up to the challenge. And it's fun to watch comfortably from shore. Follow along at www.svsparrow.com.

— ncs



MARGIE WOODS

Season's Greetings!

2020 NADA HA-HA —

Due to the ongoing pandemic, the annual 750-mile Baja Ha-Ha cruising rally from San Diego to Cabo San Lucas was canceled. Many cruisers still planned to go south — some having worked on that plan for many years. The Nada Ha-Ha



This photo of cover girl Remy Lang of 'Atalaya' says it all: a racer-turned-cruiser doing a non-rally rally in an upside-down year — and loving it.

down the coast.

The goals of the Nada Ha-Ha were few: group camaraderie and safety while avoiding contact with the locals. We provisioned with enough food and fuel for the entire trip. Plus, we sorted, rinsed and carried all of our trash to Cabo. Beyond that, skippers and crews were responsible for sailing their own boats. This was the first substantial offshore cruise for many entrants and their introduction to offshore cruising.

More than 70 boats registered their interest in going to Mexico with the fleet, but as the date neared, more and more made the decision to leave a month or two later, not go at all, or depart earlier than our starting date of November 2. At the official start that Monday morning, we had 31 boats checking in from San Diego and Ensenada. They ranged in size from Ralphie West's Islander 30, *Ceci Rose*, to Terry Moore's Deerfoot 62, *Moonshadow*. As in earlier Baja Ha-Ha's, there was even a motorboat contingent — Oleg Haren-car's 46' Ed Monk 50, *Perla Negra*, out of Sausalito.

Sadly, Mike Haden had to drop out because one of his crew tested positive for COVID. Mike is the new owner of the Catalina 445 *Tranquilo*, a boat that the late Lloyd Clauss had taken on over 10 Ha-Ha's. Mike has promised to have *Tranquilo* at the start of the 2021 Baja Ha-Ha.

Many crews began preparing for this adventure years — even decades — be-

fore the starting date. Others, however, decided to join the southbound exodus on short notice. In fact, one of the last sign-ups, Cary Gunn's San Diego-based Catalina 42 *Liberta*, decided to sail south just three weeks before the start. Some boats had firsts. For Lynn Scharf and Charlotte Formichella on the Garcia 46, *La Danseuse*, it was the first time the two women had ever sailed with crew.

At 360 rhumbline miles from San Diego to Turtle Bay, Leg One is the longest and can be the coldest, windiest, and roughest of the three legs. Ullman Sails' Chuck Skewes gave us an extensive weather briefing. The prediction was for very light air at the start and 10-18 knots of downwind sailing expected the rest of the way to Turtle Bay. The morning of the start was hindered by a drizzly, thick fog and absolutely no wind. The fleet motored or sailed at their own discretion with sails going up as the wind speed rose throughout the leg. Every boat got a chance for some good downwind sailing before the finish.

In Turtle Bay, we chose an anchorage far from the town on the southeast side of the bay. A few of the Turtle Bay locals came by, wanting to sell fuel and to collect cash for taking trash. In the spirit of the Nada Ha-Ha, we declined. It was difficult because the Baja Ha-Ha brings a

The goals of the Nada Ha-Ha were few: group camaraderie and safety while avoiding contact with the locals.

substantial amount of income to the area with restaurant visits and fuel, grocery, and beer sales. We assured the locals that the Baja Ha-Ha would be back in 2021.

The morning VHF net had the fleet checking in from different points up and down the coast. Jeff Clark's 50-ft Xquisite



X5 *Sea Larks* in the "lead," checking in from Bahia Asunción, and Andrew Abdo's 34-ft custom steel cutter *Red Star* bringing up the rear after a quick stop in Ensenada to do some surfing. Many tales of fun sailing, and even a green flash — but happily, an unusually minor amount of repairs. A dorado wrapped a fishing line around the rudder of Eric and Kim Rimkus's Beneteau 46, *Gladiator*, which thankfully took less than an hour to undo. *Talion* lost a spinnaker halyard shackle at midnight, sending the huge symmetrical

$\frac{3}{4}$ oz kite floating forward and into the water. Luckily, it didn't go under the boat. Chriss Uptegrove's Cal 34, *White Pearl*, broke a whisker pole.

Autopilot problems were the most prevalent issue. Cameron Peebles's Pearson Countess 44, *Ella*, along with *Ceci Rose*, *Liberta*, *Moonshadow*, and Angela

Southbound and down, loaded up and cruisin' (l to r): 'Amazing Grace III', 'Calista', 'Talion', 'Flite Deck' and 'Nivasi'.



A RALLY TO REMEMBER



The get-together at Mag Bay was the only official shoreside gathering of participants in the Nada Ha-Ha. Inset above: Jim Levitt of 'Nova' shows off this year's colors.

and Gary Livers' Catalina 380, *Nivasi*, all reported autopilot problems. Only the doublehanders on *Ceci Rose* were unable to make repairs and were relegated to hand-steering the rest of the Ha-Ha.

Sea life sightings were plentiful. "We saw a humpback whale breaching again and again for 20 minutes outside Turtle Bay," reported the crew of the Leopard 46 *Calista*. Kristin Torek on the Baba 40 *Sonrisa* summed it up perfectly, remembering a "magical sail under moonlight surrounded by a million dolphins."

It didn't take long for shenanigans to brew and a social distancing dinghy raft-up party was soon in the works. Seeing the participants at the raft-up brought the question, "What's the average age of your captain and crew?" Amazingly, the median age for the entire group was about 40, with *Talion's* Glenn Belshaw

topping it at 77, and 19-year-old Abbey Mauro on Eitan Zur's 36' S2, *Sierra Wind*, the youngest participant in the fleet. It seems many of the group were inexperienced but adventurous young sailors who reasoned that they could quarantine and work remotely from anywhere — and life in Mexico is warm and cheap.

Leg Two took the fleet 240 miles to pristine Bahia Santa Maria. The prediction was for NW wind in the low teens with gusts in the high teens. This is a cruiser rally, not a buoy race, so we decided to do away with start and finish lines. Everyone took off on their own schedule, and spinnakers were popping everywhere.

The pair of Seawind 38s, Paul Benson and Erica Johnson's *Atalaya* and Bill Edwards and Katie Smith's *Flite Deck*, took off like rockets as all cruisers headed out on typically the best sailing leg of the Ha-Ha. The weather started to warm up, and shirtsleeve sailing was the order of the day. It's also where the fish started biting. Dorado, yellowfin, wahoo, and other game fish were hitting trolling lines throughout the fleet. The warm air and water brought

lots more sightings of sea life — including turtles, whales, marlin, jumping rays and even flying fish that needed to be cleaned off many decks in the morning.

Boats trickled into Bahia Santa Maria at a steady rate all through the night of November 7 and into the next morning. The bay is well protected from the north and west, so although it was

quite windy, the water was flat and the anchorage comfortable. The morning net heard of a fabulous sailing leg summed up by Remy Lang on *Atalaya*: "Sailing barefoot in November in breezes you wish



Left: The biggest one that didn't get away in 2020 was this 100-pound black marlin caught aboard 'Mañana' at the start of Leg Two. After the 45-minute fight, "we released her in good condition back into the big blue," reports crewman Jeff Greenlee. Right: If it's your first fish, size doesn't matter — Kristin of 'Sonrisa' with the catch of the day.

you could order up on demand for racing." Cameron Peebles had a late start due to that autopilot issue on *Ella*, so he decided to skip Turtle Bay and blast through to Bahia Santa Maria — his cutlass bearing "spraying like a squirt gun" the whole way. Cameron didn't have the right tool for the job, but as soon as he anchored, Greg on *Sonrisa* came to the rescue.

In a normal year, when the Baja Ha-Ha visits Turtle Bay and Bahia Santa Maria, the *panga* fishermen turn into taxi drivers, shuttling ashore those less experi-



LEFT: ERICA JOHNSON; RIGHT: FLITE DECK

LEFT: MANANA; RIGHT: SONRISA

2020 NADA HA-HA —



The only dinghy raft-up was behind 'Amazing Grace III' at Turtle Bay. Only a few people ventured ashore for surfing or short hikes.

enced with landing a dinghy in surf. With our COVID mandate in place, even this tradition was put on hold, and almost no one went ashore. Instead, most participants chose to catch up on both sleep and repairs. The crews from *Atalaya* and Louis Solorzano's 43' Hans Christian, *Solamer*, risked the beach landing and hiked over the massive hill to the ocean side. They were rewarded with incomparable views of Mag Bay and the Pacific. After shredding sails and losing charging capabilities on Leg Two, Ralphie on *Ceci*

a nasty beat to weather up into the bay to anchor off the beautiful white sand beach. After many days of quarantine at sea, we proclaimed ourselves free of COVID and had a no-mask beach party complete with music and a tequila bar. Lots of folks brought food to share as cruisers finally met each other and exchanged tales of the trip so far. That included John Hutchins of the Vector 39 *Alexis* from Juneau, Alaska. John had left late and sailed doublehanded and non-stop from Ensenada to Mag Bay to make the beach party.

Per Ha-Ha tradition, the start of the 180-mile Leg Three began at the early

hour of 7 a.m. so that the smaller and slower boats would only have to spend one night at sea. But there isn't always much breeze at that hour, and this year the wind gods were definitely taking the day off. In fact, most boats never saw breeze above 8 knots the whole way to Cabo. A few boats had the foresight to start the night before, right after the beach party, and had enough wind to sail the entire third leg, including the *Seawind Atalaya*, who only motored into and out of anchorages, using nine gallons of gasoline the entire trip!

The air temps were in the 80s, with water temps in the high 70s, and continually inching higher as the water became unbelievably blue. "I never tired of the stunning sunset, moonrise, and sunrise cycle," observed Jamie Sandberg of the Island Packet 46 *Amazing Grace III*.

Boats arriving at Cabo had the choice of anchoring out in the sometimes-rolly anchorage just off the beach, or opting for a slip in Marina Cabo San Lucas. With the state of the economy and the pandemic this year, there were slips in the marina

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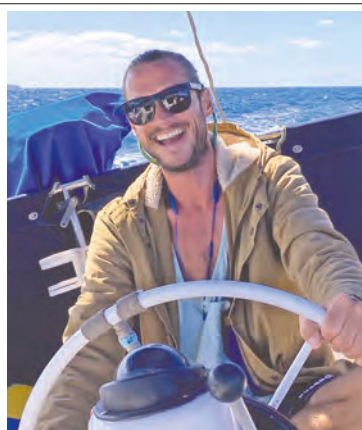
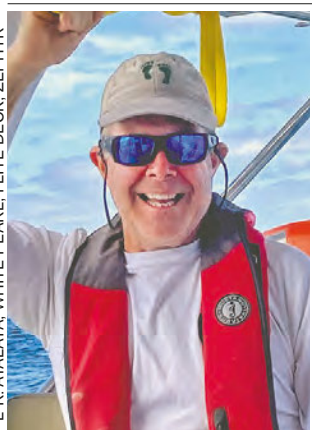
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A RALLY TO REMEMBER

L-R: ATALAYA, WHITE PEARL, FLITE DECK, ZEPHYR



for every boat that wanted one. The marina itself was relatively quiet, with only a few tour boats, fishing boats, and cruise ships in attendance. Most restaurants in town were either closed or only offering takeout. Still present were a few throbbing nightclubs, and the persistent street hawkers attempting to sell you anything from dive trips to camel rides.

And so the first and (I hope) only Nada Ha-Ha came to a close. Completion of this 750-mile rally is a cause for celebration. In fact, according to some in the fleet, it was one of the greatest adventures of

Young or not-so-young; first timers or old Mexico veterans, the Nada Ha-Ha was awash with smiles (l to r): Paul of 'Atalaya', Chriss of 'White Pearl', Bill and Katie of 'Flite Deck', and Cece and Nixie of 'Zephyr', thrilled to be in a strangely quiet Cabo.

their lives. New friendships were made, lessons learned, and experiences had that will never be forgotten. I, for one, cannot wait until the 2021 Baja Ha-Ha and the return of the pied piper of fun, the Grand Poobah, Richard Spindler, once again leading the fun-filled adventure.

— Patsy Verhoeven

Readers — Patsy "La Reina del Mar" Verhoeven has done 13 consecutive Ha-Ha's on her Gulfstar 50 Talion, and has been 'Assistant Poobah' for the past five years. We cannot adequately express our gratitude to her for making the Nada Ha-Ha happen in this strange and difficult year.

The Baja Ha-Ha Rally Committee is confident that, with upcoming COVID-19 vaccines and other health measures worldwide, the 'official' Baja Ha-Ha Rally will return next year. See www.baja-haha.com for event details.





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SHIPWRECKED —

Fernanda Schlender and I had surfed together quite a bit in the cold, unforgiving San Francisco ocean and were looking for an adventure in warmer water that could test our limits. We never imagined what was to come.

In October 2019, Fernanda had booked us on an epic surf trip at an all-women's surf resort in Mentawai, West Sumatra. Surfers know this remote island chain because it reportedly has some of the best waves in the world.

We were seven women from all different parts of the world meeting in Padang, West Sumatra — some from Hong Kong, Canada and Australia. After a quick meet-and-greet in the hotel lobby, we were escorted to our boat for the 14-hour journey to the islands.

As we boarded the 60-foot wooden boat, I remember thinking, this boat does NOT appear safe. I've heard many stories about the unforgiving passage in West Sumatra — stories about boats sinking and its being one of the most dangerous places for piracy. However, I never thought we would end up as one more story.

"...and the surfing was off the hook!"

We settled in for the trip, and about 9 p.m. we headed down to our bunks underneath the galley. We were about three hours offshore and sound asleep when there was a loud crash and the boat started dragging and shaking.

Fernanda and I were the first to jump out of bed and run to the exit. The sliding door was jammed and wouldn't open. There were no windows in the bunk area to see what was happening outside, and at this point, the boat was already on a 45-degree angle to its starboard side, and crashing waves were coming in through the port side.

Bianca and crew awaiting rescue on what became a real surfin' safari.

Fernanda grabbed an object to break the door open, but despite our pounding and kicking, the door wouldn't budge. We were trapped, with waves crashing in. At that moment, I thought, "This is it. We are trapped and sinking. This is how it will end." Fortunately, an Indonesian crewmember, who was trapped in the bunk area with us, ran to our aid. Together, with all our forces, we were finally able to slide the door open and get on deck.

We arrived on deck to complete chaos — crashing waves and an unstable boat. I saw we had hit the shallows and were aground and listing badly. As I scanned the area, I happened to see a small island in the distance.

There were about 20 young Indonesian crewmembers — none spoke English, none knew how to swim, and all were in a state of panic, running back and forth. Fernanda and I ran to the bow of the boat to grab the lifejackets and began handing them out.

At this point, the boat was continuously being hit with crashing waves, causing it to shake violently as the heavy cargo on board slid from side to side and bow to stern. The captain, an old Indonesian man, came out and yelled in broken English, "Sit on the starboard side of the stern — SIT!" This seemed to be a strange order from the captain as the starboard side was on the verge of being submerged in water.

I'm not sure why, but in the middle of chaos, a calmness took over me, and I stood up and declared, "I'm jumping ship. This boat will capsize. And if you don't jump ship — well, you're all going to die." Fernanda said, "I'm coming with you," and we walked off to the bow. The rest of the girls followed our lead, some crying and obviously very scared.

Before jumping ship, we went down to the bunk area, which was already filling with water, and grabbed a dry bag, which we stuffed with some basics: water, cell-phones and snacks — and surf booties in case we ended up wading on the reef. Once packed, we headed to the bow.

While mentally preparing myself to jump, I remember standing on the ledge of the boat thinking that, since I was the



Pulau Pandan can look like an idyllic tropical island but Bianca said, "This tiny island ended up having one of the largest impacts on my life."

first to go, I had to lead by example. I turned around, looked at the girls, and with a calmness in my voice, I said, "All right ladies, here goes nothing." And I jumped into the dark, unknown ocean. Soon after, everyone began jumping one by one.

It was dark, but the water was relatively warm. We swam for about 40 minutes, though it seemed like an eternity until we found the reef and waded onto shore. It was like something out of the movies — literally dragging ourselves onto the shore. Our clothes and shoes were completely drenched and weighed us down as we pulled ourselves out of the water and onto the sand. We were cold and terrified.

There was no light or sign that the island was inhabited, but one of the girls warned us about exploring too much — there were many stories about drug dealers on remote islands, and we didn't want to surprise anyone in the middle of the night.

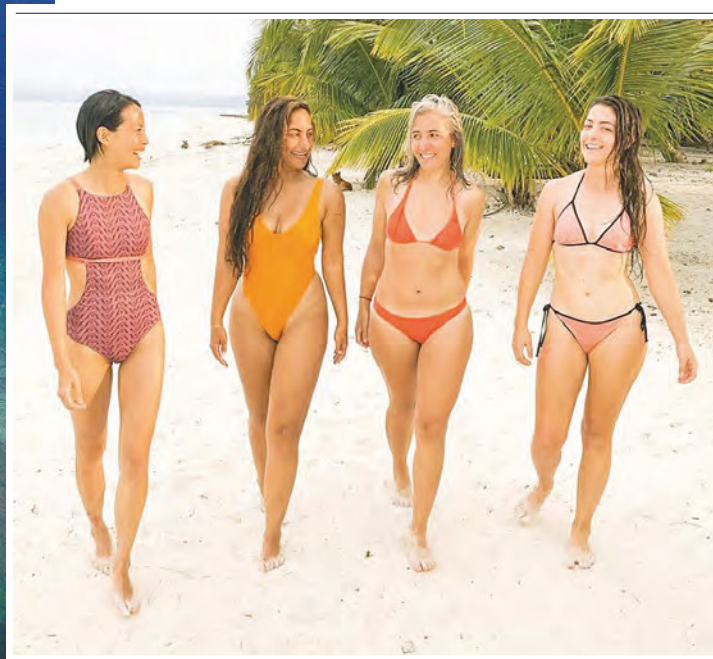
Some of the crewmembers managed to make it to the island on a small dinghy. They were young and probably more scared than we were, as none of them knew how to swim. Many of them cried and prayed once they reached the shore. The captain and a couple of crewmembers had opted to stay on the ship to protect their precious cargo that had been sliding back and forth.





A SURF TRIP THAT BECAME A LESSON IN SURVIVAL

ALL PHOTOS BIANCA BAHMAN EXCEPT WHERE NOTED



Patricia Wok, Bianca Bahman, Fernanda Schlender, and Lisa Palmieri enjoy being on land at Aloita Resort.

As we tried to catch our breath and get our bearings, we were elated to find that our cellphones still worked (love the dry bag!) and there was actually one bar of cell reception in one small area of the shore. I kept refreshing my iPhone to get the coordinates of our position from Google Maps: -0.950, 100.1418. We began mass-

texting to friends and family using WhatsApp and providing our location.

I immediately messaged my dear friend, James Dilworth, a San Francisco sailor and long-time diving buddy. Though he didn't believe me at first, he contacted the US Embassy right

away and requested assistance. Meanwhile, the girls from Canada and Hong Kong were able to get in touch with their contacts back home, and they reached out to the Hong Kong and Canadian embassies, and eventually, the Indonesian coast guard was alerted. And then we waited ...

As if it weren't bad enough to be soaking wet on a remote island in the middle of the night, we were then given another treat in the form of a tropical deluge. At this point, I finally broke down and cried as the storm passed over us. We took shelter in some shrubs and kept an eye out for ships.

At 1 a.m., we saw a faint light of what appeared to be a vessel in the distance — it was the Indonesian coast guard! We excitedly watched it come toward us, but shortly after, it turned back around and left!

We called our friends again and they all said they had confirmation that the coast guard was coming. When we told them about the coast guard coming and leaving, they contacted the embassies again.

We huddled together and tried to get some sleep, as we waited for the coast guard ship to return. At around noon the next day, the coast guard finally returned. They anchored 1 nautical mile away and arrived on the island on a dinghy through a tiny

channel where there was a break in the reef. The coast guard knew about this small channel because my awesome friend, James, had Googled the crap out of the island, and found an image of an opening where the coast guard could get through to rescue us.

The coast guard escorted us to their ship in groups. The ship captain explained that when they had arrived the night before, our boat captain had told them to leave and convinced them that there was a private rescue boat coming for us. So they left, and were more than confused when they got another call for assistance later that evening. We speculated that the precious cargo on our boat may not have been legal — hence the private rescue (that didn't come to rescue us!).

Fortunately, one of the young crewmembers had grabbed my backpack when they headed over in the dinghy the night before, and my drone was in it, along with my laptop and passport. Though the laptop got waterlogged, my drone was working, so before I boarded the coast guard ship, I did a quick flyover of the tiny island so I would have something to remember this unbelievable experience.

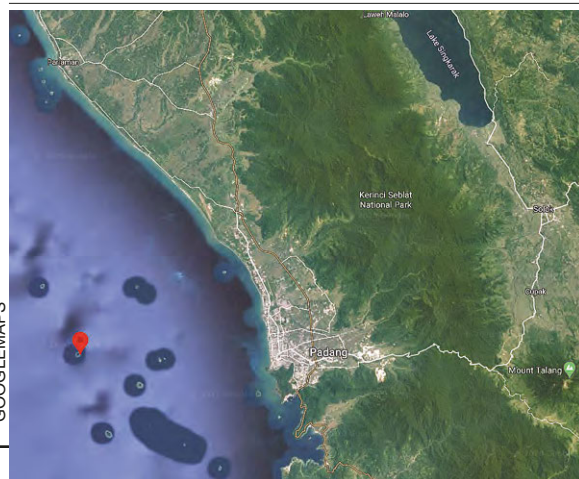
This tiny island ended up having one of the largest impacts on my life. The experience taught me about inner strength — trusting my instincts and testing my survival skills. There's a Hawaiian saying, something along the lines of it being normal to fear the ocean, but panicking in the ocean is often dangerous and fatal. I live by these words when I'm in the ocean. Always. This experience reaffirmed and solidified it for me — fear is OK, but you need to stay calm to survive.

The experience also gave me an incredible gift — a sisterhood and bond that can never be broken. Four of us, Lisa Palmieri (from Canada), Patricia Wok (from Hong Kong), Fernanda and I are forever

They didn't get very far offshore from West Sumatra before they were hard aground.



Despite the tropical location, the evening was chilly after a long, unexpected swim in the dark.



GOOGLEMAPS

SHIPWRECKED



Left: Newspaper headline reads, "Ship Sinks, Girls Don't Want Help." Above: Authorities arrive for rescue after Bianca texted James Dilworth in San Francisco.

connected through this experience. I can picture us, at 65 years old, on our porch, laughing and saying, "Remember the time we shipwrecked and swam to a deserted island and waited for rescue?"

By the way, we did still manage to have an incredible surf trip. After we were

brought to the mainland, we booked another trip at an incredible family-owned resort, the Aloita Resort. Still a bit shaken from the shipwreck, we were warmly welcomed and made to feel at home — and the surfing was off the hook!

— Bianca Bahman

Bianca Bahman is a mission manager at Saildrone, based in Alameda. She actually interviewed for the job while staying at the Aloita Resort, just after the rescue!

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2020 SEASON CHAMPIONS PART 1 —

PANDA LOVE



Left to right: Tim Russell, Ted Wilson, Will Martens, John Claude, Joe Elliot and Kyle Hunt.

It was a season that tried sailors' souls — and ingenuity. Though most of us eventually managed to get out sailing, even racing, after the initial lockdown in March and April, the ability of fleets to redesign their seasons and anoint 2020 champions seemed far-fetched. Yet, with a combination of inventiveness on the part of race organizers and flexibility on the part of competitors, some pulled it off.

J/105 — Ne*Ne Tim Russell, SFYC

J/105 Fleet #1 competition chair Rolf Kaiser of *Donkey Jack* told us that, "The fleet was able to unofficially run a COVID-19 Series of three weekends." The 21 boats participating sailed 16 races with no throwouts on the Berkeley Circle.

The series regatta chair, Ian Charles of *Maverick*, reports that, "The COVID Series produced three weekends of champagne sailing (mostly, with a slight smoky aftertaste) in which we completed 16 races and countless starts. Only two of six days produced fewer than three races (one race was abandoned due to a floating mark, and we had a two-race day on October 17 due to weather delays).

"A big thank you to Betsy Weiler, Dan

Roberts and Ian McClellan for mark setting, Protector piloting, and jumping into open crew spots.

"We managed to save some of our racing season and make the most of these crazy times."

"The COVID Series was one of the best J/105 regattas we have competed in," says 2020 season champ Tim Russell. Tim has sailed in this fleet a long time, and his boat *Ne*Ne*, hull #3, won the season championship in 2018 and 2019.

"Since the series started in late August and ended in the middle of October, we experienced unprecedented varied conditions that required the crews to set up the boat differently every race day," reports Tim.

"Fortunately, the fleet had help from Jeff Thorpe, who provided on-the-water coaching and hours of debriefing with pictures via Zoom between the regattas. Consequently, the fleet improved throughout the series, and the racing was tighter and tighter — especially with the top three boats.

"For the crew on *Ne*Ne*, the series was not different from any pre-COVID regatta except for the face masks. We did our best to social-distance, but since we were outside, none of the crew expressed

a concern about sitting on the rail and hiking. It was pretty much business as usual.

"We figured with 18 races and no throwouts, the winner was going to be the boat that didn't get a double-digit finish. (Which can be a hard task with 21 boats.) We struggled the first weekend, especially the first day. Ted Wilson, our tactician, was suddenly out with a bout of diverticulitis. And our bow guy, Chance Portillo, had a bad back that left him very immobile.

"Thanks to Betsy Weiler, whom we grabbed off the committee boat, and who did an admirable job filling in for Ted on Saturday. Despite our crew trouble, we still emerged from the weekend in second place. But *Maverick's* four first places in a row set the bar. They looked to be the boat to beat, but a 10th-place finish in Race 7 and getting U-flagged in Race 13 was their eventual demise.

"This left the door open for us and Ryan Simmons' gang on *Blackhawk* to battle it out for the top spot. We were essentially tied going into the final day and only two points ahead going into the final race, but a 10th in the last race sealed *Blackhawk's* fate.

"Being conservative paid off. We never

YES, THERE ARE A FEW

LYN HINES



Kathryn Smith and her dad, Randy.

**Wylie Wabbit —
Wasta, Richard Jarratt, RYC
Keala & Harey Legs,
Michele Sumpton**

"It was an odd year, but if you went sailing it was possible to have fun," wrote Wylie Wabbit fleet captain Erik 'Bad Wabbit' Menzel. "I'm going to give the singlehanded Wabbit Championship Trophy to Rich Jarrett on *Wasta* for doing the most Richmond YC beer cans and harbor cruises by himself, thus saving on beer money and now able to get married. The hotly contested doublehanded championship goes to either Michele Sumpton and Ron Tostenson on *Keala* or Michele Sumpton and Bad Wabbit on *Harey Legs*, but it should definitely go to Michele as driver of all the winning doublehanded boats."

Michele sailed *Keala* in an inpromptu Richmond-to-San Francisco cruise/Beer to Beer Race for four Wabbits on September 19. "*Furrari* lost their main halyard in the race going to San Francisco," reports Michele, "and *Kwazy* broke his Barney post between races. Ron and I won both racing to S.F. and the run back, but it was just sailing against *Harey Legs* on the way home. They were ahead for the entire leg, but we jibed inside of them at the Richmond breakwater and nosed them out."

She sailed the Three Bridge Fiasco

tried to win the pin or the boat. We started near the favored end and sailed conservatively. The worst finish we had was a fourth.

"The crew was awesome. We sailed with lots of different people. Many of them were either new to the boat or crewing in a different position. It was definitely a group effort. We sailed with Kati Riklin, Chance Portillo, Betsy Weiler, Ian Baldwin, Peter Cameron, Marcos McGee, Joe Elliott, John Claude, Ted Wilson, Kyle Hunt, Will Martens and Max Roth.

"Special thanks to Jeff Thorpe, Don Wieneke, and Ian Charles, who were responsible for putting on the regatta.

"I also think this regatta format has brought the fleet closer together because of the Zoom debriefs. In fact, it was so successful that we are planning a similar-style regatta next year."

"Thanks to Jeff's feedback," added Ian Charles, "we saw a great deal of speed leapfrogging each event and tremendous improvements in overall boatspeed and gear changes across the fleet. We also learned that Protectors are J/105-proof, marks can float away, and U flags matter."

"Come join the fun!" invites Tim. "The 105 offers a lot of bang for the buck, and with the National Championships coming to San Francisco Bay in 2022, the fleet will only get bigger and tighter." Learn more at www.sjf105.org.

One final note from Tim: "The short-sleeves-and-shorts conditions we sailed in on October 17-18 left many of us wondering why we don't do more regattas in October."

1) **Ne'Ne**, 36 points; 2) **Blackhawk**, Ryan Simmons, SFYC, 49; 3) **Maverick**, Ian Charles, StFYC, 58. (21 boats)

Mercury C. Paxton Davis Travel Trophy — Fast Break Randy Smith, SFYC

With nine regattas scheduled and five sailed in 2020, the California Mercury Class awarded their travel trophy to Randy Smith. "Randy used a combination of lots of traveling and consistent podium finishes to win this important class travel trophy," reports Jim Bradley. "Due to the virus, regattas at Santa Barbara, San Francisco Bay and Stillwater Cove had to be canceled. But the class was able to get in some great racing at the L.A. Midwinters in February, Huntington Lake in July, L.A. Yacht Club's PCCs in October, the Monterey Invitational in November, and the Fall One Design in

San Pedro closing out the year.

"The class travel trophy is named in honor of Pax Davis, who sailed the 18-ft Mercury Class boat for more than 50 years. It's the one class trophy that is hardest to win. Points are given for each regatta attended, plus bonus points if that sailor can score finishes in the top three spots. Regattas are split up equally, with three sailed in Northern California, three in the central part of the state, and three in Southern California.

"Although Randy Smith does a lot of sailing on big race boats both on the Bay and in Michigan, he really focused on making it to Mercury regattas this year. His win at Monterey the first weekend of November, followed by a third-place finish in San Pedro, gave him a 1-point lead over Dave West of Inverness YC and 3 points over Chris Rabb of Alamitos Bay YC."

Randy's Mercury is called *Fast Break*. "Kind of an oxymoron for a Mercury," he chuckled. "We're going a whopping 4.5 knots at best." John Verdoia and Randy's daughter Kathryn were his crew this year.

"I'm grateful we were able to sail as much as we did," added Randy. "The yacht clubs worked with the counties to get the protocols in place. We followed them — social distancing, masks."

Jim Bradley concluded: "The Mercury Class would like to thank the race committees and chase-boat crews from the various yacht clubs for putting on great racing while at the same time practicing social distancing and mask-wearing, and generally making it possible for our sailors to travel to some great venues and test their skills against sailors from all over California.

"For those sailors who were frustrated by a lack of racing opportunities during 2020, take a look at the 18-ft Mercury. We are seeing strong growth of really good sailors getting into the class these last couple of years. With boats that don't break the bank to get out racing, it might be just what you need to keep your skills up." See www.mercury-sail.com.

SEASON CHAMPIONS PART 1

with *Harey Legs*, placing first among Wabbits and fifth overall; the Wiver Wun (first place); the Great Pumpkin (second Wabbit); and the Grace Cheney (first overall); plus miscellaneous beer cans and the Berkeley Midwinters.

"The 3BF was fun," says Michele. "I wanted to go counterclockwise, but we could not get to the right side of the line to start in that direction. We went to Blackaller first, which Erik had gently encouraged before the race. We were doing well, paying attention to currents and light winds through Raccoon Strait. We went very close to the north shore at the bottom of the Strait, and Erik briefly took the helm. We promptly hit a submerged rock, but managed to bump off. Sailing around Red Rock and down to Treasure Island in light air took delicate driving, weight distribution, and quiet focus. The quiet may have been because Erik was in shock from having run aground. The wind picked up at after TI and on the upwind leg to the finish. I complained about weather helm and lack of point, and we lost some boats on that leg. The next day Erik hoisted the boat and saw that the bottom of the keel was split, with

shredded fiberglass flapping. So, lesson learned: Don't go too close to the shore, or just keep Michele on the helm!"

She first started sailing Wabbits as the middle crew about two or three years ago, and took up the helm a year or two ago.

Erik claims that his own *Harey Legs* won the cruising division, with "the best cocktails, food, fun and use of a poop bucket in Tomales Bay on a three-day, never-touched-shore sail."

We asked Erik to explain the part about the poop bucket. "I did a three-day/two-night cruise on the Wabbit, launching at Inverness YC," he replied. "Because we did not bring a dinghy or other way to make it to shore, we used a bucket and plastic bags. There was lots of good food, so there were good poops... We packed out everything we packed in, which is what one is supposed to do if camping on the beaches there anyway."

"I can't recall the last time anyone cruised the Wabbit, much less without access to shore or other boats. It was great!"

See www.wyliewabbit.org.



ERIK MENZEL

Michele Sumpton at the helm of 'Harey Legs' in the Wiver Wun to Wio Vista.

We'll report on the 2020 seasons of the Express 27, and the Singlehanded Sailing Society, and more in the January issue of *Latitude 38*.

Did your fleet manage to pull off a 2020 season and crown a champion? Let us know at racing@latitude38.com.

— **latitude**/chris



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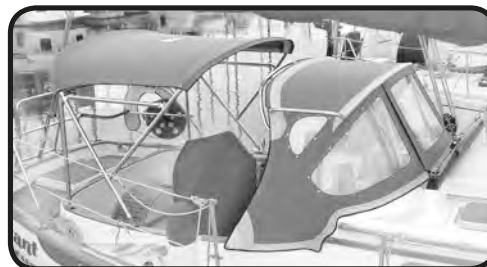
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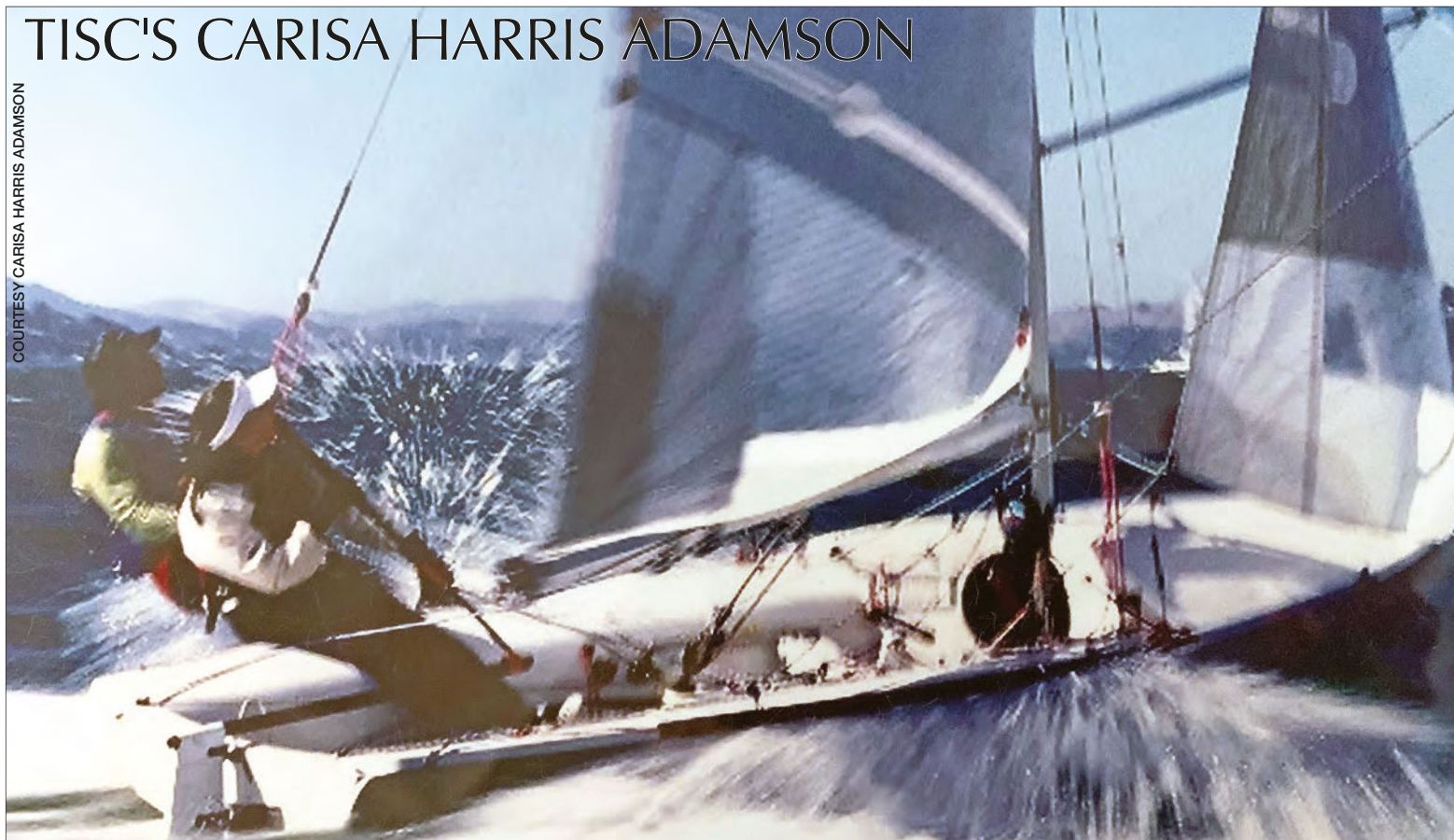


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TISC'S CARISA HARRIS ADAMSON

COURTESY CARISA HARRIS ADAMSON



The Treasure Island Sailing Center evolved into what it is today due to a confluence of circumstances, facilities and individuals that led to its inception. One very instrumental person, Carisa Harris Adamson, has been there from the start. With the help of co-founders and a remarkably agile board of direc-

tors, she's led the sailing/coaching side of the organization for more than 20 years with steadfast energy and a desire to improve the lives of the Bay Area's at-risk children through sailing.

One can understand how she might have become involved with sailing at a

Carisa Harris Adamson pictured after a TISC sailing team practice with her children Ian and Ava, who are team members.

Carisa helming a 505 in 2004, practicing out of TISC with teammate Ralph Silverman on San Francisco Bay.

young age; she was raised northeast of Manhattan in the coastal village of Larchmont. At the time though, it was a mixture of convenience and passion on her father's side. "My dad was a single father raising my sister and me," she says. "One of the things that he did in the summertime to keep us busy was to drop us off at a local yacht club, and we got to swim and play tennis and sail. It was really a lovely experience and certainly helpful for him to have a place like that where we could spend our day when he went to work. In the winter we'd do the Frostbite Series together in Interclub dinghies."

Her father was essentially her first unofficial coach, and at a young age she was able to hone her short-course sailing skills. Her father was also "sort of the parent in charge of the program for a while," she explains. "There were a bunch of instructors who were doing Olympic campaigns at our club at that time, so that was really



NICK ADAMSON

ENVISIONS THE FUTURE

influential for me, and influenced my Olympic dreams. My first coach was Courtenay Becker, who I ended up racing against later in Europe dinghies."

Among other notable sailors in the area was David Dellenbaugh, who also mentored her in the sport. And, as it turned out, there were a few Tufts University alumnae racing against her on the waters off Larchmont who helped introduce her to collegiate sailing once she became a freshman at Tufts.

But prior to college she and her father discussed the need for a more community-based yacht club — a subject that would shape Carisa's thinking for years to come. "The one thing that our yacht club did not do is open up the [sailing] program to the community at large, and my dad had tried to make that happen. That was not of interest to a private club. My dad was really vocal to me saying that he didn't feel that was right — it was not acceptable, and I think that was a really important moment for me. How do you know when you're little? You don't really notice [the exclusion], and I think as I got older I thought more and more that that was a problem."

Carisa competed with the US Sailing team four times while at Tufts — twice in Europe dinghies and twice in 470s. "In my time of sailing at that level I got to travel around the world in different places and venues and just see how different cultures made sailing more accessible," she recalls. "Sailing in New Zealand was definitely an eye-opener for me. In European countries as well, it just seemed that sailing was much more of a community-based sport. And then their facilities were also very different. I don't have anything against yacht clubs; it just was different. I think that was eye-opening as well — it just struck me that maybe more people would have access to sailing if there was a place that was

not connected to a yacht club."

While studying for her B.A. in psychology at Tufts, Carisa won the Nationals twice sailing Europe dinghies, and started training for the 1996 Olympics, when she was coached by and trained with her good friend Courtenay Becker again.

"I remember as early as middle school having that dream of competing in the Olympics, and a lot of it was just because I saw other people around me doing that. I thought how cool it was that you could

"How do you know when you're little? You don't really notice..."

just study sailing and get that good." And although the Olympic campaign didn't work out, it was this earlier observation that made such an important impression on her. "I think that has shaped a lot of the vision I see for TISC. The whole reason we've evolved, and the vision from the very beginning, has been to have the best of the best sailors training next to the community-based sailors who are starting off, because I think there's a lot of value in that."

Carisa's boyfriend (now husband) did make the Olympics that year. Afterward they moved to San Francisco, where her interest in teaching and coaching began to take center stage, as she worked with youth sailors at St. Francis Yacht Club.

While studying for her master's degree in kinesiology at San Francisco State University, she taught at-risk girls at the Life Learning Academy on Treasure

Left to right: TISC juniors enjoying the leeward action on a J/24; students learning teamwork while moving an Opti hull; recovering your crewmate is an important skill.

Island how to sail on the weekends. The sailing facility was built in preparation for the 2000 Olympic trials, but was handed over to what became TISC in November 1998. "It was sort of good timing in a sense — we had a lot of really lovely people donate boats, and West Marine was really important in the early days donating life jackets. We were all volunteer-based for a fair number of years," she says. "We'd hire instructors in the summertime but other than that it was pretty much volunteer-based, and then I think it was maybe six years later, sometime in, like, 2005, that we actually hired our first executive director."

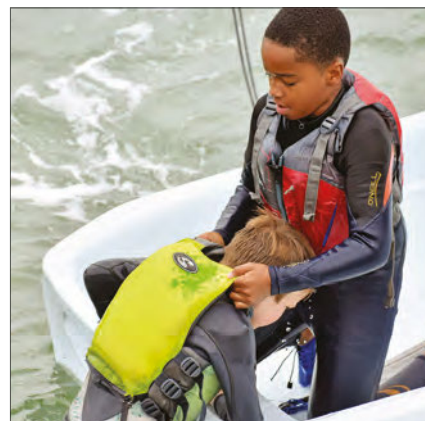
Carisa is the first to tell this author, more than once, that TISC is not so much about her as it is about the many other people involved in creating and maintaining its vision. "I think I was really the young one on the board that was brought into the project right on the ground floor. Pax Davis was the chair at that point. There were also Terry Anderlini, Bill Hoehler, Tom Allen and myself. I believe we were the first board of directors. Really, my role was to help teach sailing and run the programs because I had the experience of coaching. These guys really mentored me the whole way. They were older and wiser. I was in my 20s and just had energy to get it done. Terry is still an adviser; Tom Allen has, sadly, passed away; Hoehler is still the secretary and still gives me advice all the time; and Pax Davis retired a while ago."

And all the efforts over the years to get children and young adults out on the water have paid off. Pre-COVID, Carisa says, "we surpassed 1,500 kids this year and over 30,000 hours in program time, including everything from STEM education programs to our Set Sail Learn program [sponsored by the St. Francis Sailing Foundation]."

"But we've always thought of it as a pyramid. The bottom of the pyramid is where you're trying to get just as many



PHOTOS COURTESY TISC



CARISA HARRIS ADAMSON

kids out on the water as possible," says Carisa. "In our STEM program some of the kids have never been over the Bay Bridge, they've never seen the Bay, and they're so excited to get out there. And they all have an invitation to come back for the summer. On average, 80% of our students receive some sort of financial help across all of our programs, and that makes it very accessible if the kid wants to come back — they are ready to go up the pyramid, where kids are getting more hours on the water with fewer children in the programs."

Since its inception in 2013, Set Sail Learn has served 8,375 students from 52 schools. This program is aimed at "fourth graders eager to learn about sailing, ecology, maritime history, and harnessing the power of the wind." In 2019, the program was opened to fifth graders and served an additional 305 students across 6,100 hours of programming.

The frustrating part for any youth-based organization right now is COVID-19. "I mean it's just been tough on kids in general," says Carisa. "I think if there's ever going to be a sport that you could do safely during COVID-19, it's

sailing. We really just felt like we wanted to put in the effort to try to get at least some kids out, and so we had probably about 120 kids this summer — a lot less than our usual 400, but we still felt really good that some kids got to go out and have a little bit more of a normal summer and enjoy the water."

TISC also plans to expand their facility significantly, adding square footage, facility upgrades and new technology programs as well — all part of the redevelopment of Treasure Island. Those plans are still moving forward and set to be ready in 2026. But the COVID-19 crisis has forced TISC to reduce the size of their on-site programs and thus the



Fair-weather sailing on a TISC RS Venture.

size of their organization — a frustrating development after serving Bay Area communities' needs for more than 20 years. The hope is that this is a temporary setback, and that TISC can once again flourish in the future as it has in the past. Carisa and her associates are certainly going to do their best to make that happen.

— ross tibbits

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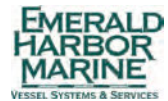


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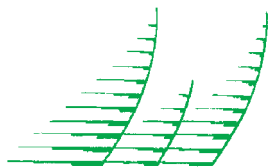
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MAX EBB —

I like to think that I'm pretty good at hanging on to my race crew. First, I make sure the boat is fast: new sails before the old ones get slow, and my diver cleans the bottom before every race weekend. I make sure the rigging is pleasant to handle, with sheets and halyards in good condition. And most important, I bring the fancy sandwiches and snacks from the upscale deli, with a custom order for each crew. I even treat the whole group to a nice dinner out whenever we win something important.

And yet, I still have trouble keeping the best racing sailors committed for the season, and it was only through a lucky break that I discovered one of the main reasons.

"One thing I hate, hate, hate," complained my star foredeck crew, "is when I know I could have gotten a much better start than Max."

I was down below sorting out what remained in the icebox after a YRA race, and the foredeck guy was on deck coiling sheets without giving a thought to the open hatch and the resulting acoustics.

It was an important bit of intelligence and called for a consultation with Lee Helm, grad student who, on rare occasions, can be persuaded to come along on my boat as tactician. "Do you really think our foredeck guy can get consistently better starts than me?" I asked.

"Probably," confirmed Lee. "And like, so could I, truth be told. I race against him every Sunday morning at the University Sailing Club. He's good. I can't always beat him, especially when the wind's up and he has a weight advantage."

"Do you think I should let him drive the starts?" I asked, even though I really had no intention of giving up the helm for the most exciting part of any race.

"Either that or up your game," Lee answered. "In our dinghy fleet, we get, maybe, six or seven starts each weekend. And more when we add weekday evening races in the summer. I log, like, 200 race starts each season, and your foredeck dude does even more than that. How many starts do you get in every year? Barely north of 20, if you're lucky."

"You think the small-boat skills translate to big boats?" I asked.

"Totally," she said. "Totally," she repeated. "But like, the reverse is not true. An experienced big-boat racer might have some trouble in a dinghy. But you're welcome to try."

LATITUDE / JOHN



The rules for starting and finishing have changed in the 2021 rule book. Get ready!

"You know," I said, "I did race dinghies in my misspent youth. I might even still have some of the muscle memory."

"Awesome!" Lee exclaimed. "I'll see you next Sunday morning at zero-nine thirty, over at the dinghy docks. We can sign you up right there, and I'll, like, railroad you through the certification process so you can skipper the club dinghies that same morning."

"What have I gotten myself into?" I thought as I drove home. But Lee was right; if I want to keep first-rate crew, I have to drive first-rate starts. Or give up the helm whenever the going gets tough, especially at the start. For some owners that's perfectly OK, but not for me. Even though I get a second-row start more often than I like to admit, nothing compares to the adrenaline rush when I do manage to win the start. Or at least, when I can come off the line even with the fleet heavyweights.

Next Sunday came around all too soon. Lee was ready and waiting. I took the basic University Sailing Club skippers' test, Lee briefed me on some club procedures, and I headed over to the yard to rig a boat.

"Um, one more detail," Lee stopped me. "You need to take our club racing rules test. But no worries, it's take-home, open-book, and cheating is allowed."

"Is it updated for the new 2021 rules?" I asked, having chanced to read somewhere that the new rules, updated every four years, were about to go into effect.

"The only change to worry about is the definition of starting and finishing," Lee assured me. "Nothing else of substance down here at the sandlot level of club racing."

I rushed through the test with the help of Lee's coaching.

"Whatever happened to 'mast abeam?'" I asked, after getting the windward-leeward questions wrong.

"Your rule book," Lee sighed, "is like, older than I am. Mast abeam went away in '97."

"And a real loss, too," remarked another racer while he adjusted his PFD. "It used to be that there was a clear burden of proof on the windward boat in a luffing situation. Same with close tacking. It made it much easier for competitors to self-enforce the rules, and the outcome of a protest was much easier to predict if you had the basic facts. They've muddled it up with new obligations on the leeward boat, as if they assume all race events will have ump's on the water to make the calls."

"One more example of how the Olympics and TV money are, like, dragging the sport down," Lee added. "The rules keep getting less friendly to entry-level racers with no professional RC support."

Lee could have continued her rant for hours, but by the time we were done with the rules test, most of the other boats were already rigged.

As I had feared, my starts were terrible. I was late for one start, caught barging and forced out on the next one, and picked the wrong end of the line for another. But in the last race I sniffed out a wind shift and pulled off a daring port-tack start, crossing the whole fleet of starboard tackers. My one moment of glory. And it was worth it. Even my foredeck crew, who had clobbered me in every other race that morning, had to admit that it was a brilliant start.

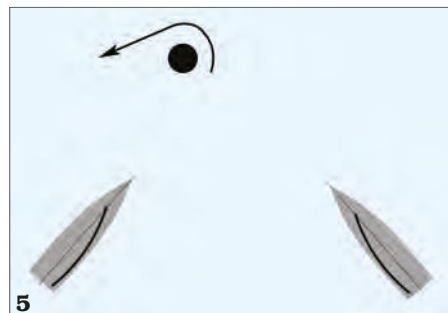
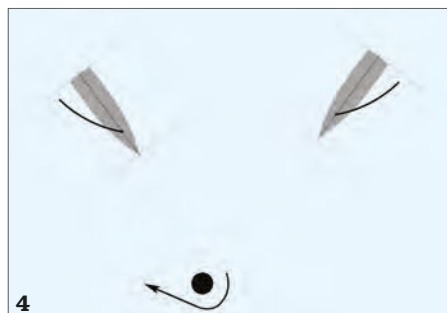
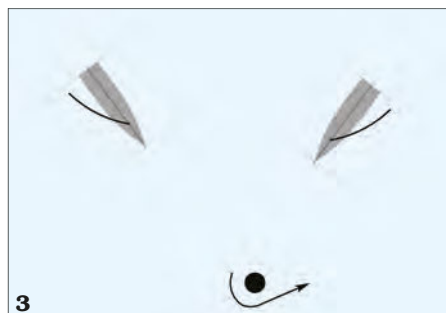
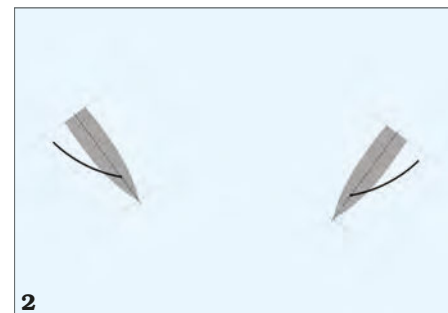
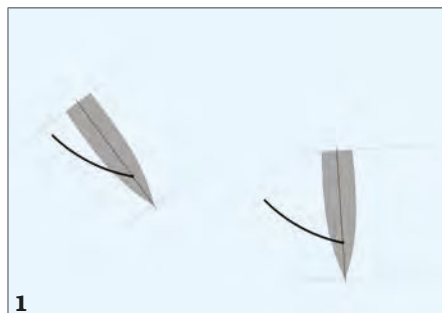
Next week it's back to big boats. But from now on I'll be using the prep signal for a practice start. If I can drive 40 starts a year instead of 20, I'll be twice as good.

— max ebb



RACING RULES QUIZ

(Just enough to keep you
out of trouble)



1) Overlap 1: Are these boats overlapped?

- ☐ No, because they are not sailing "the same, or nearly the same, course."
- ☐ Yes, because neither boat is clear astern of the other.
- ☐ No, because one boat is clear ahead of the other.

2) Overlap 2: Are these boats overlapped?

- ☐ Yes, because neither boat is clear astern of the other.
- ☐ No, because they are on opposite tacks.

3) Leeward Mark 1: Are these boats overlapped?

- ☐ No, because they are on opposite tacks.
- ☐ Yes, because neither boat is clear astern and they are within the 3-length zone of a leeward mark.

Does the outside boat have to give the inside boat room at the mark?

- ☐ Yes, because they are overlapped approaching a leeward mark.
- ☐ No, because they are on opposite tacks.

4) Leeward Mark 2: Does the outside boat have to give the inside boat room at the mark?

- ☐ Yes, because they are overlapped approaching a leeward mark.
- ☐ No, because the inside boat is on port tack.

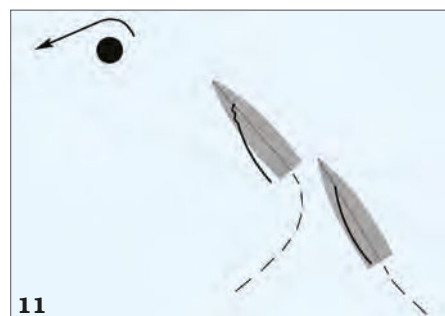
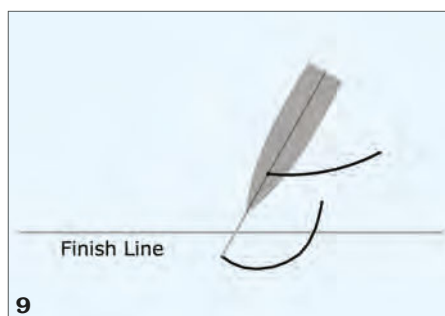
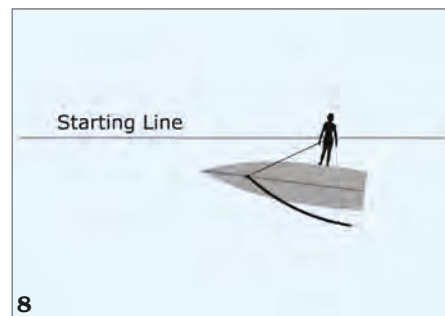
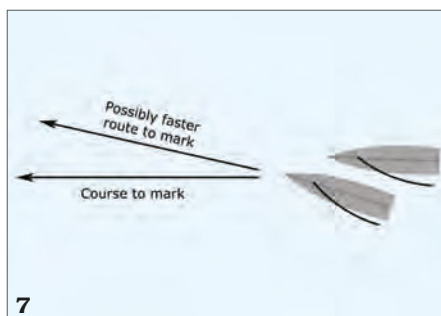
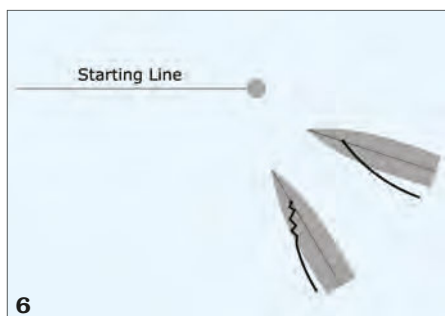
5) Room at a Windward Mark: Is the port-tack boat entitled to room at the mark?

- ☐ NO!
- ☐ Yes
- ☐ Yes, but only if the port-tack boat hails for room to tack.



RACING RULES QUIZ

continued



6) Room at a Starting Mark: *Is the windward boat entitled to room at the starting mark?*

☐ NO! ☐ Yes

☐ Yes, but only if the overlap was established before either boat entered the 3-length zone.

7) Windward-Leeward and Proper Course: *On a reach, is the proper course always the most direct course to the next mark?*

☐ Yes ☐ No

Can the leeward boat sail above its own proper course, if it established the overlap from astern?

☐ Yes ☐ No

Can the windward boat be forced to sail above its own proper course, if the leeward boat is sailing its own proper course?

☐ Yes ☐ No

Can the leeward boat sail above its own proper course, if the windward boat established the overlap from astern?

☐ Yes ☐ No

8) Starting Definition: *The boat is in the position shown at the starting signal. Is it over early?*

After January 1, 2021:

☐ Yes ☐ No

Before January 1, 2021:

☐ Yes ☐ No

9) Finishing Definition: *Has the boat finished?*

After January 1, 2021:

☐ Yes ☐ No

Before January 1, 2021:

☐ Yes ☐ No

10) Tacking Too Close: *The boat ahead has tacked directly in front of the boat astern, which did not tack. The boat astern altered course to avoid the boat ahead, but did not need to alter course until after the boat ahead had reached its new close-hauled course, but before its mainsail was full and drawing. Was the tack too close?*

☐ Yes ☐ No

11) Tacking within the 3-length zone at a mark: *The boat ahead has tacked directly in front of the boat astern, which did not tack. The boat astern altered course above close-hauled to avoid the boat ahead after the boat ahead had reached its close-hauled course on the new tack. Was the tack too close?*

☐ Yes ☐ No

What if the boat astern could establish a late inside overlap on the boat that tacked?

☐ They would be entitled to room to round the mark.

☐ They would not be entitled to room to round the mark.

(Answers in Friday, December 11 'Lectronic Latitude)

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THE RACING

*The SSS Vallejo 1-2 becomes the Vallejo One and None; RYC runs a COVID version of the **Great Pumpkin** and the **Amazing Grace Cheney Cup**; and Sequoia YC hosts the El Toro **Corkscrew Slough Regatta**. We visit CYC's **Fall Series** and check in on **Midwinters** in Sausalito and Berkeley. We hear from LAYC about the **Fast Friday** series and **Breakout** offshore series, and catch a glimpse of teenagers racing in the **I240 PCCs**. **Box Scores** include a variety of races, and we share a collection of news bytes in **Race Notes**.*

SSS Vallejo One and None

The Singlehanded Sailing Society's final race of the 2020 season went out with a windless whimper. But that's not a bad thing, as you'll learn if you keep reading.

The Vallejo 1-2 is a solo race to Vallejo Yacht Club on Saturday and a two-handed race back to Richmond Yacht Club on Sunday, with an overnight in Vallejo. This year, because of COVID restrictions, VYC was unavailable for the usual raft-up, but the clever SSS board arranged to use the guest dock at Vallejo Marina as a replacement. After the SSS worked out the logistics of how to run the race and got VYC's permission to still use their race deck for Saturday's finish and Sunday's start, the race was a go. The start was off the Olympic Circle G buoy

eventual only finisher on Saturday — and overall winner — Scott Easom of the J/100 *Eight Ball*. "As I headed toward the Richmond breakwater, I realized that the restricted zone could be a problem in the flood, so I took early evasive action." Ah yes, the Richmond Long Wharf forbidden zone came into play early. A number of boats got swept into the abyss and had to quit.

As the boats that were still alive and racing headed into San Pablo Bay, Scott kept moving. "I started with my big jib, which is on a furler, then I went to a small A-sail, but then I put up my new North 2A and started mowing people down. As I sailed up the Vallejo channel with the 2A, I had just enough speed to make headway against the 3-knot ebb."

While *Eight Ball* was finishing just be-

fore the 7 p.m. cutoff, the rest got stuck at the Mare Island Strait entrance or just shy of the finish.

Rebecca Hinden on her Express 27 *Bombora* had made it really close to the finish line when the deadline came hammering down. "It was very frustrating, to put it mildly," she said. So, at the end of Day 1, only one boat finished: Scott Easom's *Eight Ball*.

Due to the pandemic, there was no official party or dinner on Saturday night, though several racers ate out at picnic tables on the deck at the nearby Sardine Can restaurant. The warm temperatures that had stalled the breeze made for pleasant outdoor dining. While at the Sardine Can, Kerry Scott, whom we know from the Delta Doo Dah, chatted with SSS racers and cooked up a plan to offer hospitality at neighboring Vallejo Marine Craft. Kerry had purchased the boatyard earlier in the year. On Sunday morning, Kerry, his crew, and the shop dogs and cats welcomed the racers with free coffee, doughnuts and Bloody Marys — much appreciated by the sailors.

Day 2's doublehanded race back to RYC again saw very little wind around the start line, and anchoring was the drill. But this time no one could finish, as the wind completely shut down before boats could even make it out into San Pablo Bay against the building flood.

Although it was a disappointing weekend for most of the racers, the good news is that the SSS was able to hold all of their scheduled 2020 races (except for the Singlehanded Transpacific Yacht Race to Hawaii). And that was the fresh breeze everyone was looking for in a windless season of doubt. Congratulations to the SSS — and to the racers!

— ncs

RYC Great Pumpkin COVID Cup

Richmond YC has been doing a bang-up job getting races off while staying on



Above: Singlehanded racing is followed by singlehanded kite packing for Scott Easom at Vallejo Marina's guest dock. Below: Sunday morning hospitality at Vallejo Marine Craft.

on October 17 in a building flood and dying northwesterly.

Race chair Tom Boussie singlehanded the race committee boat (his Capo 30 *JouJou*), and 33 boats in seven divisions started on time in very little wind. As the first two fleets slowly crossed the line, the wind died and the flood pushed back. Tom kept the rolling starts going, as boats began dropping anchors just yards from the line.

"I ended up doing a dip start after anchoring for 40 minutes," said the





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the conservative side of COVID-safe. Case in point was the Great Pumpkin COVID Cup on Saturday, October 24. The Great Pumpkin Regatta is normally a three-day event.

This year, RYC pared it down to its essentials on Saturday only. Racing? Yes, a pursuit race around Alcatraz and Angel Island, skippers' choice of direction. Halloween? Yes, with Halloween treat bags handed out before the race, pumpkin hunting, and many sailors in costume.

Ten multihulls and a whopping 120

Sunday morning anchoring drill for Chris Case aboard the newly repainted Wilderness 30 'Fugu' on October 18.



LATITUDE / CHRIS

On Saturday, October 17, 'Eight Ball' keeps moving in what appears to be no breeze but a favorable flood current.

monohulls signed up, and all but six of the 130 entries made it to the start.

The race committee volunteers had plenty of time to zip around on RIBs tossing treat bags into cockpits, as there was first a one-hour postponement, which then stretched to an even 90 minutes. A very light northerly fluttered the flags at the appointed start time of noon, but the wind would not have been ample to clear the line of the early, slow boats for the waves of subsequent starters. "You're going to have to do some math," commented PRO Fred Paxton, when it became clear that a perfect one-hour postponement wouldn't be enough.

The first competitor off the line, singlehander Paul Sutcheck on the Cal 20 *Stainte*, set the spinnaker as he sailed away. Fred complimented Paul on his perfect start, encouraging everyone else to do as good a job.

The racers did eventually reach a moderate westerly, and the ebb eventually turned to a light flood. For the clockwise rounders, the spinnaker set came rather late, as the wind along the west side of Angel Island had a lot of north to it. It was a headstay reach on port jibe through Raccoon Strait, then the wind clocked aft to a more westerly direction, and crews squared back poles. Meanwhile, the counterclockwise rounders were also converging on the finish with spinnakers up, a headstay reach on

port. Most had to drop before reaching the line.

The late filling in of the wind favored the later, faster starters. The top monohulls went counterclockwise, while the top multihulls went clockwise. Will Paxton on the J/125 *Velvet Hammer* made the decision to go counterclockwise about 20 minutes before their start. The crew was watching the wind fill in in Raccoon Strait. "It was ebbing; we wanted to get washed upwind through the Strait." But first, they had to limp to the wind line, about five minutes away. "Everything went as well as we'd hoped."

They were sailing under spinnaker past Southampton when they saw spinners coming through Raccoon. The Class 40 *California Condor* would be the first monohull to finish going that way.

Velvet Hammer had a close race with sistership *Rufless*; they were within a couple of hundred yards the whole way

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November's racing stories included:

- Vendée Globe • Transpac Entries
- SCYC Jack and Jill Regatta
- America's Cupdate
- BYC Midwinters
- A Sailing Break on San Francisco Bay
- Preview of December Races, and more.

THE RACING



ALL PHOTOS THIS PAGE LATITUDE / CHRIS EXCEPT AS NOTED

RYC Great Pumpkin on October 24. Clockwise from bottom left: Cynthia Deveau tosses a treat bag to the kids on the Alerion 38 'Another Girl'; the seemingly chaotic starting area about 20 minutes into the sequence; multihull winner and first-to-finish Peter Stoneberg's Extreme 40 catamaran 'ShadowX' went clockwise; the monohull winners from the J/125 'Velvet Hammer', left to right: Evan Diola, Caroline Lane, Luke Sinnott, Will Paxton, Peter Chang, Angie Liebert and Kelsey Tostenson (not pictured: Luke Yates, Ian Rogers and Zachery Anderson).

around, "which kept us sailing our fastest," said Will. The Fast 40 *Adjudicator* (which also went counterclockwise) passed *Rufless* near the finish.

Despite the late start, 107 monohulls finished, plus all but one of the nine multihull starters.

"From the race committee vantage point it seemed for the first fleets that started it was clockwise," said PRO Fred Paxton. "Boats that tried to go counter ended up bow into the ebb trying to get to Raccoon Strait. Later in the starting sequence, the faster boats had more breeze and could punch through in the counter direction. *ShadowX* beat *Velvet Hammer*."

"The on-the-water trophy presentation went sorta OK, but the technique needs some tweaking. Competitors were not expecting trophies, and dropping spinnakers while getting awards is tricky business," noted Fred.

"On a pumpkin note, we had a record return rate. If you had picked up a pumpkin and showed it when you ordered a takeout dinner at RYC, you

got a pumpkin pie and a can of whipped cream. Seventeen pumpkins out of the 21 dropped in the Bay came back for pie (or a bottle of wine). Besides dropping pumpkins, support-boat crews gave out 150 bags of candy. That hour-and-a-half delay at least gave them time to disperse all the goodies."

— latitude/chris

RYC GREAT PUMPKIN COVID CUP, 10/24

PHRF — 1) **Velvet Hammer**, J/125, Will Paxton; 2) **Adjudicator**, Fast 40, Paul Dorsey; 3) **Rufless**, J/125, Rufus Sjöberg; 4) **California Condor**, Antrim Class 40, Buzz Blackett; 5) **Bo-dacious+**, 1D48, John Clauser/Bobbi Tosse; 6) **Nuckelavee**, Melges 32, Mark Kennedy/Pearl Prisco; 7) **Bolt**, Tripp 43, Christopher Nicholson; 8) **Less Is Moore**, Moore 24, Scott Lynch; 9) **Ad Lib**, Aphrodite 101, Bruce Baker/John Skinner; 10) **Artemis**, Botin 65, Ray Paul; 11) **WildCard**, SC37, Nicholas Grebe; 12) **Wile E Coyote**, Express 27, Dan Pruzan; 13) **Arcadia**, Mod. Santana 27, Gordie Nash; 14) **Invictus**, Jeanneau SunFast 3600, Nicolas Popp; 15) **Story Maker**, Tartan 101, Mike & Sean Mahoney. (115 boats)

BAMA — 1) **ShadowX**, Extreme 40, Peter

Stoneberg; 2) **Hammer**, Marstrom 30, Jonathan Hunt; 3) **'Round Midnight**, Explorer 44, Rick Walton-Smith. (9 boats)

Full results at www.richmondyc.org

Amazing Grace Cheney Cup

The 25 female skippers out of 30 registered who showed up for RYC's Amazing Grace Cheney Cup on November 1 were (ahem) graced with the fairest of weather, a north-northwesterly breeze of steady, easy pressure, and manageable current (flood to slack to ebb).

This year, in an adaptation for pandemic restrictions, RYC ran the race as a pursuit. Instead of sailing around entire islands, the fleet went on a triangle course around fixed marks in the East Bay.

The race committee, led again by Fred Paxton, chose the middle of the Berkeley Circle, in the Slot, for the starting area, due to the forecast for very little wind. Fred gave himself a choice of four different courses (including a "Wing-it" course using one drop mark in case of really light air). Each



course had a different start-time sheet, with times rounded off to the nearest minute to make the countdown easier.

PHRF 168 was well represented, with four J/24s and five Alerion Express 28s. After a competitive start, the Js began rolling the Alerions, first with their big genoas and then with their spinnakers. They in turn would eventually be rolled by faster, later-starting boats.

However, it was the 24-ft 126-rated Wylie Wabbit *Harey Legs* that completed the 8-mile course first. Michele Sumpton skippered, with boat owner Erik 'Bad Wabbit' Menzel hanging on the wire. A support-boat crew handed out awards on the water to the first five finishers.

The RC also awarded a bottle of sparkling cider (and cups to drink it out of) to the youngest skipper. Alice Turner, 13, has been doublehanding races with her father on the Alerion 28 *Frances*, but this was her first time skippering. "For the week before the race, she was a bit nervous and excited as the boat count clicked upward," said dad Sam. "She did great during the race and really enjoyed the competition." Alice's mom Annie rounded out the crew. It was Annie's first race ever. "Annie enjoyed the day, and was happy for the

Amazing Grace Cheney Cup on November 1, clockwise from top left: The Cal 39 'Sea Star' rolls a smaller boat to leeward; Jennifer McKenna and Rachel Porter sailed the Alerion 28 'Zenaida'; first to finish 'Harey Legs'; first-time skipper Alice Turner with dad Sam and first-time racer/mom Annie on another Alerion 28, 'Frances'. Inset: winning skipper Michele Sumpton.

lighter conditions!"

The race honors Grace Cheney, a member who passed away suddenly — and too young — in 2016.

— latitude / chris

RYC AMAZING GRACE CHENEY CUP, 11/1

PHRF — 1) **Harey Legs**, Wylie Wabbit, Michele Sumpton/Erik Menzel; 2) **Jaja**, J/70, Krysia Pohl/Robert Milligan; 3) **Checkered Past**, Wyliecat 39, Anna Desenberg/Melinda Erkelens; 4) **'io**, Antrim 27c, Aimee Daniel/Buzz Blackett; 5) **Allegro non Troppo**, Alerion Express 28, Erica Quinn/Bill Claussen. (25 boats)

Full results at www.richmondyc.org

CYC Fall Series #4

Patience, postponement and Pacific Standard Time were themes for both Corinthian YC's Fall Series #4 on October 31 and Sausalito YC's Chili Midwinter Race 1 the next day. Low-speed northeasterly wind around the noonish start times meant postponements while the race committees searched their quivers for an appropriate course and waited for more wind. The wind backed to the west

and ranged from near zero close to Angel Island, to high teens at Sausalito's Yellow Bluff, and high single digits at Harding Rock, with lulls in between.

Saturday's predicted Pacific Daylight Saving Time 3.6-knot ebb at 4:24 and Sunday's predicted Pacific Standard Time 3.7-knot ebb at 3:54 meant both races were sailed on similar, fairly substantial building currents. Marina del Rey shirtsleeve sailing was the order.

Thirty-four boats showed up at Point Knox (on the west side of Angel Island) for Saturday's CYC Fall Series #4, scheduled to start at 12 noon.

After an hour's delay, the Long Course boats started on the single inside-the-Golden Gate-Bridge course available, a multiple-leg journey starting at Knox, twice around Yellow Bluff and a temporary mark set between Point Stuart (northwest corner of Angel) and Belvedere's Peninsula Point, with a final rounding at Little Harding before a scheduled finish at CYC's clubhouse.

The Short Course One Design J/70s and J/88s sailed two shorter windward/

THE RACING



LATITUDE / JOHN

The run to Elephant Rock on the Tiburon shore in CYC's Fall Series race on November 14.

leeward races between Little Harding and a temporary mark set off Angel Island's West Garrison.

With a NNE wind at the start, spinnakers blossomed before the 'gun' went off. The five Long Course divisions reached their way toward Yellow Bluff and the two one-design fleets went to Little Harding.

The Long Course boats transitioned from a run to a close reach as they neared Yellow Bluff, with some boats able to carry their chutes into and around the mark, jibing onto a run to Raccoon Strait. But the wind began to wane dramatically, and by the time most boats neared the Raccoon Strait temporary it became a variable-direction zephyr.

After the first Raccoon Strait rounding, the leg back to Yellow Bluff involved a slow slog across the dead zone to wind in the middle and then a close reach down Yellow Bluff. The second leg back to Raccoon mirrored the first. Mercifully, the CYC race committee shortened the course at the Little Harding mark, relieving the Long Course boats from the sail into windless Raccoon Strait.

Meanwhile, the J/70 and J/88 fleets

sailed two short windward/leeward races with committee boat starts and finishes.

See www.cyc.org for results.

— pat broderick

SYC Chili #1 Kicks Off Midwinters

On Sunday, November 1, 18 boats showed up for Sausalito YC's first Chili Midwinter Race. The wind forecast was similar to Saturday's, with early light NNE wind backing to moderate westerlies later in the day. Saturday night's blue moon and the 'fall back' to standard time created current conditions almost identical to the CYC race.

However, SYC's race committee had more course choices and set a starting line halfway between Yellow Bluff and Little Harding, intending to use Sausalito Entrance Marker #2 for the windward mark. With enough breeze to get the race going on schedule, the RC announced a course from the start to #2 over to YRA 6 at Fort Mason on the Cityfront, and finish.

Halfway through the countdown, the mark-set boat crew at Fort Mason reported no wind, and a postponement was signaled. After further consultation with the mark-set crew, who reported very



NIKI SCOLI / WWW.ZANIMEDIA.COM

John Squire's Catalina 34 MkII 'Andiamo' and Steve Hocking's Ranger 33 'Road Runner' sailed in SYC's Chili Midwinter #1.

little wind anywhere along the Cityfront, the RC switched to a shorter course using Harding Rock as the leeward mark. All five divisions went on the same 3.5-mile course.

As boats rounded Sausalito #2 and began their runs out to Harding Rock, the wind backed to a westerly, almost identical to Saturday's. The combined wind direction and ebbing current created difficulties for the two spinnaker divisions, which had to jibe in order to fetch the Harding buoy.

After the Harding Rock rounding, it was a beat back to the finish, with many boats needing a short tack near the pin end in order to cross the line. With the wind holding, most boats finished in less than an hour.

Neither club hosted post-race activities due to COVID-19 restrictions (alas, no chili!). The next SYC Chili Midwinter will be on December 6.

Visit www.sausalitoyachtclub.org for more info.

— pat broderick

SCYC FALL 505 REGATTA, 10/10-11

1) Howard Hamlin/Jeff Nelson, 14 points; 2) Kevin Taugher/Jon Bell, 23; 3) Mike Holt/Rob Woelfel, 25. (7 boats)

Full results at www.regattanetwork.com

OYC OKTOBERFEST, 10/17

DIV. 1 — 1) **Flying Fish**, Olson 30, Michael Berndt; 2) **Bandido**, Merit 25, George Gurrola; 3) **Wings**, Columbia 5.5, Mike Jackson. (6 boats)

DIV. 2 — 1) **Ursa Minor**, Santana 525, Ted Keech/Bill Riess; 2) **Obsession**, Harbor 20, Dave Vickland; 3) **Scrimshaw**, Alerion Express 28, Michael & Judith Maurier. (9 boats)

Full results at www.jibeset.net

BOX SCORES

LWSC SAD, 10/17 (3r, 0t)

THISTLE — 1) Mike Gillum, 11 points; 2) Jacob Bowman, 11; 3) Steve Oliver, 11. (7 boats)

Full results at www.lwsailing.org

SYFY ROUND THE ISLAND, 10/31

SPINNAKER — 1) **Viva**, Cal 40, Don Jesberg; 2) **Orca**, Moore 24, Will Baylis/Rich Bergsund; 3) **Sketch**, Olson 25, David Gruver/Nick Gibbens. (18 boats)

NON-SPINNAKER — 1) **Q**, Schumacher 40,

Glenn Isaacson; 2) **Narcissus**, Knarr, John Jenkins; 3) **Sea Ghost**, Beneteau First 42, Ron Roberts. (8 boats)

Full results at www.regattanetwork.com

TYC RED ROCK REGATTA, 10/31

OVERALL — 1) **Joyride**, J/105, Bill Hoehler; 2) **Cinnamon Girl**, Beiley 26, Mariellen Stern; 3) **Bella**, Alerion 33, Aiden Collins. (9 boats)

Full results at www.jibeset.net

LWSC TURKEY SHOOT, 11/7 (5r, 1t)

THISTLE — 1) Steven Hale, 4 points; 2) Steve Oliver, 10; 3) Mike Arrow, 10. (4 boats)

CFJ — 1) Thomas Samuels, 5 points; 2) Jayden Potter, 5; 3) Sarah Puts, 6. (4 boats)



Left: 'Peligroso' and 'Fast Exit II' battle in Los Angeles YC's Breakout series of four offshore long-distance races. Right: Close racing between Liz Hopkins' 'Pazuzu' and David Monk's 'Endeavor' in LAYC's Fast Friday Series.

The 2020 Racing Season at LAYC

In 2019, Los Angeles YC launched a new Friday night race series called Fast Friday. The start/finish line is in Hurricane Gulch, as the locals refer to it, and we run it for three months. This year we found an enthusiastic group of Express 37 owners who wanted to race one design. We also provided a PHRF fleet start.

Back in the spring, we were all in a state-mandated lockdown that kept us at home for weeks. Recreational sailing was not permitted. In June, the restrictions began to abate, and it became possible to plan to host Fast Friday.

The long course for the Express 37s took the competitors from inside the Los Angeles Harbor out and around the Point Fermin buoy, and then back to finish in the harbor for a total distance of 6.6 miles. With a start time of 6 p.m., the entire Express 37 fleet was finished and heading back to Cabrillo Marina by 7:15 p.m. For nine of the 11 evenings this year, we had around 15 knots of breeze from the west. The winner of the Express 37 series was *Pazuzu*.

The short course stays inside the

harbor and provides a choice of courses between 2.8 and 5.9 miles long.

Early in the COVID-19 lockdown, as all yacht clubs up and down the coast were forced to postpone or cancel their events, the racing calendar was becoming a wasteland that provided nothing to do and nowhere to go. The Southern California Yachting Association calendar lists hundreds of events throughout the year. LAYC was approached by the sled owners, who were looking for a club to fill this ever-expanding void and host offshore racing. The aim was to keep the multifaceted pieces of their complex yacht racing programs together if there was a way for this to happen. This might also be described as just wanting to get out and practice.

At LAYC, co-chairs Doug Jorgensen, Ken Corry and I created a plan and wrote race documents for summer 2020 with a new series called Breakout. Before the first gun could be fired, we had to wait for numerous restrictions to be eased or canceled. Safety considerations must always remain foremost in any racing

program.

We devised four races with two classes: a 'big boat' class of PHRF -33 or faster, and a second class that included the Express 37 fleet and other boats in the range of PHRF -32 through 72.

The race courses were something of a break with tradition for San Pedro, where the tendency is to head downwind in the direction of San Diego and other points south, or round Catalina and go over to fixed marks on the island's north side. We wanted to create a tactical event that started Class A near Point Fermin, and raced upwind to fixed marks before returning back down the coast to finish at Angel's Gate (at the entrance to L.A. Harbor). We also included shorter courses for the Class B fleet with a similar concept.

The first race took the sleds around Santa Barbara Island, which was actually a mark in the LAYC Whitney/Times races of yesteryear, but the strong breeze on that day coupled with a very awkward sea state forced Bob Lane's Andrews 63 *Medicine Man* and David Clark's Santa Cruz 70 *Grand Illusion* to retire before

BANSHEE — 1) Charles Witcher, 5 points; 2) Wayne Cassingham, 9; 3) Kerry Johnson, 10. (5 boats)

LASER — 1) David Rumbaugh, 4 points; 2) Steve Fishman, 9; 3) Ben Potter, 13. (8 boats)

OPEN — 1) El Toro, Tom Tillotson, 4 points; 2) Lido 14, Steve Galeria, 7; 3) M-15, Mark Werder, 10. (4 boats)

Full results at www.lwsailing.org

SEQYC QUARANTINE CUP SERIES (6r, 1t)

SINGLEHANDED — 1) *Ohana*, Catalina 36 MkII, Dan Lockwood, 4 points; 2) *Hijinks*, J/92, Noel Bird, 11; 3) *Phoenix*, Dragonfly 25, Phillip Meredith, 12. (3 boats)

DOUBLEHANDED — 1) *Osprey*, Sabre 36,

BOX SCORES

Jeff Stine/Erik Jessen, 5 points; 2) *Ferox*, Pogo 36, Anja Bog/Peter Weigt, 6; 3) *Mauruuru*, Tartan 30, Jeff & Yuning Pathman, 21. (6 boats)

CREWED — 1) *Frequent Flyer*, Farr 30, Stan Phillips, 4 points; 2) *Marnie Kai*, Beneteau Oceanis 46.1, Mark Isfeld, 11; 3) *Sweet Grapes*, Ericson 36, Mark Green, 12. (5 boats)

Full results at www.jibeset.net

LWSC LASER SERIES (14r)

1) Mike Gillum, 149 points; 2) George Biery,

244; 3) Dale Gordon, 348; 4) Brian Bauman, 376. (21 boats)

Full results at www.lwsailing.org

SCYC FALL SCORE/DOUBLEHANDED SERIES (2r, 0t)

A FLEET — 1) *Hijinx*, J/120, Brad Sampson/Russ Jacobson, 3 points; 2) *Animal*, Sydney 38, Matt Lezin, 4. (2 boats)

B FLEET — 1) *Pegasus*, Moore 24, Philippe Kahn, 4 points; 2) *New Wave*, Lighthall 30, Mark Merritt/Tom Faraola, 5; 3) *Nobody's Girl*, Moore 24, Sydnie Moore, 6. (9 boats)

JIB & MAIN — 1) *Hamachi*, Santana 22, Stefan Berlinski, 3. (1 boat)

Full results at www.regattanetwork.com

THE RACING

PETER PHELAN / SCYC



Santa Cruz YC hosted a regatta for the I420 Pacific Coast Championship (pictured), plus 505s, on November 7-8.

rounding this weather mark.

Class B had 11 competitors. They raced to R 10PV, then crossed to Eagle Rock, Catalina, before finishing at Angel's Gate. Nine finished, with Steve Davis's SC52 *Vela* beating Robert Zellmer's SC50 *Flyingfiche II*.

Race 2 sent the big sleds to the Coast Guard buoy near Malibu Point, then across to Ship Rock and home to Angel's Gate. Doug Baker's Kernan 70 *Peligroso* beat *Medicine Man* and John Raymond's Ker 51 *Fast Exit II* on this 85-mile course. Class B had 10 starters and raced to R 10PV, across to Ship Rock, and back to Angel's Gate. Gregory Moore's Beneteau First 40.7 *Inconceivable* bested *Vela*, with Zoltan Katinszky's Farr 40 *White Knight* in third.

Race 3 for Class A was a leg upwind to weather buoy 46025 and back to Angel's Gate, for 80 miles. *Peligroso* was first home with *Fast Exit II* chasing hard.

Class B sailed to weather buoy 46221 in Santa Monica Bay and back to Angel's Gate. *Vela* again prevailed, with Doug and Jack Jorgensen's J/111 *Picosa* in second.

Race 4 was designed to be long enough to provide the 150-mile qualification requirement for the 2021 Transpac. Both classes raced together up to Production Platform Gina off Port Hueneme. Leaving that to port they crossed to Anacapa Island, also leaving it to port. From there the course took them down and around Santa Barbara Island, and back from there to the finish at Angel's Gate. Two boats from Class A, *Peligroso* and Phillip Friedman's Farr 85 *Sapphire Knight*, competed, with only *Peligroso* finishing.

In Class B, three boats started. Only Tim Jones's Olson 40 *Live Wire* finished. The conditions were disappointingly light that weekend.

This series has been very well received by the competitors, and LAYC is planning to run it again next year. Look for the NOR to be posted soon. We intend to run three races before everybody leaves

on Transpac in July — next stop Hawaii.

See www.layc.org for complete results of both series.

— david collins

El Toro Corkscrew Slough Regatta

When the midwinter series at Richmond YC and Lake Merritt ended in March, we were all looking forward to warmer weather and many months of El Toro races at various venues. Then came COVID-19.

So what was normally the last Bay Area race for the season was also the first: the Corkscrew Slough Race in Redwood City. Five boats showed up (sailed by Art Lange, John Pacholski, Paul Zander, David Groechel and Steven Maulick), along with Larry Mayne of Sequoia YC as race committee. Larry set two inflatable marks.

Conditions could best be described as Goldilocks. The weather was not too hot and not too cold. Some sailors wore long pants; others wore shorts. The winds were never so light that it was a bobbing contest and never so strong as to cause serious concern. In short, just right, with enough subtle changes in speed and direction to keep the sailors from being too complacent.

After the start, Art, John and Paul got into a three-way challenge trying to follow wind shifts and attempting to cover one another. By the time these three reached the area where the channels from the right and left join in, they were spread across the width of the channel and content to stay on port tack. Art found slightly better conditions and developed a large lead at the mark. Paul and John took very different routes, but rounded with John ahead by half a boat-length.

Going downwind, Paul combined a few wind puffs and waves to surf a couple of times. It was just enough to pass John. The two boats followed each other into the east channel, around the mark, and back out and across the main channel. Then John, on a slightly different course,

hit bottom while Paul kept going. All the way up the west channel and on to the finish, the boats were widely spaced. Keep the boat moving, enjoy the sailing, avoid the shoals, and watch out for a few other boats in the channel.

In less than three hours, everyone was on the dock. Less than 10 minutes separated first and last place. After taking the boats off the water, we moved to the SeqYC deck to share a case of Corona and present the trophies.

— paul zander

Race Notes

"Anacortes, Here We Come!" Whidbey Island Race Week, which became Point Roberts Race Week in 2020 before being canceled due to COVID, will become Race Week Pacific Northwest, and will move to Anacortes on Fidalgo Island. Point Roberts is in Washington state, but getting there from the US requires two border crossings. The border with Canada has been closed since April. The 2021 dates will be June 21-25. Cap Sante Marina will host. Find more info at www.raceweekpnw.com.

Want something to look forward to before that? Newport Harbor YC has opened registration for its biennial **Newport Beach to Cabo San Lucas** race starting on March 19. Find info and enter at www.nhyccaborace.com.

Speaking of Mexico, NOSA will start the 73rd **Newport to Ensenada Race** off the Balboa Pier on April 23. Registration is open. See www.nosa.org.

Looking for something to watch on Christmas Day? Check out the start of Australia's **Rolux Sydney Hobart**. In November, Tasmania opened its borders to travelers from New South Wales, making the 628-mile classic possible. See www.roluxsydneyhobart.com.

Taylor Canfield and Team Stars + Stripes (Mike Buckley, Victor Diaz de Leon, Mike Menninger and Eric Sham-pain) won the 70th **Bermuda Gold Cup** and 2020 **Open Match Racing World Championship**, sailed in International



GLEN GARFEIN

Express 27s on parade at the Berkeley Midwinters, which kicked off on November 14-15.

One Designs in Hamilton, Bermuda, on October 25-30. In the pre-start of Race 2, Canfield and Ian Williams worked their way into the spectator-boat crowd outside the pin end of the start line. Canfield hounded Williams and got a penalty on him. Canfield peeled off, then sailed back toward the line; Williams began to follow. Canfield tried to go for another penalty. Williams sailed below the commentary boat. Canfield, holding starboard, appeared to try to put his bow between the commentary boat and Williams. But his bow seemed to hit Williams's at

about the traveler and spun Williams's bow into the commentary boat.

US Sailing is searching for a new CEO. In mid-November, the national governing body announced that they had parted ways with **Jack Gierhart**, "in line with the implementation of the new Strategic Plan and focus on the future."

On November 11, the *Coronado Times* (in San Diego) reported that a storm grounded, then demolished the IACC yacht **Age of Russia** on Coronado Beach. "Initially, the boat appeared to be stuck in the sand with little damage visible. However, as the waves continued to strike the boat, it split in two and ... the waves were pulverizing it into dozens of smaller pieces."

Age of Russia was built in Leningrad



ROYAL BERMUDA YC

The collision at the Bermuda Gold Cup, which caused damage to all three boats pictured.

prior to the fall of the Soviet Union. The team had intended to challenge for the 1992 America's Cup in San Diego, but was never sanctioned to compete. If we're not mistaken, this was the red yacht that was moored out in Richardson Bay off the shore just south of downtown Sausalito for several years.

We heard through St. Francis YC that their longtime member and San Francisco Bay yacht racer **Phillips J. Perkins** passed away in October. Our condolences to Phil's family and friends.

— latitude / chris

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*This month we share Al Fricke's charter experience with Dream Yacht Charters out of **Marina Costa Baja**, and 'uncover' Jim McMullen's story of being one with the Caribbean vibe while skinny dipping in **Antigua**.*

Finding Lupe

We have cruised our own boats in Mexico, particularly the Sea of Cortez, for many years. My Catalina 36, *Jubilee*, and I are no longer up to the task, so I've taken to bareboat chartering out of La Paz. In March, three days before we were set to fly down, the borders were closed. Fortunately, we were able to pull off the rescheduled trip from October 24-November 1.



Rebecca Carpenter spots the dolphins from the bow of 'Vezad'.

With Moorings no longer in La Paz, I went through Dream Yacht Charters, which has a base at Marina Costa Baja. Booking and rebooking online was easy, and communicating with the base manager, Ramon, was great.

There were five of us mid-70s ancient adults, along with my almost-adult

Sunny sailing and comfortable distances make for an ideal charter destination.

granddaughter, aboard a three-year-old Sun Odyssey 449. It accommodated us quite nicely. We flew into San Jose del Cabo and took a private van through Cabo Shuttle Services up to La Paz. Airports, plane, and van all felt COVID-19 safer than here in the US. The dock crew for DYC were fantastic: very helpful, and very grateful for the work, given the loss of business in the past eight months. We had the company do the provisioning so we could board on the day of arrival, have the briefing, do last-minute provisioning, and be ready to leave early the next morning. Our boat had air conditioning for that first night at the dock, which was very nice!

The Sea was just as it has been, though I noticed more weekend-chartered Mexican megayachts and fewer sailboats than in the past.

We had one big adventure when our sun-deteriorated dinghy let loose a seam, almost sinking with the motor on it. This necessitated crossing from Isla San Francisco to San Evaristo in 22-24 knots from the north. Not fun, but the crew and boat were game.

Ramon had told us that if there was any problem out there, his friend Lupe of Lupe Sierra's and Maggi Mae Restaurant, the only ristorante in San Evaristo, could help. There is no cellphone coverage that far north of La Paz. Unfortunately, "Lupe no esta aqui, el esta en La Paz." Naturally. However, the tiny, only tienda there has internet. Carlos, the sole person in the store, helped me get through to Ramon in La Paz, who promised to send a new dinghy up before noon the next day — a slow four-hour drive on dirt roads. Carlos' 10-year-old amigo, Jacob, showed up and wanted to practice his English with me. There are 11 kids in his school. He

ended up getting his father, a different Carlos, to panga all of us to and from the boat so we could hike.

Eventually, we got Carlos to bring us a variety of delicious, still-moving fresh sierra, rooster, and cabrilla fish. Sure enough, the new



ALL PHOTOS THIS PAGE VEZAD CREW EXCEPT WHERE NOTED



dinghy arrived before noon, the wind had finally died, and Lupe and his family were thrilled to have the six of us in his restaurant that evening. The crew of the two other cruising sailboats in the anchorage were there as well.

A lesser adventure occurred when we got back from the mangrove ride on Isla San Jose. Hundreds of bees had invaded the galley on *Vezad*, attracted to the freshwater in the sponges. Fortunately, only two of the six crew were stung, and there was little pain involved and no aftereffects.

The last day entailed refueling at the Costa Baja fuel dock by 10 a.m. and returning to the marina. We then all checked into the Costa Baja Resort, which is located at the marina. It was super clean, all the staff were masked up, and we felt very safe. Various open-air restaurants within walking distance were found to serve delicious, even



GOOGLEMAPS

OF CHARTERING



Left: Rebecca and grandfather off of Isla Espirito Santo playing hooky from 'Zoom' college and COVID-19. Inset: Piña coladas at Marina Costa Baja's infinity pool after a week on the Sea for Al Fricke and his granddaughter, 20-year-old Rebecca Carpenter.

gourmet, food — and inexpensive. All in all, everything went like clockwork. We judged ourselves to be very safe with respect to the coronavirus, and plan on replicating the trip with a few added days so that we can get up to Agua Verde or beyond.

— Al Fricke

Al holds up delicious sierra obtained from Carlos in San Evaristo.



VEZAD CREW

Skinny Dipping in the Caribbean

We love chartering in the BVIs but having sailed there on our last four vacations, as wonderful as they are, my wife and I decided it was time to try someplace new. After a little research, we felt Antigua and Barbuda offered just what we were looking for. Plenty of things to do shoreside and the chance to find some secluded anchorages — a tough prospect in the BVIs.

It took a little shopping around, but we finally settled on a Dufour 43 with Dream Yacht Charters out of Jolly Harbour. From San Diego, we flew on a red-eye to Newark and then a six-hour flight to Antigua. We finally arrived tired, but to a wonderful team who quickly got us checked out on the yacht, did a chart briefing, and pointed us to a great grocery store that we could walk to and do all our provisioning. Since this took most of the day, we decided to spend one night in our slip and enjoy our dockside air conditioning. What a luxury!

With an early start the next morning and on a wonderful beam reach, we sailed 4 miles up the west coast to Deep Bay

and anchored in about 10 feet of water just off a beautiful white sand beach with only two other boats there. After a picnic ashore, we had a great snorkel on the wreck of the *Andes*, which burned and sank in 1905, right at the entrance to the bay. The next morning we got another early start as we had about 17 miles to go to Nelson's Dockyard in English Harbour on the south coast. The winds were light in the morning, but were again on the beam, so we motorsailed down the west coast. Of course, as the winds built, we were headed directly into them so we used the iron genny and powered between the middle reef and the island, and then on into English Harbour. This is truly a great stop and gives you a bit of history into what life was like when Admiral Nelson was sailing these waters. As it was Sunday night, we had to join the party at the top of Shirley Heights. The hike up is pretty tough, but the view is incredible and it made the cold beer one of the best I've ever had! With dinner and dancing to a great steel band, it was truly a night to remember.

The next day we were off to the east coast and Green Island. This is a small island with nothing but palm trees, beaches, and no buildings. We had finally found our secluded bay! There we anchored in Rickett Harbor, a small cove with really only room for a couple of boats. It's a really popular spot for high-speed cats to take people out for a day of snorkeling as the reef is truly amazing. When in the Caribbean, the vibe is a little different and people who back Stateside wouldn't be caught dead without being dressed in business attire now feel it's OK to skinny dip and jump right in! Well, as we were the only boat there and the nearest house was over a half-mile away on Antigua, off the clothes went. We snorkeled and then showered on the aft deck. What a wonderful feeling! Just don't forget the sunscreen!

Green Island on the eastern shore of Antigua.



JIM McMULLEN



WORLD OF CHARTERING

ALL PHOTOS McMULLEN FAMILY



Above: The McMullen family spins the capstans in English Harbour, Antigua. **Right:** The McMullens' Dream Yacht Charter Dufour 43 anchored in Antigua.

A good rule of thumb is to always remember that when you arrive at a new anchorage, and during your stay, leave the sights, sounds and scenery as you found them. That means not everyone wants to listen to your music; your generator running all night; or you racing around in your dinghy. And, of course, clean up all your trash. Well, this also goes for skinny dipping. Remember, not everyone wants to see you running around naked, so please be thoughtful of others if anyone is nearby — either

anchored or onshore. Soon another boat was pulling in, so back on went the clothes and we lit the BBQ for dinner.

The next day we were off for about a 30-mile sail to Barbuda, which has an incredible west coast with miles and miles of pink sand beaches. With so many spots to anchor, the chances of being close to another boat are slim. I think I could get used to this skinny dipping! We found, even if you have age-inappropriate people (children) aboard, just put a DVD in and you're all set for



a good hour. It worked well for us.

Well, as they say, all good things must come to an end, and it was time to head back to the real world. But at least for now, when I get dressed for work, I do so with a little smile because no one back home will ever know my bottom has a little bit of a tan!

— Jim McMullen



Jim McMullen dressed and at the helm.



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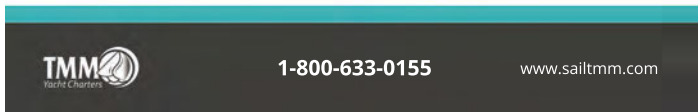
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CHANGES

Nobody rolls with the punches better than cruisers. So although COVID-19 rages on around the world, those who live and travel on sailboats have adjusted, coped or substituted as necessary — oftentimes enhancing rather than detracting from the cruising experience. With reports this month from **Walk On's** extended stay in the Pacific Northwest; **Atea's** almost 6,000-mile sail up the Atlantic; **Tulum V's** enhanced family time in Mexico; and a locker full of properly sanitized **Cruise Notes**.

Walk On — Devilliers 43 steel cutter Chad and Carolyn Carvey A Blessing in Disguise Sausalito

After nearly three decades, Carolyn and I finally set sail on our long-dreamed-of 10ish-year circumnavigation voyage on

and visit family and friends.

Our dreams of a nonstop bash up to Washington were dashed on day four when a long day of big waves and heaving-to south of Cape Blanco, Oregon, caused our steering cable to fray badly, so we fell off and down to the small town of Brookings, Oregon. It worked out just as well, because Francis and Pontus both had work issues come up, so the stop allowed us to board our two backup crew, David and Mark, for the second/final leg. Since there appeared to be no way to repair or purchase a new steering cable in Brookings, I took a bus down to Crescent City, borrowed a chandlery's shop and gear for an hour, and built a new one myself. I also solved the alignment issue that had caused the fraying in the first place.

On August 28, we were ready to 'smite the sounding furrows' once again! Our final four days of motorsailing proved uneventful, with the most exciting bits happening at night, dodging huge fishing fleets whose crews either did not speak English or did not keep a watch on channel 16, or both. Turning the corner, we sailed into the Strait of Juan de Fuca under a brilliant rainbow and alongside humpback whales. After so many years of dreaming, it was a very emotional moment for us!

Our fall 2019 months were everything we had hoped for! We spent glorious months exploring the San Juan and southern Gulf Islands, a month in/around Port Townsend, a month in/around Bellingham, and Christmas in Victoria with our visiting parents! We participated and won honors in two lighted boat parades, ate fresh crab and oysters harvested right from our boat, and made many new friends.

In January 2020, we started hearing stories about a flu-like virus in China,

Seals in Discovery Harbor. In the PNW, wildlife is everywhere — in the water, on land, in the trees and even in the air.



WALK ON

Chad and Carolyn have started their circumnavigation with a quick detour — to Alaska.

August 18, 2019. After a final bon voyage party with friends and family at the beautiful San Francisco Yacht Club in Belvedere, we added our two crew, Francis and Pontus, headed out under a fog-draped Golden Gate Bridge, and turned ... right!

Our plan was to explore the San Juan and Gulf Islands through fall 2019, winter in Washington, and then head to Alaska in summer 2020. Then this fall, we'd head south for the more traditional (sane?) start of a westabout cruise around the world.

Our voyage finance plan was/is to supplement my monthly public school retirement check with our second career: helping nonprofits with gala fundraisers. (These events auction off goods and/or services to benefit the nonprofit.) Carolyn manages the business aspects and I'm a benefit auctioneer specialist. We figured we would park our boat every March and April for a trip back to the USA to hit the two busiest gala fundraiser months —



WALK ON



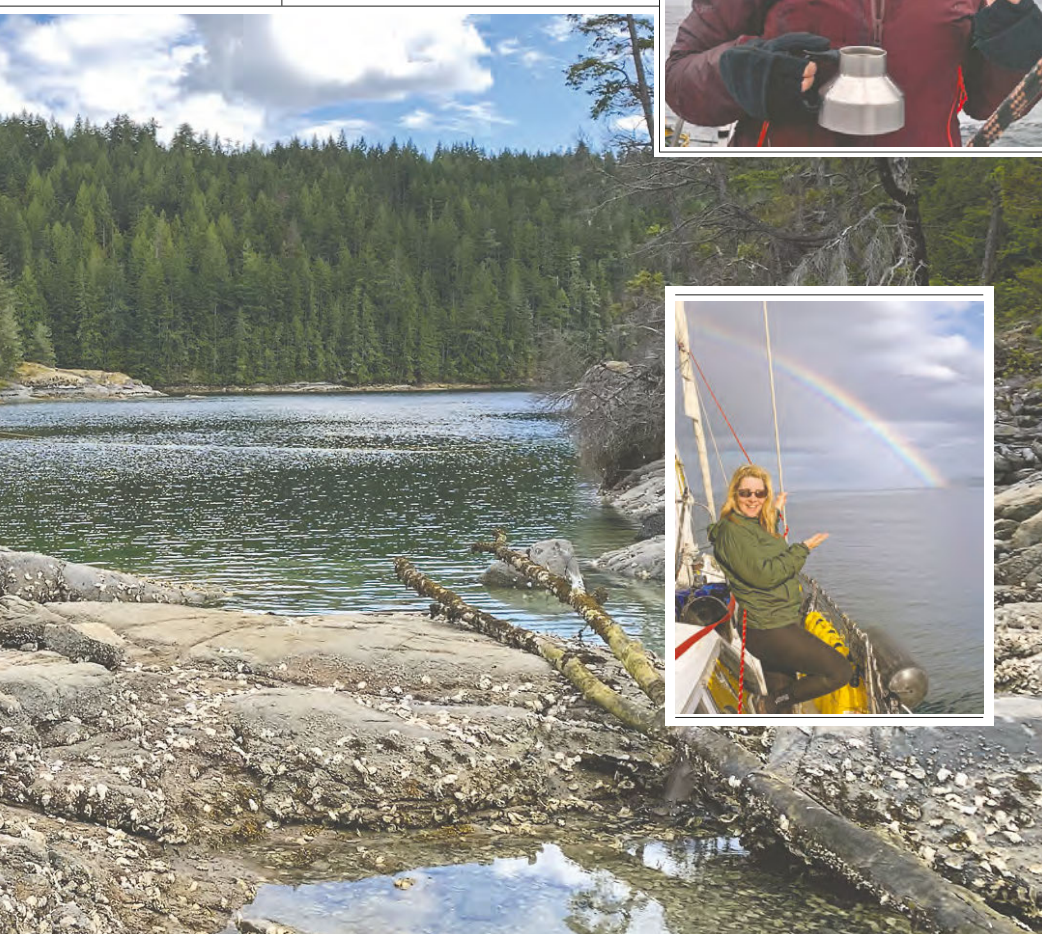
just as we were enjoying snowy winter sailing through the Gulf Islands on our way to the slip we had reserved in downtown Vancouver, BC, and our first annual back-to-work trip to California. We were happy to have found the best cruising couple, Sten and Rita, to stay on our boat and watch our young Wheaten terrier, Spinnaker, and our cat, Stays'l, while we were away!

Bringing our 'old' Wheaten terrier, Jib, with us, we drove a rental car back to the Bay Area. That's when the COVID-19 news started becoming more and more serious, and we began to nervously watch the Canada border, worried that we might not be able to return to our boat/home!

In mid-March, with large group gatherings being discouraged or banned, Carolyn and I quickly formulated a work-around: We created what appears to be the first Virtual Live Gala in the world, with guests bidding and donating in the



IN LATITUDES



ALL PHOTOS WALK ON

Above: 'Walk On' in Discovery Bay. Inset: The rainbow greeting in Washington. Top (l to r): Going ashore to explore; fresh-caught oysters on the half shell; Spinnaker does a stint at the wheel; you know you've made it as a cruiser when you can sail in the cold and rain and still be smiling.

chat area of an online webinar platform. It was a smashing success, raising more than ever for our nonprofit clients and opening our eyes to a new kind of gala fundraiser ... all online!

Right about that time, Canada announced their border was closed to all but essential travel. After calling the super-helpful Canadian border/immigration folks — who said to get back to our boat fast — we rented a car and drove all night and all day to get to the border. They let us through almost immediately. Whew!!

Sheltering in place on our boat in Vancouver from March to June turned out to be a financial blessing to our cruising kitty, as we were able to conduct virtual gala after record-breaking gala right there from the boat! We also got a lot of work done: We had a new steering cable made

(keeping the ugly/strong one I'd made as a backup); built a teak hanging locker; finished installing a new Dickinson diesel heater (thanks again to our friend Sten!); and installed a new bimini cover — staying ever-attentive to the time as the days wound down. Every evening at 7 p.m. the entire city of Vancouver would stop, and we would make as much noise as possible to celebrate the work and sacrifice of healthcare workers during the pandemic.

With the arrival of summer, we were itching to get moving north again. After months of discussions with Canadian officials, we were informed that *Walk On* would be treated like a Canadian vessel, since we had spent the whole season in BC. (The sole exception was that we were not allowed to do any fishing — bummer.)

However, out of respect for all the very

worried First Nations and island peoples between Vancouver and Alaska, we vowed to make the whole of our planned three-month voyage without resupplying or human interaction. We ended up making only one stop, in Port Hardy, after our first month exploring Desolation Sound and the Broughtons, to top off our diesel. That was our only stop for supplies of any kind over the next three months.

If the first of the COVID-19 "blessings in disguise" for us was our sudden ability to conduct fundraiser galas from anywhere we could get a decent cell signal, the second and much larger blessing was the gift of spending an entire summer cruising the BC coastal islands practically alone! While we did find a few Canadian boats here and there in the southern Desolation Sound area, from the Broughtons north, we shared an anchorage with another cruising vessel only one night! Who would have thought that we would have British Columbia 'all to ourselves' over an entire summer? Other than the occasional, distant local fishing boat, it was *Walk On*, the water, and the wilderness.

While we could not fish or crab, and though we had to bypass many of the First Nations-inhabited spots and some historical coastal villages, we feel so blessed to have spent our summer frolicking with humpback whales, orcas, Dall's porpoises, sea otters, river otters, seals, bears, and more bald eagles than we have ever seen in our lives! We used our new drone without fear of bothering anyone, and Carolyn took amazing wildlife photos.

On August 19, one year almost to the day after departing Sausalito, we crossed from BC into Alaska. Back in the USA! The COVID-19 clearing-in process at Ketchikan was simple: Get tested and wait three days for the results — or show you had quarantined on your boat for 14 days or more. Since we had been aboard for months, this was super easy!

Since arriving at our slip for the winter here in Petersburg, we have been graciously welcomed by local folks; done our virtual gala fundraisers at an office just a block from our boat; caught a ton of salmon and trout; and thanked our stars for a steel hull as we nudged aside countless bergy bits while exploring nearby glaciers — our favorite so far being the LeConte Glacier.

Like everyone else, we hope the pandemic is under control soon. But if it ends up restricting voyaging into 2021, we very well might stay an extra year up here in Alaska. It would take at least that long to scratch the surface of all the wonders the 49th state has to offer!

— Chad 11/2/20

CHANGES

Atea — 49-ft Ganley steel cutter Sailing Into the Unknown Koropp-Daubeny Family New Zealand

Regardless of one's love of the ocean, there are very few who would opt to sail into it for an unknown number of days



Kia and John with Braca and Ayla. At 8 and 7, respectively, Braca has five equator crossings under his belt and Ayla, four. Homeschooling proceeded as usual during the long passage.

and with an unconfirmed destination ahead of them. Under 'normal conditions,' no one would ever have to. As John and I geared up for this year's cruising season, however, there was nothing usual about 2020.

Spending six continuous weeks at sea was never the plan. Our pre-pandemic schedule had us sailing out of South Africa at the beginning of the season and enjoying a comfortable sail through the Atlantic Ocean, stopping to explore the sand dunes of Namibia, the quirky isolation of Saint Helena, the remote secrecy of Ascension and the mystery of the Cape Verde islands along the way. However, we had to wipe these destinations off our map as countries around the world started closing their borders in response to the COVID-19 pandemic. As we neared the end of our preparations and provisioning

Memorializing 'Atea's momentous passage to the Azores on the seawall in Horta.



phase, we were quickly realizing that we were running out of destinations to head for!

By mid-March, we needed to make a choice. Most countries in the Atlantic north of the equator were closed, and many of the countries south of the equator were starting to close. If we didn't want to get locked in, we had to make a move. But with fewer and fewer countries accepting foreign visitors, it was looking like we might get caught between borders. Eventually, we decided to stay and see how the global situation would unfold over the next several months.

The inevitable happened on March 17: President Cyril Ramaphosa declared a National State of Disaster, and strict lockdown measures were put into place. Borders closed, curfews were set, all nonessential services were stopped and people were asked to stay in their homes. With *Atea* in mid-repair, all workers were called off their jobs and the staff were sent home.

We'd been running at full speed for a few weeks, so the sudden inactivity felt decadent. The urgency to get everything completed as quickly as possible evaporated and what followed was a period of calm. The marina we were berthed in was situated on port property and sat on a long peninsula that extended into the bay. The area was registered as a protected nature reserve and provided a home to wild guinea fowl, Cape spurfowl, dassie and springbok; our outings were full of natural discoveries and beautiful landscapes. Off to one side of the peninsula was a private beach, and we quickly established a routine that included daily treks through the reserve, a quick splash in the surf, and beach games in the early evenings. With no one coming or going, we were free to roam and explore. While the rest of the population was forced indoors, we were very aware of what a luxury our little oasis was.

Two months into our lockdown, however, we were starting to get itchy feet. The cold winter wind was starting to blow through the boat and we were fair-weather sailors with barely enough blankets to share between us. We predicted Europe would be the first to ease national lockdown regulations, and we calculated a two-month transit would get us there when



borders were beginning to open. It was a big risk. We couldn't determine a firm destination with countries opening and closing their borders by the week. If we decided to set sail, we could only choose a direction without a specific destination — and see what happened when we got close.

Given the uncertainty of the cruising season in general, and the ever-evolving struggles that cruisers were dealing with in specific foreign countries, sailing into the unknown was a very risky business. The prospect of remaining in South Africa wasn't a very appealing one, as winter was descending on us and so was COVID-19. We could repatriate home, but being unemployed and homeless didn't make that prospect very enticing either. It was time to choose the lesser of two evils, which for us was to sail north. Spending



IN LATITUDES



that covered 5,888 miles from the South Atlantic to the North Atlantic. The conditions we experienced in transit were textbook: We had the southeast winds behind us for our first thousand miles. We sailed

through variable conditions around the equator for the next thousand miles. We hit the flat seas of the windless doldrums the following thousand, and the northeast trades a thousand miles after that. Our last thousand miles we sailed through the Azores High into the warm welcome of open borders in the Azores.

To our great relief, our gamble paid off. As we rolled into the Azores it was clear they had an efficient process in place. We were told to stay onboard for the night but invited ashore in the morning for a free COVID test with a 24-hour turnaround on the result. By the morning of our second day, we were officially welcomed into the country and given permission to travel freely throughout the islands. While our friends who stayed behind in South Africa have remained locked down in the marina for the past several months, shivering through the cold winter weather and revising plan after potential plan, we have been sailing around the archipelago with a huge smile of relief on our faces. In the high-stakes game of "to go or not to go," the Azores was our sweet reward.

— Kia 2/6/20

Spread: 'Atea' riding the Azores High on her way north. Inset left, Ayla and Braca prepare celebratory fizzy drinks for arrival in the Azores. Top left: Finally stopped again! Top right: To most cruisers, the Azores are a brief pit stop for east-west Atlantic crossings. Those who linger discover one of the real jewels of the cruising world.

a few months at sea was not something we were really looking forward to, but we were ready for it nonetheless. We'd provisioned Atea prior to South Africa's announcement of a nationwide lockdown, so we were already prepared to travel when the decision was made.

With travel restrictions and closed businesses, we couldn't rent a car to drive an hour to get to the immigration offices, which were closed indefinitely anyway. If we left, we would have to do so without gaining proper clearance documentation, or getting permission from the South Afri-

can government. On a foggy morning, we cast off our lines and sneaked past the watchful eye of Port Authority. Tensions were high as we made for sea, and we all kept a watch out for any fast-moving vessel heading in our direction. Fortunately, there was nothing chasing us other than a pod of 50 dolphins that we nostalgically took as a warm welcome on our return to the ocean.

That was Day One of a 52-day sail

**Tulum V — Aleutian 51 ketch
French family
Finally Living Again
29 Palms**

"I'm so sorry you have to cruise under these conditions. We never had to experience this," says my mother-in-law over the phone. She is no stranger to unexpected *It's not every day that you see a procession of goats — from a sailboat.*



ALL PHOTOS ATEA EXCEPT AS NOTED

TULUM

CHANGES

events and compromise as a cruiser. During a circumnavigation, she and my father-in-law survived the 2004 Phuket



The French family — Michelle, Kellyn, Chad and Teagan. Quincy the Great Dane rounds out the 'Tulum' crew complement.

tsunami with boat intact and an amazing story to tell of both tragedy and the strength of the human spirit. In this case, however, she was referring to all the things we were missing out on that had brought them joy from their 23 years as cruisers, compounded by the general state of uncertainty we were experiencing in where to go next due to a seemingly never-ending worldwide pandemic.

We feel absolutely blessed to have been out here during such a tumultuous time in the world, and feel there has been no safer place to isolate, nor one more tranquil, than the remote coves of the Sea of Cortez. We do miss the cultural experiences that were a huge draw to setting out on this journey in the first place: living in a foreign country, and being part of the cruising community.

There are so many joys of traveling and of getting outside your comfort zone to explore the world over. For us, cruising Mexico on our sailboat was a means of beginning to experience these joys as a family: meeting new people from other countries and lifestyles; eating local food

The road to San Evaristo. Many folks don't realize it, but cruisers do a lot of walking.



and sampling salsas that are likely too *picante* (spicy) for us; attempting our best Spanglish to try to navigate the towns; exploring beautiful landscapes and historical sites; and learning that the world is much larger and more diverse than the neighborhood you grew up in — pure joy!

However, for the past several months, the name of the game has been 'isolate from civilization and remain as remote as possible.' In spring, regulations in Mexico saw many beaches shutting down to avoid large groups congregating together. As a result, many of the small villages and beautiful anchorages we would have stopped at during our transit north were off the itinerary. As news of the virus's asymptomatic and airborne transmission possibilities evolved, we got into a routine, like many other cruisers, of isolation. The only exceptions were provisioning and completing essential boat projects at a marina.

Another aspect of life afloat that we soon found lacking was being a part of the cruising community. For most folks, cruising is a team sport. Potlucks, bonfires, dinghy raft-ups, exchanging boat repairs in remote bays for beer or food, dinghy drive-bys to meet your neighbors in an isolated cove — this is how information gets passed and how people socialize. We had a taste of being a part of this community in La Cruz last winter, which helped ease our transition to such a different lifestyle.

With that aspect now 'turned off,' we had to be creative in socializing. Not unlike the rest of the world, we found ways to stay in touch while maintaining protective measures when friends were nearby (which was not very often). The girls' relationship strengthened and their creativity flourished, which in turn kept my spirits up. In the bigger picture, for much of the spring and summer we turned to Mother Ocean for fulfillment, bathing in the company and wonder of all her magnificent creatures.

This past month, we feel like we're finally living again. Preparing to leave Loreto, we visited the oldest mission in the Californias, one we had only previously admired from the protection of our boat at anchor. Friends who live in town had recommended a drive up to the more remote and agriculturally rich Misión San Francisco Javier de Viggé-Biaundó, which was incredible! Within minutes of a winding, mountainous drive, you enter a lush green jungle — a stark contrast to the



rugged desert landscapes of Baja. We visited the beautiful mission and explored its historical grounds, complete with a 300-year-old olive tree that looks like something out of a fairy tale.

Bidding adieu to Loreto meant we were on the move again, with hopes of stopping in some of the tiny fishing villages we had skipped last spring. Agua Verde offered beautiful surroundings; crystal-clear, green water (as the name implies); and get this — a nightly goat procession! No kidding. The guidebook said, "Listen for the tinkling bell," and sure enough, at sunset, we watched a 14-goat procession traverse the rocky coastline at low tide and climb up into the surrounding hills. Unfortunately, our quest for goat cheese in the small town was unsuccessful.

The "closed" sign at the beachfront restaurant confirmed that COVID had left its mark on the economies of even the most remote communities. We did, however, find a small *tienda* that opened for us, and enjoyed some of the best flour tortillas we've ever had. (Everything is

IN LATITUDES



Among the lessons learned these past few months is that there is a fine line between living the life we want — and complacency. This topic seems to dominate our conversations with other cruisers as well as with each other as we navigate a suddenly risky new world.

In his *Hierarchy of Needs*, psychologist Abraham Maslow rates "belongingness and love" right above "safety and security." So it's no surprise that, with the safety risk becoming more 'navigable,' we have been seeking out more connec-



tions outside of our family. We've evolved and grown as a family unit for sure, but Mom's jokes get old, Dad's stories get real old (love you, Babe) and it's amazing how cramped a 51-ft boat feels after a while.

The new scenery, ability to explore towns and historical sites, and human interactions have really refreshed us and reminded us why we set out on this journey. We can read, play video games, or watch movies anywhere, but we won't have these unique surroundings and cultural experiences forever. With respect for the present state of the world and that of public health, we remain optimistic and look forward to planning future exploration as a family.

— Michelle 11/2/20
www.LiveFree2SailFast.com

Cruise Notes

- It's great to catch up with *Changes* alumni, especially ones who stand out for one reason or another. Rekka and Divine of the Yamaha 33 *Pino* certainly qualify: With very limited sailing experience, the young Canadian couple joined the 2016 Baja Ha-Ha, went on to cruise the South Seas, and continued on to their main destination: Japan. (That story appeared in the May 2019 issue.) We touched base again recently and learned that they continued to cruise the Land of the Rising Sun through 2019, weathering storms and meeting many Japanese sailors — until early 2020, when coronavirus started affecting the country.

"We said goodbye to our plans of

Above: Quincy checks out a sunset. **Top:** No reservations required at Lupe Sierra's & Maggi Mae Restaurant in San Evaristo. **Above right:** Even a roomy boat like 'Tulum' seems small sometimes.

better when it's fresh!)

Off to San Evaristo! Due to incoming swell, we elected to stay in the desolate cove just north of the village and enjoyed a peaceful night's sleep for once. As in Agua Verde, there were no cruisers in sight — likely because it is off-season (heat and hurricanes tend to deter) and perhaps there are fewer of us out here due to COVID. We hiked over the hill past a menagerie of farm animals and salt ponds into the village, where we met folks who guided us to a fairly well-stocked *tienda*. Fortuitously, they also own the restaurant in town — and it was open! We wandered down the beach past *pan-gas* and both dogs and children playing in the water to find a quaint beachfront restaurant. A sign with the familiar COVID precautions was posted, and we were promptly guided to our isolated table in the cool sand, just a few feet from the

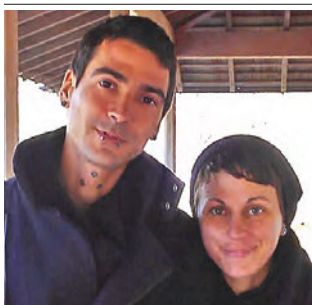
waterline. Cold *cerveza* never tasted better and everyone loved their food! The experience made us realize how much we had missed these sorts of outings — not to mention a break from galley cooking.

Arriving in La Paz, we began to see friends and hear familiar boat names on the VHF radio again — the cruising community is still alive and well down here. We experienced the culture shock of returning to a large city with so many people, but quickly got over our trepidation by realizing that, despite the change in location, our ability to isolate and take precautions remains a product of our own self-determination.

There are many places that are now open, but 'open' doesn't always equal 'safe,' and we're still reluctant to go exploring. Even so, I realized in this past month how much we had become fearful of ... *people* ... while living in our state of isolation. There came a point where, with responsible conversations and appropriate precautions, we felt we could indeed start "living" again.

ALL PHOTOS TULUM

CHANGES



Rekka and Devine are back home in BC after a four-year Pacific Rim cruise.

and the west coast of Japan," writes Rekka. "Many ports closed, and the government discouraged all travel. We extended our stay in Minamiise, becoming familiar with local fauna, like the giant centipedes (*mukade*) and Japanese raccoon dogs (*tanuki*), as well as watching the cherry trees bloom and cover the roads with pink petals."

In late May, Japan eased its travel restrictions, and they were able to move north to Shimoda, a better hop-off point for their impending sail back home. They departed in a good weather window on June 9. The "window" slammed shut soon after, and they endured several bouts of heavy weather, either running before it, or heaving to for extended periods. "Early in the trip, we suffered a knockdown,

cruising the Inland Sea and the west coast of Japan," writes Rekka. "Many ports closed, and the government discouraged all travel. We extended our

losing a solar panel and our dodger, but the rest of the boat was fine," notes Rekka. There were countless days of calms, too, which often found *Pino* engulfed in thick, wet fog.

They arrived at the mouth of the Strait of Juan de Fuca on July 27 — 50 days out of Shimoda — only to find out that they had to quarantine for two weeks before being allowed ashore in Victoria! "The cold beers, hot showers and fresh foods would have to wait!" says Rekka. Fourteen days later, they finally stepped onto dry land. "Our arrival in Victoria marked the completion of our circumnavigation of the Pacific. We're happy to be home, and will spend the year cruising British Columbia." (<https://100r.co>)

• "My poor *Compañera* has rested in drydock in La Paz for 16 months," writes Joel Sorum of his NorCal-based Tartan 38. Early last year found him and Laura Ashton taking care of relatives in poor health near Redding. They're currently living at their farm in North Dakota, but after the Christmas holidays will return to the boat. "After so

long, we'll need time to get *Compañera* in cruising condition, but we plan on heading up into the Sea of Cortez again next year. Following that, we want to cruise to Huatulco and perhaps, on to Central America."

• In spring 2019, Mike Joyce bashed his Bellingham-based Catalina 36 *Interlude* from Panama to Puerto Vallarta — 2,000 miles, single-handed — in seven weeks.



In Madagascar, Joel Sorum is known as "Dances with Lemurs." OK, we're kidding. But they sure did like him on a visit in 2018.

COMPANIERA

ta — 2,000 miles, single-handed — in seven weeks. In November, he made the next 'short' hop (only 450 miles) to La Paz, and "finally plugged into shorepower" on November 15, 2019. "It felt good to be

back," he says.

"La Paz of the beautiful sunsets is an amazing place to be a cruiser: The infrastructure for cruisers rivals San Diego;

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prices are reasonable; restaurants and shops are good and plentiful; there are lots of fun people — and the Sea of Cortez is *right there*." After several weeks of boat chores and margaritas, the spring 2020 cruising season called, and *Interlude* answered, sailing back up into the Sea to many favorite spots — Isla San Francisco, Los Gatos, and Agua Verde. "I even celebrated my latest birthday with dinner and dancing in Puerto Escondido."

Then COVID came to Baja. But unlike many cruisers elsewhere, for Mike, "Nothing much changed. Ports were closed, but cruisers could still move about freely. Restaurants were closed, but I could still get my favorite pizza 'para llevar,' to go. Liquor sales were banned, but the little *tienda* still had rum and tequila.

"We rested easy in beautiful anchorages, enjoying abundant sea life, great hiking and snorkeling — with almost no impact at all — while the rest of the world seemed to be going crazy." Mike stayed aboard for the long hot summer at Marina



Unlike many cruisers in the time of COVID, Mike of 'Interlude' has had no problems meeting new friends, among them Emily, Leticia, JoAnne, and Jessica. "Sorry, I didn't catch any last names," he says.

de La Paz, carefully timing his outings with the AC on the boat and the AC places ashore. ("AC is the only way to survive if one doesn't 'head north' for the summer," he says.)

"The heat finally broke this week. Today the breezes are cool and dry. *Interlude* has had her latest round of projects completed, and it's time to break the seal on another cruising season. Maybe back up into The Sea ... maybe across to the Gold Coast Maybe back down to Zihua for Guitar Fest ... I'll have to wait and see which way the wind blows."

• "Like probably everyone else in the world, our life this past year is divided into pre-COVID and post-COVID," says Janet Michaelson of *Reality Check*. She and husband Chris sailed their Seattle-based Island Packet 420 from La Paz to Mazatlan (which included a great 22-hour spinnaker run) with friends Bob and Pam Vizenor in November. Then they hooked up with friends Ray Spindle and Inda Taylor in December for a 10-day tour of the Copper Canyon via El Chepe, the train that starts in El Fuerte and runs up and along the 8,000-ft-elevation rim of the Barrancas del Cobre. A couple of "high points" were meeting Arnulfo Quimare, the famous barefoot runner of the Tarahumara tribe featured in the book *Born to Run*, and a two-day side trip by van on a harrowing, boulder-strewn mountain road to the isolated village of Batopilas at the bottom of the canyon. "Where we got in on the Christmas tree-lighting ceremony in the town square. A magical world," says Janet.

Back on the coast, they enjoyed the holidays in Mazatlán; sailed on to Banderas Bay; attended the Blessing of the

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CHANGES



REALITY CHECK

Left: Janet and Chris of 'Reality Check.' Right: the famous Tarahumara runner Arnulfo Quimare. A few years ago, he beat some of the best runners in the world in 80-km (49-mile) super marathons wearing sandals made of old tires.

Fleet in Bucerias in January, enjoyed golf in PV (watch out for crocodiles on the course!), and sailed south to Barra de Navidad. By the time March rolled around, they were back in La Paz.

And then the virus hit. "We canceled all our other plans and hunkered down along with everyone else, grateful that folks in Baja took the restrictions seriously. We remained in La Paz through September, then made a break for it (by plane) to Seattle where, as of this writing, we are waiting for our new passports to arrive and shopping for a second boat to keep here for summer use, taking

advantage of the hospitality of friends and family in the meantime." And speaking of reality checks, "It's cold here!" laughs Janet. "We're looking forward to reuniting with our boat ASAP!"

• Visitors to Lisa Hotchkiss and Michael Rossi's San Francisco home might have thought something pretty weird was going on in the hallways earlier this year. The couple had left *LunaSea*, their Cheoy Lee 40, in PV in January, intending to head back around March. When COVID shut those plans down indefinitely — and seriously cut into their business of running a trade show/event company — Michael decided a good use of the downtime would be to go for his Master, Near Coastal 100-ton License. He enrolled in the Training Resources Maritime Institute (TRLMI) in Alameda, and came home with a load of reading material. Lisa helped grade his test exams, and started quizzing him in an interesting way:

"When we'd pass in the hallway, I'd sound various horn combinations for him to identify," she says. "Hearing two longs and one short, for example, he would correctly answer, 'Narrow channel — I intend

to overtake you on your starboard side.'" With the added help of instructor Dan Leininger, Michael passed with flying colors. ("Now when we pass in the hallway, instead of horn quizzes, I throw him a well-earned salute!" Lisa says.)

The couple hope to make it back to the boat in December or January. In the meantime, slip neighbor Richard on *Sourdough* is keeping an eye on things while they're away.

"We've become members of the Panama Posse, a wonderful group of sailors aiming to sail points south, through the Panama Canal and beyond. Our hope is to join in the fun. But like everyone everywhere, our plans remain in the wait-and-see mode. Stay tuned!"



Lisa and Michael spent COVID time working on a Master's license.



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12-FT MAINE PEAPOD, 2020. Newly built Maine Peapod. Includes sail, oars, cover and trailer. \$14,500. Santa Barbara Area. (720) 250-8060 or carpdory@gmail.com.



14 FT WHITEHALL, 1995. Whitehall Spirit 14, sliding-seat rowboat, hardly used and in perfect condition. Hand-laminated fiberglass by Whitehall Reproductions in Victoria, British Columbia. All bronze fittings, with sliding seat with curved oar faces. Trailer included. Single owner. Length 14", beam 50", capacity 1-4 persons. Will be happy to meet in Point Richmond for you to inspect the boat. \$3,000. Pt. Richmond. (650) 575-7667 or ja_harvey@yahoo.com.

24 FEET & UNDER



16 FT NEWPORT 16, 1973. Stainless steel cockpit railings and bow pulpit; beaching rudder; self-locking winch-operated swing keel; boarding ladder. NEW EZ Loader trailer, sails, custom-made ports. Mast-mounted wind indicator, installed compass, other extras. 2hp Honda 4-stroke long-shaft motor. A great boat to sail and overnight in. Easy to set up, trailer, launch and retrieve solo. \$3,500. Benicia. (707) 567-4351.



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



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



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



19-FT THOMPSON T590, 2004. Thompson T590 Sport Boat. Please see the following links for more information <https://www.sailingworld.com/sailboats/t-590/> <http://www.tboat.com/T590/T590.html>. Overall the boat is in very good condition. The deck is bright white and the nonskid is perfect. The gunwales have some dock rash. The topsides and hull are in great condition, having recently been wet sanded to 3000 grit. The carbon mast and standing rigging are in exceptional condition. The square top Doyle main is new, as is the rudder cover. The spinnaker is serviceable, but not race-worthy. The rudder is in good condition. The galvanized trailer, with LED lights, is in very good condition. The boat is very similar to a Viper 64, yet with a 32% lower displacement \$8,200. Santa Clara. (408) 605-1590 or bmclarney@mcclarney.com.

22 FT MACGREGOR, 1972. On trailer (with new tires, lights, and wiring), sleeps 3, large battery, electric motor, speed and depth instruments, never-used inflatable dinghy, new winches. Anchor and chain, Porta-Potti. \$2,500. Porterville, CA. (559) 542-2684 or (559) 368-3027 or scrose2@gmail.com.



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24-FT SAN JUAN 24, 1973. She has the set and extra clothes. Her bottom was painted 2 years ago. The electrical installation requires work. The price with outboard motor (Tohatsu 6hp) is \$3000, and without - \$2000. \$2,000. Brisbane Marina. (773) 251-0903 or tomekto@yahoo.com.



22 FT SANTANA 22, 1976. Season Championship winner and City of Berkeley Cup winner, 'Albacore', now available for sale. She is berthed at RYC and ready to sail or race tomorrow. 2019 Quantum racing sails. 2019 Bay Marine racing bottom. 2015 Honda outboard. 100% racing-rigged (Barney post and cabin-top control line organizer). All spinnaker gear. A pristine 150% genoa. A great storm jib. Diver-cleaned every month and maintained to perfection. All for \$5K and you can be sailing/winning tomorrow. \$5,000. RYC - Point Richmond. Email SFMichaelQuinn@gmail.com.



23 FT MONTGOMERY, 1984. Lyle Hess design, seaworthy rare sloop. LOA 23', LWL 21'10", beam 8', draft 2'8". Lapstrake hull, dual-axle trailer, 8hp outboard recently overhauled. Lots of sails. Good headroom. Various improvements. Downsized to smaller boat. \$9,500. Phoenix, AZ. (602) 938-0711 or aakcar@msn.com.

24 FT J/24 1979. J/24 North American Champion. 5 years in storage, now for sale. Several sets of sails, on trailer, no motor. Have measurement certificates. Firm at \$10,500. Serious racers only. Call Ray. \$10,500. Valley Springs, CA. (209) 772-9695.

25 - 28 FEET

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

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



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



27-FT ST. PIERRE DORY, 1990. Beautiful gaff-rigged schooner with Yanmar diesel, built in Nova Scotia. Featured in Magazine August 2016. Please email or call for more information. \$29,000. Oceanside Harbor Slip D31. (619) 994-3528 or kjwilson8806@aol.com.

27-FT SANTA CRUZ 27, 1978. Hull 104. Boat is strong and rigged for racing and just fast-is-fun sailing. Sailed for pleasure only. Has been well taken care of. Has self-tailing winches and forward hatch. Lots of sails. We carried on the boat; mainsail, jibs, #1, #2, #3, #4, drifter, spinnakers .5 oz and .75. Another main, 3 more number ones, another number three and extra chute. Good strong trailer. \$9,500. Santa Cruz, CA. (831) 252-6125 or bobbartle@gmail.com.

26 FT CHRYSLER SLOOP 1979. EZ Loader trailer, swing keel, Honda 9.9 LS, 4 sails, 2 anchors, solar charger, shorepower, pump-out head, pressurized water, V-berth mattress, 6-ft headroom, lines led aft, roller furling, dodger bimini. Accessories included. \$5,000. Folsom, CA. (916) 802-2271 or kyleates@sbcglobal.net.



28 FT PEARSON 28 1978. 110% head-sail, #84 good main with stays, Atomic 4 gas inboard rebuilt Moyer Marine, few hrs on rebuilt engine, 100% roller furling, Lewmar winches, good interior condition. Head with sink. Galley has sink, icebox. Responsive and stable. Email for additional pictures. \$6,500. Stockton Sailing Club. (209) 419-0839 or cathyoychheim@gmail.com.



25 FT FOLKBOAT 1993. Classic Folkboat, US117. Glass hull and deck, mahogany cockpit and cabin. Completely rebuilt in the last few years. Newer standing and running rigging. Mast redone last year. Race- and cruise-equipped. Motor starts on second pull. Decent sails and some practice sails. Full cover. Thumbs-up from everyone else on the Bay because 'Dazzler' is gorgeous. Great welcoming, active fleet of the best sailors on SF Bay. \$12,000. Alameda. (510) 214-7126 or redurkee@gmail.com.



28 FT WYLIE 28 1976. We're sad to sell our Wylie 28, a wonderful, compact, and economical sailboat. Mexico and SoCal vet. Many upgrades - Wyliecat 30 rudder, Hood Vectran main and jib, radar, and more. Yanmar 1GM10 runs great. Recent haulout. \$9,000. Sausalito. (860) 558-7888 or cogganbd@gmail.com.



29 - 31 FEET

30-FT RAWSON 30, 1961. Built for circumnavigation. Other plans, years of good work. Huge personal loss. All systems changed out, new Yanmar 30 GMF, chainplates. Ballast Resi-Crete stable. Hull stripped and epoxy coated. New chainplates, portholes, hard dodger, sails marginal. Solar panels, new wiring panel, AC breaker. SS handrails, registered. In yard. Call if coming to see. Live short distance from yard. Willing to help (a little). Have paperwork. \$7,000. Antioch, CA. (925) 778-4349.



30 FT TARTAN 30 1978. 'Frisky' is a 30-ft sloop built in 1978. Rigged for speed, with two spinnakers, two mains, two jibs, and a carbon fiber spinnaker pole. She has been in quite a few races in San Francisco Bay. This boat has had a single owner for the past 10 years, and in that time has been repowered with a brand-new Beta 16 diesel, and had her standing rigging completely replaced. \$13,500. Burlingame, CA. (310) 968-7804 or frank@2garcia.com.



31 FT VAN DE STADT BLACK SOO 1968. ULDB 'Starbuck' 27.5 LWL 4500lbs. Symmetrical and asymmetrical spinnakers. New Tohatsu 3.5. X5 and ST2000 autopilots. Plotter w/AIS. E-rudder. Solar 95AH Lithium battery. Double-axle trailer. \$7,500. (415) 647-7387 or buckingham@sonic.net.



30 FT WYLIECAT 2004. 50% equity interest (1/2 expenses), 100% fun. Hull 16, Yanmar diesel engine, Raymarine instruments. New prop and rigging 2018, new bottom 2019. Shorthander's dream. Very well maintained and cared for. \$36,000. Pt. Richmond, California. Email tracyslotatude@gmail.com.

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30-FT NONSUCH ULTRA, 1988. Perfectly maintained cruiser with an exclusive one sail is handled easily and comfortably. It is powered by an MD4 35hp Universal diesel with a V-drive and with a perfect 1779 hrs 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.



30 FT TARTAN, 1974. Sails great. New running rigging and 2 new batteries. Rebuilt Atomic 4 runs great, was changed from diesel to gasoline years ago. Dodger needs some TLC. More pics on website. \$9,000. Berkeley CA. 1974tartan30@gmail.com, <https://tinyurl.com/y3d5bg2m>.



29 FT CAL 2-29+ ELECTRIC ENGINE, 1976. Quiet, Eco-friendly Tesla of SF Bay! Massive battery bank. All-new electric wiring. Sleeps 6. Easom carbon fiber bowsprit for asymmetrical spinnaker. Very clean, new head. Well-loved family boat. Tremendous value/ low price. Motivated seller. \$21,750. San Francisco. lew_143@hotmail.com.



30 FT CATALINA, 1989. Catalina 30, 1989 with Universal 25 diesel, runs great, sails great, fitted for cruising, all new upholstery incl. cockpit cushions bimini, fridge, propane stove and heater, radar, wheel, GPS. Extras galore. Great family boat for outdoor adventures on the Bay, weekend stays in the city, or live aboard. \$19,850. Sausalito. Email cathouz@yahoo.com, <https://photos.app.goo.gl/WxQK2TqN99N8Ug588>.

32 - 35 FEET

33 FT CAL 33, 1989. Well maintained racer/cruiser located in Redwood City. Less than 700 engine hrs. Autopilot w/ cockpit mount. Sails: main Dacron, genoas 120 and 150%, etc. Please for additional information and images. \$40,000. Redwood City, CA. (650) 460-4823 or john.927grace@gmail.com, <https://tinyurl.com/y5lwnf5b>.



32 FT ALLIED SEAWIND II, 1975. Gillmer-designed cruising ketch. Clean and airy belowdecks. Sailed regularly. Westerbeke 30 runs great. Main and mizzen in great condition. Roller-furling genoa, Force 10 propane stove/oven. Mast steps. CQR on bow roller. Cabin wood stove. Shorepower. RIB and OB. Too much additional gear to list. Email for more pics and info. \$23,000. Richmond, CA. Email poprocks23@gmail.com.

34-FT O'DAY 34, 1981. Excellent condition. New Universal 35hp diesel with less than 100 hrs, autopilot, Anderson winches, sails in excellent condition with a Harken roller furler, complete canvas cockpit enclosure, interior in excellent condition, 28-inch TV. I have owned this boat for 20 years. The boat has loads of extra equipment. \$23,000. Benicia Marina, Benicia, CA. (707) 746-1820 or stewartjm@att.net.

35-FT SANTANA 35, 1979. Fully equipped for racing or cruising. Blue hull white deck. 6 sails, 6 sheets, winches. Includes Avon and 5hp Mercury OB. Recent survey value \$23,000. \$15,000. Balboa Yacht Club. (714) 662-3467 or (714) 936-4304.



33 FT RANGER, 1977. Beautiful well maintained Ranger 33. Sails in good condition, interior comfortable in excellent condition and efficient Universal diesel engine with 400hrs. Control lines led to the cockpit making for easy singlehanded or crewed sailing. \$19,500. Alameda. (510) 457-6552 or MrMike1230@gmail.com.



33-FT INTERNATIONAL ONE DESIGN, 1958. Exceptionally well maintained IOD. Built in Norway in 1958. Rebuilt in Sausalito in 2008. This boat is the current season champion and race-ready. You won't find a better wooden IOD in SF Bay. \$25,000. Tiburon, CA. (415) 250-7854 or pzupan@gmail.com.

33 FT TARTAN 10, 1979. She sails like an angel. See craigslist for more photos and description under "Tartan 10." Everything works. Kevlar mainsail. Engine 16hp 2GM20f. Interior totally redone. 3 jibs. 70%, 100%, 140% and spinnaker. This is a race boat ready to compete. \$12,500. Coyote Point Marina. (650) 269-5707 or Cynthiabronte@gmail.com.



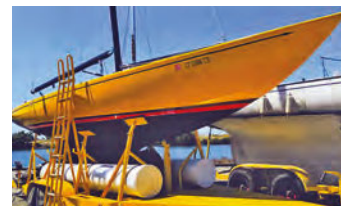
33-FT NEWPORT, 1984. Lovingly maintained 1984 Newport 33 is a sweet little cruiser, perfect for singlehanded, a cruising couple, or family sailing. Comes with new bottom paint, beautifully refurbished teak interior, autopilot, GPS plotter, Force 10 propane stove w/ oven, Bluetooth stereo/CD player, propane BBQ, Lifesling, 1000 watt inverter, extra storm jib, lazy jacks, West Marine dinghy with motor, new lifelines, furling jib (genoa), and lots more! \$18,500 firm. \$18,500. Monterey. (831) 277-4064 or yerfandyerfette@sbcglobal.net.



35-FT SANTANA 35, 1982. An absolute opportunity of a lifetime, Carnaval is for sale by the original owner. A legend in the annals of Monterey Bay yacht racing, Carnaval is ready to continue the legacy with new carbon sails, both fractional and masthead kites, two carbon poles, Dyneema sheets and halyards plus plenty of other go-fast goodies. Re-powered in 2017 with a Yanmar diesel and a Gori folding prop, Carnaval is also an able weekend cruiser and daysailer. And best of all, the new owner will have the option to keep Carnaval in her prime Monterey Harbor slip. All in all, a near-perfect solution for escaping the craziness of the new normal we live in! \$35,000. Monterey Marina, slip B-51. (415) 519-2215 or billdkeller@gmail.com.



35-FT BENETEAU 35S5, 1990. Design-winning "Best-of-Show" at the Paris Boat Show in late 1988. Includes a potentially transferable Sausalito Yacht Harbor slip. Engine serviced in late April 2020 by List Marine and new 110% jib from Hood in June 2018. \$35,000. Sausalito. (650) 743-7988 or ericverity@yahoo.com.



32 FT COLUMBIA 5.5 METER. "Top Gun". Dry sailed! Custom trailer and gear. Race-ready. \$3,000 additional, you get all the extra gear including original mast, spreaders, wood boom. Plus a long list of valuable 5.5 Meter-related gear. Call Jim. \$13,000. Stockton Sailing Club. (209) 482-0180 or jscodd13@gmail.com.



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33 FT RANGER 1974. This is truly a sad day. We've owned this Gary Mull-designed, 1974 Ranger 33 since 2002. She's been a fantastic Bay and Delta cruiser for our family of four. Also fun Friday night and club racer. New deck LPU two years ago, bottom paint one year ago, new standing and running rigging in 2017, new lifelines in 2018. Doyle 110 jib on Harken roller furling. There's one problem: The 1974 Atomic 4 is not running and likely needs replacement. We've decided that's a project for the next lucky owner. She's simple - no electronics, basic one-burner stove, etc. But she's a lovely boat to sail. \$13,000. Tiburon, CA. (415) 412-6961 or john@latitude38.com.



36 FT ISLANDER, 1972. Registration till 12/31/2021; LOA 36'1"; Beam: 11' 2"; Draft: 6'1"; Lead Ballast: 13,000lbs; S/A 587sq ft. Details and maintenance: <https://muhiudeen.wixsite.com/sypulau> <https://youtu.be/QCqptMHA04E>. She is well equipped for Bay sailing and long weekend cruises. At 36' she's sloop-rigged with a low-hr 2014 inboard 30hp Beta diesel, making for easy singlehanding. The warm teak interior is comfortable, spacious with LED lights and a wood-burning fireplace for cold nights on anchor. 2014 c. 385hrs Beta 30 engine, 65amp alt. with serpentine belt. Newish VHF/autopilot/instrument. \$30,000. Alameda. (510) 282-1849 or muhiudeen@yahoo.com, <https://muhiudeen.wixsite.com/sypulau>.



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, Comnav hydraulic pilot and two Raymarine wheel pilots. \$80,000. Seattle WA. (206) 817-3189 or mike@s3maritime.com.



38 FT BALTIC 38DP 1983/ 2013 REFIT. After a complete rebuild and modernization of one of "the World's Best Sailboats," Yacht is now available for sale. Complete website on this sailboat. Aqua Tech Yacht Services has redesigned deck layouts, modernized sail handling for shorthanded sailing. Navigation and audio/entertainment systems are like none other including wireless technology. This yacht is kept in "near-perfect condition" owned by a marine tech. and boat shows like it! \$120,000. Dana Point, CA. (949) 466-3156 or aquatechyacht@gmail.com, <http://www.baltic38fryja.net/>.

36 - 39 FEET



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



37-FT O'DAY CENTER COCKPIT SLOOP 1979. The "Easy Go" is a documented comfortable, family-friendly coastal/Bay cruiser. With Autohelm, anchor windlass, offshore refrigeration and hot water, propane stove/oven, forward V-berth and stand-alone aft cabin. \$25,000. Richmond, CA. (415) 515-0093 or rrm2rock@gmail.com.



39 FT ERICSON 39 FLUSH DECK 1972. Classic cruiser/racer with Isuzu 240 diesel, Furuno radar, (8) self-tailing winches, roller furling, new holding tanks, new rigging. Wind, speed, and autopilot instruments. Needs upholstery work. Great value. Call Bill. \$20,000. Richmond, CA. (707) 225-5696 or bill.borgen5151@gmail.com.



36 FT ISLANDER 36 1974. Islander 36s are excellent Bay sailers or open-ocean boats. Six berths, galley, head. Lowered price makes this a great opportunity to purchase this sought-after type of boat. Boat is refitted to a high specification in terms of rigging and deck hardware and is ready to sail. Excellent Bay sailer, regularly cruises on SF Bay and in the Delta, participates in 'beer can' racing. Great family boat, easy to single- or doublehand. Lowered price reflects need for aesthetic upgrades, including cushions and headliner, and need for a new genoa. New owner can purchase this sound Islander and make upgrades as they wish in their own time. \$24,000. Point Richmond, CA. Email svzorza@gmail.com, <http://www.islander36.org/buysell.html>.

39-FT CAL 39 MK II, 1980. Great Bay boat, complete refit. New rig, new electronics, (Raymarine GPS, depth, wind, speed, AIS, autopilot), new interior (varnished teak, new cushions), complete sail inventory, new lifelines, jacklines. Much more. Email for pictures and list of recent upgrades. \$45,000. South Beach, San Francisco. (650) 279-8262 or Jeff-thayer@comcast.net.



39-FT CAVALIER 39, 1986. New Zealand-built cruiser with tiller. Cruise ready. 120 genoa, spinnaker with sock. Isuzu 55hp diesel. Monitor windvane, Simrad autopilot. Furuno radar and GPS. 3 anchors. One-off interior design. \$85,000. Anacortes, WA. (510) 421-1768 or rahostler@hotmail.com.



36-FT LANCER 36, 1979. Bill Lee design. (Google Bill Lee, Lancer 36). Three-time Mexico vet. All maintenance current. Boat is currently set up for singlehanded coastal cruising. Handles like a dream. Call for pictures/info. Turnkey. \$45,000. Grand Marina, Alameda CA. (209) 679-3044 No text.



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39-FT CAVALIER 39, 1982. New Zealand-built bluewater boat fully outfitted for cruising. Modified fin keel for maneuverability, great upwind performance, steady tracking downwind. Monitor windvane, two autopilots, solar, AIS transceiver, radar, multiple GPS's, EPIRB and PIRB, life raft, roller furling, removable inner forestay, etc. 1,330 hrs on Kubota 46hp engine. Full of spares to get you around the world. Interior and exterior wood completely refinished in 2020. \$67,000. Loreto, BCS, Mexico. (340) 514-0789 or svlutra@gmail.com, <https://www.sailboatlistings.com/view/87011>.



37-FT BENETEAU FIRST 375, 1986. The First 375 is a sailboat for sailors that like to go fast. Check her out at www.myggen.com/moustique. Many upgrades. VacuFlush head, 3-burner stove, folding prop, etc. There are very few 375s for sale, Beneteau did not make that many and she is fast, fun and comfortable. \$39,000. Marina del Rey. (310) 704-9798 or finn@myggen.com, <http://www.myggen.com/moustique>.

36 FT PEARSON 365 KETCH 1981. We've taken meticulous care of her for the past 14 years and sailed the coast of California, down to Mexico, across to Hawaii and back again. See website for full details. \$38,750. Emery Cove Yacht Harbor. (916) 801-1397 or steinstv@gmail.com, <https://tinyurl.com/vahnea5>.



39-FT CAPE DORY 36, 1984. The flagship of the Cape Dory fleet. 'Indigo' is an excellent and unmolested example of a Carl Alberg classic. A boat that can take you anywhere and look great doing it. Lead encapsulated full keel and cutter rig help make her safe and versatile. All built in the USA with extrusions and bronze fittings still available. Excellent support from extensive owner's association website. My next adventure awaits but this one must end first. Lots of pics and equipment list available. USCG documented vessel. 50hp Perkins diesel, 53gals fuel, 106gals water, 25gals waste. \$79,000. Point Richmond. Email johnnya9001@gmail.com.



36 FT SAMSON C-PETREL 1984. Old school ferrocement sail boat, veteran of 3 South Pacific cruises. Ready to sail. Hank-on sails, 12V system, good Yanmar diesel 40hp, ice box, solar panels, Monitor, SSB, 2 dinghies. \$32,500. Vallejo Yacht Club. (916) 704-0298 or penelopecdj@yahoo.com.



38 FT MORGAN 382 1978. 1978 Morgan 382 with many recent upgrades including new Yanmar with 120 hrs, new main and also new canvas dodger and sail cover. Teak interior with plenty of room. A great Bay cruiser that you can take anywhere. \$45,000. Emeryville. Email psman999@gmail.com.



39 FT FAST PASSAGE 39 1980. This is a well equipped, actively cruised boat in turnkey condition located near San Carlos, MX. New Doyle sails, watermaker, solar, Dickinson heat, dinghy, windlass, ground tackle, Max-Prop, radar, excellent upholstery, interior. \$85,000. San Carlos, MX. (406) 599-9607 USA or sherilyn.renner@gmail.com.



39 FT WYLIE 39 2001. Fast offshore racer/cruiser. Gimballed stove/oven, refrigerator, sinks, galley and head, salon table and berths for 6. Raced and cruised to Monterey many times. Sailed up local rivers. Includes dinghy with 8hp motor. Cover of 'Latitude' May 2002. Hasn't been sailed in a few years. Needs some work. \$39,000. Fortman Marina, Alameda, CA. (510) 846-2087 or cuttime@live.com.

37 FT DRESSPORT FURIA 1985. Well-built European racer/cruiser. New Yanmar 36 hp 2007, new DC panel wiring 2020. Built in Barcelona, I'm 2nd owner. Well loved and maintained. Great comfortable interior for overnights or liveaboard. Sailing lessons if needed. for pictures, more information. \$40,000. Berkeley. Email setraining@yahoo.com.



37 FT ROBERT PERRY VALIANT ES-PRIT 1981. If you're looking for a daysailer, this is not your boat. 'Wild Goose' is an experienced ocean cruiser, with Monitor windvane, solar, wind gen, autopilot, watermaker, etc. She has crossed the Atlantic and spent seasons in Mexico. She's fast and stout, with a beautifully rounded stern. I bought 'Wild Goose' in 2018 for a new book project retracing the Steinbeck/Ricketts 1940 Baja expedition. I paid \$40,000 and spent another \$70,000 on upgrades, including new upholstery, new interior varnish, life raft, standing rigging, satellite phone, dodger, various electronics, and a new paint job. I need the boat this winter for research and writing but will be ready to part with her, reluctantly, in spring 2021. \$60,000. Gueymas/Loreto/La Paz. (360) 378-7517 or jonwhite@rockisland.com.

40 – 50 FEET

40-FT PASSPORT 40, 1985. Famous bluewater cruiser, hull #90. 46hp Westerbeke. All systems updated: electrical, refrigeration. Newer canvas: StackPack and full boat cover. Newer latex mattresses. Raymarine chartplotter/navigation. Hydrovane. 400 watt solar panels 10-ft dinghy included. TV/DVD stereo with outside speakers. 2019 survey reflects value at \$115k. Much more included. Email for more information and photos. Great boat for exploring Sea of Cortez! \$99,000. San Carlos, Mexico. Email Glouisiv@gmail.com.



41 FT FORMOSA 43 1980. 41'9" LOA. 'Brezza' is a tall sloop with a fin keel and a skeg-hung rudder, an '80s version of a performance cruiser built using the same hull and deck mold as the Ron Holland 43 and similar to the Holland-designed Swans of the period. Sleeps 6-8 in 3 separate teak-paneled cabins and convertible dinette; two full heads, H/C pressure water. 120gal water and 60gal fuel in new tanks. 65hp Ford Lehman diesel and Volvo saildrive. Sailing dinghy on stern davits. Many upgrades in rig, electrical and mechanical equipment. A perfect family Bay and coastal cruiser. \$30,000. Alameda Marina. (925) 228-8661; 925-286-6839 or chasberletti@comcast.net.

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. (415) 602-8416 or johnyelda@sbcglobal.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@sbcglobal.net.



45-FT ISLAND PACKET 420, 2005. Great liveaboard, great lifestyle! Excellent condition, 560 hrs on Yanmar 75hp Turbo. Interior very clean, like-new condition. New 310 Hypalon aluminum RIB with 9.9 Mercury outboard. Email for more information and pictures. \$279,000. Monterey CA. Email terry.tmora@gmail.com.



40 FT CAL 40, 1969. CAL 40, 1969 #150. Just out of extensive 8-week haulout. Complete bottom job, new standing rigging, Yanmar 27hp 3 cyl V-drive, new batteries, heavy-duty chainplates, lots of extras. \$56,000. Kaneohe Yacht Club, Hawaii. (808) 292-6844 or gvan@hawaii.rr.com.

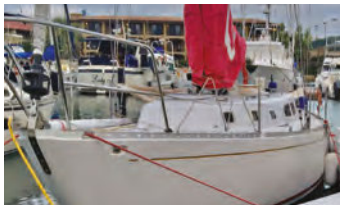


50-FT STEPHENS, 1987. Strong, fiberglass bluewater cruiser, Sparkman Stephens design. Well and lovingly maintained. Fully equipped, ready to go anywhere! Sleeps 6 comfortably. Spacious, open-plan salon with large galley. Includes RIB dinghy and 15hp motor in good condition. \$155,000. Sausalito. (954) 240-3666 or rob.andi.overton@gmail.com.

43-FT HUNTER LEGEND, 1995. Dos Leos is a 2011 Baja Ha-Ha veteran. Includes a new 10-ft Aquaport RIB dinghy and new 5hp Yamaha OB. Well cared for and well equipped for cruising. \$75,000. Mazatlan Marina, Mazatlan Sinaloa, Mexico. (830) 431-1965 or rpcart007@yahoo.com, <http://www.hunter-legend.com>.



44-FT SPARKMAN STEPHENS SWAN, 1973. Rare original from factory, light blue hull without teak decks! Cruising-/racing-ready. Southern Cross Cup winner, 1973. Several top-10 finishes in Sydney to Hobart races. 2000 Pacific Cup, 3rd in class. New Yanmar and gearbox (+/-800 hrs), 5,000 watt generator, Spectra watermaker, 540 watt solar, wind generator, Garmin and B instruments and autopilot, top-down roller asymmetric spinnaker, all lines led aft. Email for more details. Too many to list. \$150,000. Barra de Navidad, Mexico. Email thersbys@yahoo.com.



40 FT CAL 1968. Own the Transpac classic! Cal 40, hull 131. Racing pedigree. New standing rigging, furler, B electronics in 2015. Powered by Pisces 40hp. Schumacher rudder. All Anderson SS winches. New varnish. Downwind dream machine. Multiple headsails and kites. She's rigged as a racer, but has all the amenities to go cruising. Charge controllers. Cold plate. Force 10 3-burner. Spin pole, reaching strut, multiple tillers cruising and racing. Sunbrella cockpit awning, matching winch covers. All Cal 40 downstairs. New head 2020. sails like the angel she is. Come see her in beautiful Pt. Loma, San Diego. \$38,000. San Diego. Email chris.winnard@engelvoelkers.com.

50 FT HUDSON FORCE 50 1978. Center cockpit, Lehman 80, aft queen with windows, good condition. \$90,000. Berkeley. Email Toparfitt@yahoo.com.



42 FT WESTSAIL 1976. Factory-finished. The opportunity of a lifetime. This classic sailboat I recently inherited, but I do not sail. Therefore I am selling it for half price. Visit the following website for details: westsail.com, boats for sale, 42' under boat name: MANA. \$48,000. Langkawi Malaysia, moored at a classy marina. (808) 989-7674 or sjaaloha@hotmail.com, <http://westsail.com/Westfs.htm>.

41-FT CHEOY LEE, 1977. 1977 Offshore 41 ketch rig. Richards design, located in SoCal. Perkins 4108, nice sail inventory. 12V. Sail the world in this classic. \$30,000. Southern California. (818) 802-3592.

40 FT C AND C 121 2000. The 121 is the flagship of the C and C Express Series and possesses that elusive combination of great performance and big, luxurious accommodations; the perfect dual-purpose boat! Ridiculous sail inventory. <https://sailboatdata.com/sailboat/cc-121> SF Bay classifieds for more information \$125,000. SF Bay Area. Email candc121@yahoo.com.



49 FT JEANNEAU SUN ODYSSEY 2004. Let your cruising dreams become a reality! Lovingly cared for and never chartered, is turnkey, clean, technically sound and ready to cruise. Everything is included down to the bed linens, pots and pans, tools and spare parts! Three cabins and two heads. Solar, wind generator, new sails, new bimini, even new batteries! Call or text. \$156,500. Fajardo, Puerto Rico. (916) 224-0704 or SVLadyA1@gmail.com.



41 FT KENDALL-PALMER 1978. True bluewater boat. Mexico-ready. Recent refit brings modern elements to a traditional vessel. Built by a master boat builder for his own use. The quality of workmanship and materials is far beyond a factory-built boat. Call Bob or write for a detailed listing sheet. \$42,500. Long Beach, Ca. (562) 292-2282 or rgranafai@gmail.com.



47 FT HYLAS 47 1986. World class Sparkman Stephens cruising boat fully equipped and ready to start your adventures. Many recent upgrades including rerigging, new chainplates, epoxy bottom, rebuilt fridge/freezer box. Located in Puerto Vallarta. For details see: <https://hylas47forsale.blogspot.com/> \$159,000. Banderas Bay, Mexico. (510) 219-4488 or gregorydavid@gmail.com, <https://hylas47forsale.blogspot.com/>.



47-FT SAGA 43, 2000. 47' LOA 2000 Saga 43. Bob Perry design, by original owner. Fast, comfortable, well equipped, excellent condition, recent survey. Lying SoCal with potential use of Newport mooring. Specs and photos available by request. \$210,000. SoCal. Email svsolunamare@gmail.com.

42-FT TAYANA VANCOUVER CC, 1984. Ideal, comfortable, safe, perfect couple's bluewater cruiser. Easy to handle but roomy. Newer range/oven/microwave and refrigeration. Perkins 4-236, genset. Like-new full-battened mainsail, roller furler, hard fiberglass bimini and dodger. Full specifications and photos available. \$92,900. San Carlos, Sonora, Mexico. (520) 955-4154 or nautpegleg@gmail.com.



46-FT KELLY PETERSON 46, 1982. New standing and running rigging 3 years ago. Long list of rework and maintenance readying for extended voyage. New 600' of chain, lifelines, dodger and house canvas. The list goes on! \$162,000. Ventura, CA. (805) 459-1909 or woodeneye53@yahoo.com.



42 FT WESTSAIL 1974. Westsail 42 'Cornelia' wants an owner who knows what a great boat this is. Best-looking, ready to go with so many unique attributes after a 10-year loving relationship with a sailmaker/boatbuilder. Details and pics on website. \$110,000. Lahaina. (808) 463-8826 or samantha@barryspanier.com, <https://barryspanier.com/sv-cornelia-2020>.



43 FT J/130 1994. Join an experienced skipper (sailed 'Bonkers' to New Zealand) in owning 1/2 of 'Bonkers'. A 1994 J/130 (<http://www.jboats.com/j130-performance>), well maintained at Anderson Boat Yard. Buy out an existing 1/2 partner of over a decade. \$39,000. Sausalito Yacht Harbor. Email acinader@gmail.com.

41 FT FORMOSA 41 1973. Pilothouse ketch, world cruising or live aboard, beautiful, spacious teak interior, fiberglass house and decks, aluminum masts, ford Lehman runs great - recent service - propane stove, oven, hot pressure water, refrigeration, 200 ft new chain. \$30,000. Alameda. (510) 409-5241 or gmggeneral@hotmail.com.

51 FEET & OVER



53 FT MASON 1984. Cutter ketch, 140 Yanmar with 900 hrs, Kohler 8 kW with 130 hrs, furling main, mizzen, headsail. Never had teak deck. New Apex dinghy, with new electric start Yamaha. Nice lines and setup. \$230,000. Corpus Christi, TX. (775) 625-7758 or dnutts@hotmail.com.



55 FT CUSTOM BRUCE ROBERTS 1982. 'WindRaven' is a 30-ton US documented fiberglass sailboat. Length over deck is 48.3ft; length overall is 55 feet. She has a beam of 15.5ft and a depth of 10.6ft. She was heavily built with hand-laid glass in the Jomarc boatyard outside San Diego, CA. Hull cores show 1" solid roving mat below the waterline and 2" cored hull and decks above waterline. The award-winning interior was crafted by Bill Kling and is solid Burmese teak. Hand-laid teak and holly soles. More info and photos on website. Or email a phone number where photos can be texted. \$150,000. Ventura, CA. (858) 212-5762 or gemmaster7@aol.com, <https://tinyurl.com/yynqkhtk>.

MULTIHULLS



55-FT TRIMARAN, HORSTMAN-INSPIRED, 1989. Must sell majestic comfortable liveaboard, 62' LOA X 27' W. New-ish sails: Norseman System main; furler genoa. Dinghy/OB. 800w solar, Outback VFX2812. 15kw Westerbeke generator. Needs motor(?). Refrigerator, large freezer. Watermaker. 2 kayaks, Brownie's Hookah, fishing equipment. 3 heads, sleeps 6+. Custom SS lifeline, large brass portholes in V-berth, teak table in large covered cockpit. Includes 20-ft Novurania Equator 600 w/trailer in dry dock. \$90,000. Panama City, Panama. (775) 350-4935 or (775) 782-7035 or bssevers@msn.com.





37-FT PROUT SNOWGOOSE 37 CATA-MARAN, 1985. The catamaran is in Greece available for cruising the Greek Islands! Built in 1985, 10.9m long, 4.85m wide and has a draft of 0.85m. Boat info/specs can be found here on website. \$45,000. Preveza, Greece (Europe). Email svcamala@gmail.com, <https://tinyurl.com/y4v5zsqx>.



38-FT LAGOON 380, 2000. One owner, never chartered or cruised, lightly used, professionally maintained, washed monthly, bottom cleaned every 60 days, engine inspection/service annually, haulout every two years, maintenance records available from date of purchase, including survey reports from 2012 and 2019. Captain's 3-cabin version, two queen-size berths. Upgraded twin 27hp Yanmar 3GM30FC inboard diesel engines, combined 1155 hrs, 45gal fuel tanks. Yanmar sail drives SD-20. 3 new AGM 4D house batteries, total capacity 594 amp hrs, two Group 31 starting batteries. Quantum Fusion MC 65 mainsail and Fusion MC 65 genoa sail pack. Raymarine EV-200 autopilot, i60 wind instrument display, i50 Tridata DST800. \$62,511 in upgrades and replacements. \$225,000. Alameda, CA. Email sanctuarycat4sale@gmail.com.



46 FT CATAMARAN. Catamaran project, fiberglass hulls, most gear to finish, needs interior finished, aluminum mast, boom, sails, engine, 20+ new Lewmar ports and hatches, 24' container, pulpits, stanchions, lifelines. Temp yard to finish, easy move. \$70,000. Santa Rosa. (707) 696-3334 or john@windtoys.net.

28 FT CORSAIR MARINE AFT-COCKPIT F-28 1999. Own an original F boat; sailed comfortably at 22 knots on the SF Bay! No-compromise Doyle Stratis main in good condition with full spinnaker package and excellent-condition Doyle asymmetric spinnaker. New 9.9hp power lift Yamaha. Rotating mast with rotary compensation for accurate B and G Hydra 3000 instrument readouts. Full electronics and dual batteries. Ready to sail. Well-cared-for. Many extras. No trailer. \$59,500. Alameda, CA. (408) 318-4053 or markortiz@alum.mit.edu.



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. Superbly stable and functional trimaran. Large cockpit and flat decking make for a massive deck plan. All offers considered! \$69,000. Honolulu, HI. (415) 272-7890 or jaynebrody@gmail.com.



40 FT HARRIS TRIMARAN 1994. Off-shore performance cruiser. Sleeps 6 in v-berth, aft queen, and two wing berths. Tiller and reliable Yanmar 3GM30F. A few deck areas need attention and rigging is clean but original. \$45,000. Seattle. (206) 612-4623 or zklaia@gmail.com.



50 FT CONTOUR 2005. Social distance properly! Sail faster and more comfortably. Only Contour 50 on the West Coast. Carbon mast/boom/crossmembers. Second owner. Recent sails and major electronics upgrades. Yanmar 75 hp turbo. Email for equipment and photos. \$315,000. Newport Beach, CA. (949) 812-1941 or econard@gmail.com.



36 FT CROWTHER SILHOUETTE 1997. Performance cruiser built in Australia. Later Crowther design; foam core; 21hp diesels; in middle of retrofit. Full of gear. Need to sell or find partner to help get her back in the water. \$125,000. Bay Area. (415) 971-0456 or donaugstein@gmail.com.

27-FT CORSAIR F-27, 1996. 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 alanbikie@yahoo.com.

CLASSIC BOATS



65-FT MONK SLOOP, 1946. 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.



35-FT WARNER YAWL, 1939. Low hrs Yanmar diesel. NEW: worm drive steering, SS fuel tanks, solar panels, air head, Simrad plotter and more. Completed extensive boatyard overhaul. Master Mariner race winner, Transpac vet. \$11,000. Owl Harbor. (206) 384-1175 or sagieber@gmail.com.



50-FT STEPHENS, 1966. 1966 Classic 50-ft wood hull Stephens. Twin Detroit diesel engines in running condition. Equipment and systems all work, but need maintenance. Hull has been maintained, but will need work. Perfect for restoration of a classic Stephens. \$25,000. Oyster Cove Marina. (253) 202-7425 or thorenleer@gmail.com.

POWER BOATS



36 FT GRAND BANKS 36, 1982. This boat has the 3-cabin layout with 2 heads both with showers. The teak interior is all original and in beautiful condition. This boat has been lovingly maintained throughout its life and it shows. For power she has twin Ford Lehman's (Model 2715E) with less than 1700 hrs each. Both engines and transmissions just completed major service and refresh of cooling systems. I also completely replaced the electronics with all new Raymarine equipment. More info as well as a complete equipment list and recent survey is available on request. This is one of the best maintained GB36's on the West Coast. \$79,900. Email popeye.gb36@gmail.com.

25 FT RANGER TUG 25SC, 2012. Excellent condition. Navy hull. 150hp Yanmar diesel. Stern bow thrusters, trim tabs. Lewmar windlass. Garmin electronics. Solar panel on roof. Stove, microwave, refrigerator, heater. Low engine hours. Sleeps 5. A very comfortable boat. \$98,000. South Beach Harbor San Francisco berth G-69. (707) 337-1583 or scmcgrath@sbcglobal.net.



40 FT HERSHINE TRAWLER 1982. Tri-cabin layout with two electric flush heads. Huge aft stateroom with queen bed. Large main cabin with swiveling dining table. Twin Volvo TAMD 40A diesel engines. Upper and lower steering stations. Remodeled kitchen with microwave and fridge. Fully covered aft deck. 2 kW power inverter with Xantrex Link 2000 battery management system. \$44,900. Loch Lomond. (415) 987-7526 or Andromeda@jilindsey.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. For more information and pictures: \$270,000. Richmond, CA. (408) 891-2999 or eltib48offshore@gmail.com.



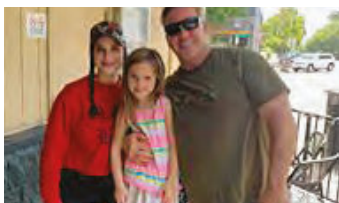
BERTHS SLIPS

45-FT SLIP. 45-ft Slip in San Francisco at Pier 39. Close in and protected slip with all amenities including discounted garage parking, lounge, bathroom and laundry facilities. \$765 a month. Pier 39, San Francisco, CA. (916) 524-8077 or cwmorton@me.com.

LIVEBOARD BERTH AVAILABLE AT GALILEE HARBOR. A liveboard berth is available at Galilee Harbor Community Association in Sausalito, CA. Applicant must own the vessel, be a marine service worker and meet the requirements for membership. Details at website. Application: applyGHCA@gmail.com. Email galileeharbor@gmail.com, <http://www.galileeharbor.org>.

REDWOOD CITY MARINA - SLIPS AVAILABLE. Slips 30'-75' at great rates! Amenities: parking, bathrooms, laundry, pump-out. Guest berths also available. Call for availability. 451 Seaport Court, Redwood City, CA 94063. (650) 306-4150 or twagner@redwoodcityport.com, <http://www.redwoodcityport.com/marina>.

BUSINESS OPPORTUNITIES



CAPT LOOKING FOR A 40-FT OR UP YACHT. I am a captain looking for a boat to do 4 hr charters on. 180,000 miles as captain without a scratch, 40 years on SF Bay. USCG licensed and insured. \$1,500 profit to you for 4 hr charter. 22 yr member SFYC. \$1,500. San Francisco Bay. (925) 518-1257 or whogarty@proofsmartfood.com, <https://happyyachtllc.com/>.

CREW



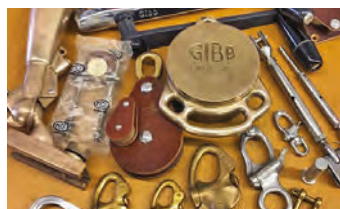
SHORT/LONG TERM CREW WANTED. Individual or one-berth team. Classic, elegant, comfortable, fully-equipped, bulletproof 55-ft trimaran. Currently in San Juan Islands. See detailed information on website., <http://www.svsurrender.com>.

OFFSHORE INSTRUCTION. John and Amanda Neal provide documented ocean passagemaking instruction aboard 'Mahina Tiare III', their Hallberg-Rassy 46, drawing on their combined 732,000 miles and 87 years experience. (360) 378-6131 or john@mahina.com, <http://www.mahina.com>.

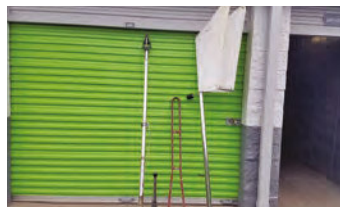
ADVENTURE SAILING. Join us for an ocean passage in 2021 (707) 953-0434 or andy@sailingbiz.com, <http://www.sailingbiz.com>.

SOUTH PACIFIC TROPICS ADVENTURE? Seeking 1-2 crew for 2021 Baja Ha-Ha Pacific Puddle Jump to join me in comfortable seaworthy Cabo Rico 34 sailboat. For details visit tropics2021.com Email cbatson3@gmail.com, <http://tropics2021.com>.

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SAYE'S RIG. Saye's Rig windvane self-steering system. This system is in good condition. It comes off a 46-ft, 33,500lb sailboat. \$2,500. Marina Bay Yacht Harbor, Richmond, CA. (801) 541-7635 or Eric.bonder@gmail.com.

CAL 20 MAST, BOOM, SAILS, RIGGING. Cal 20 mast, boom, main, jib, genoa, spreaders and standing rigging. \$300. Richmond, California. (510) 508-1359 or lo2jones@yahoo.com.

DIXON PACIFIC DIESEL HEATER, STOVE AND OVEN. New condition, never been or installed. Dixon Pacific diesel heater, stove, oven combination. New are worth \$3,000. This one \$950. View at Point San Pablo YC, Pt. Richmond. \$950. (510) 508-1359 or lo2jones@yahoo.com.

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

HORIZON SEAFARI 170 RO WATER-MAKER. Like new, still used daily. 12 volts. 7gals/hr. New center block. New seals. Spare seals and O-rings. Extra membrane (new, in package). All parts included. Pre-filter cases. Boost pump. \$8,500 new, asking \$4,500/obo. \$4,500. Hawaii. (808) 868-9926 or svwildthing@gmail.com.

SAILBOAT GEAR. Sailboat mast deck stepped w/ tabernacle, ~37', good for 35-ft boat. Good running Perkins 4-108 diesel w/ Velvet Drive transmission. Diesel heater. Marine head. Stainless winches. Depth sounder. Much more. Email sol999911@gmail.com.



CRADLE COVER (STACKPACK) FITS A 19-FT BOOM. I have a three-year-old cradle cover that fits my 38-foot cruising sailboat with a 19-foot boom Made by Hood Sails. Complete with lazy jacks and full-length zipper on the top and 2 full-length battens on the sides. Fastens to the boom with a 3/8" bolt rope. Installation manual included \$600. San Rafael CA. (415) 847-3434 or boatybill@gmail.com.

JOB OPPORTUNITIES



EXPERIENCED YACHT BROKER / SALESPERSON NEEDED. Rubicon Yachts is seeking a professional yacht broker/salesperson for its new Alameda, CA office. Yacht sales experience required, must be a self-starter, membership in CYBA is a plus. owner/broker Mark Miner. Alameda, CA. Email mark@rubiconyachts.com, <http://rubiconyachts.com>.

YACHT SALESPERSON. Yachtfinders/Windseakers is looking for experienced Yacht Salespersons to join our team. We are a well-established brokerage with an impeccable reputation. We are looking for a salesperson with both sailing and powerboating experience and knowledge of the marine industry. Independent contractor, commission. Please email resume or call. (619) 224-2349 or info@yachtfinders.biz.

JOIN OUR TEAM OF INSTRUCTORS! Spinnaker Sailing in Redwood City is looking for ASA-certified sailing instructors to teach out of our Redwood City Marina location. Part-time, flexible schedules, midweek and/or weekends. Please Rich or Bob by phone or email. Redwood City Marina. (650) 363-1390 or office@spinnakersailing.com, <http://www.spinnakersailing.com>.

INSIDE SALES REP - SVENDSEN'S MARINE INDUSTRIAL SUPPLY. Seeking an Inside Sales Rep who will be responsible for driving growth in product sales and building the company's customer base. Will assist with walk-in and phone-in customers on product selection, and perform sales/return transactions. Will be expected to develop a strong working knowledge of our extensive inventory and will participate at regional boat shows and special sales events as needed. Should possess an engaging Sales and Customer Service personality. If you are seeking an exciting career on the waterfront of San Francisco Bay, we'd love to chat with you about this opportunity. To view the full job description and to apply, please visit our Careers Page at www.bay-ship.com/careers. Alameda, CA. (510) 337-9122 x203 or cpankey@bay-ship.com, <https://www.bay-ship.com/careers>.



LICENSED CAPTAIN WANTED. Wanted: Licensed Captain with towing endorsement for TowBoatUS./Vessel Assist on the San Francisco Bay and Delta. Preferred if you live by SF waterfront, Alameda or Bethel Island areas. (925) 382-4422 or Philipdelano@gmail.com, <http://vesselassistsanfrancisco.com>.

INSTRUCTORS WANTED. Join the captains at Club Nautique and start teaching US Sailing's most comprehensive curriculum of sail and power courses, both offshore and inshore, in the nation. We have openings now for USCG-licensed captains who exhibit exceptional communication and boating skills, and the willingness to train and work in a professional environment. Full-time and part-time positions available. Alameda Sausalito. (510) 865-4700 X313 or schooldirector@clubnautique.net, <http://www.clubnautique.net>.

CANVAS SEWING MANAGER. Seeking experienced sewing fabricator for the boating, residential and commercial cover and cushion business. Must have a strong work ethic, be able to visualize in 3-D, a high degree of creativity, manage staff, minor computer skills, meet with clients, sell services. The Canvas Works is a fast-growing small custom shop in Sausalito, California. Offering a unique opportunity to work on the water with an experienced and dynamic group. Email mike@thecanvasworks.com.

YOUTH SAILING INSTRUCTORS - IYC. Applications for Inverness Yacht Club 2021 summer youth sailing camp are now available. Go to the invernessyachtclub.com website for forms and requirements. Pay for the 8-week session runs from \$600/week to \$890/week. Email for questions. Inverness Yacht Club, Inverness, CA. (415) 450-1113 or c_longaker@sbcglobal.net, <http://invernessyachtclub.com>.



MARINE MECHANIC. Experienced marine or car mechanic. Experience with gas/diesel, electrical, plumbing, engine repairs and maintenance. Pay DOE, \$20-40/hr. Average hours 20-40 per week. Must have car. Email resume and cover letter: info@bayareamarineservices.com (415) 203-6305 or alison@bayareamarineservices.com, <http://bayareamarineservices.com>.

ORGANIZER/ASSISTANT. Organizer/Assistant for expediting and sale or disposal of marine gear and personal and business items. Need help in Sausalito plus additional opportunity to work at and enjoy the beautiful Mendocino coast. Please call. Sausalito. (415) 888-3856 or (707) 937-2800 or rogercperry@gmail.com.

PRODUCTION MANAGER. Gold Coast Yachts, in the US Virgin Islands is seeking applicants for the full-time position of Production Manager. This management position is responsible for leading and organizing the construction of several custom composite multihulls with multiple supervised work teams, in different locations and various stages of construction. Good coordination with production staff, supervisors, design team, management, and office staff is required. Extensive experience building composite vessels is a must. Email your resume. Email amy@goldcoastyachts.com.

YACHT DESIGNER. Gold Coast Yachts, in the US Virgin Islands is seeking applicants for the full-time position of Yacht Designer. This position is part of the in-house design and engineering team of a successful custom composite multihull manufacturer. Good computer and organization skills are required. Exact duties will be tailored to individual. Experience or training in CAD drafting, 3D modeling, small craft design, ship systems, and sailing is desired. Email your resume. Email amy@goldcoastyachts.com.

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LEASE 28-FT TRITON SAILBOAT 'HULAKAI'. 'Hulakai' (means sea-dancer in Hawaiian) is a beautiful boat designed by Carl Alberg. Ideal location in San Francisco Marina. \$350 monthly; split boat time with owners. Perfect for day or longer sails, some overnights (sleeps 4). Possibly be a partner later. (650) 868-1888.

PARTNERSHIP 27- TO 30-FT SAILBOAT. Equity partnership in 27- to 30-ft sailboat in Channel Islands or Ventura Marina or possibly MdR. Channel Island harbor. (916) 208-9703 or Nooteboomrx@gmail.com.

PARTNERSHIP. Looking for a partnership in a nice large power boat. I want a place where I can go to Sausalito and stay a couple of days at a time in a boaters' environment. I am thinking I would use the boat once or twice a month for three nights each stay. I am flexible as to when and how long I could stay. I want a partner who owns a nice boat but doesn't use it much. I am willing to pay some costs for my use. I have owned both sailboats and three power boats, so I am familiar with the surroundings. I am interested in a boat with a Sausalito slip. \$90. Sausalito Berth. (415) 710-4883 or westsf@aol.com.

1/2 EQUITY PARTNERSHIP FOR SALE.

1/2 equity partnership in a well maintained 30 ft. S2 9.2 located at South Beach Marina. New sails and Lewmar self-tailing winches added in 2015, repowered in 2005, bottom job completed approximately 1 year ago. Sails great! \$12,000 for half ownership, then approximately \$350/month for recurring expenses and maintenance. via email preferred. \$12,000. South Beach Marina. (415) 657-6669 or pamanddave@cocca.ca.

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1/4 equity partnership in well-equipped 1995 Beneteau 44-ft sailboat moored in prime Sausalito slip. Boat has been well maintained with much new equipment, including new sails, new paint, electronics, etc. Cost is \$25,000 initially for quarter ownership, then \$350 per month for recurring expenses and maintenance. Terms are negotiable. Call or email. Sausalito. (510) 676-4913 or brjewell@sbcglobal.net. **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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WANTED: 23-FT RANGER. In need of a 23-footer with trailer both in great shape with sails and basic gear for lake sailing. Statewide. (530) 440-3893 or thx1138mis@gmail.com.

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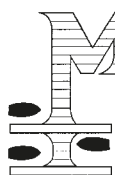
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Boat Yard at Grand Marina, The.. 26 www.boatyardgm.com	Dorgan Yachts 104 www.dorganyachts.com	H&M Marine / Beta Marine Engines /Hirschfeld Yachts 71 www.betamarinewest.com	Kissinger Canvas 67 www.yelp.combiz/kissinger-canvas-concord
Boome, Chris Insurance 29 www.chrisboome.com	Downwind Marine 39 www.downwindmarine.com	Helmut's Marine Service 63 www.helmutsmarine.com	KKMI - Full Service Boatyard 108 www.kkmi.com
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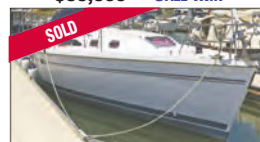
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Marchal Sailmakers.....104 www.marchalsailmakers.com	Panama Posse34 www.panamaposse.com	Seattle Yachts13 www.seattleyachts.com	Ullman Sails San Francisco & Monterey Bay.....32 www.ullmansails.com
Marina Bay Yacht Harbor66 www.marinabayyachtharbor.com	Paradise Village.....55 www.paradisemexico.com	SAMS.....40 www.marinesurvey.org/	Vallejo Marina.....43 www.cityofvallejo.net
Marina Costa Baja.....33 www.costabaja.com	Passage Nautical.....5 www.passagenautical.com	South Beach Harbor16 www.sfport.comsouthbeachharbor	Ventura Harbor Boatyard54 www.vhby.com
Marina de La Paz103 www.marinadelapaz.com	Pineapple Sails3 www.sailmaker.com	Spaulding Marine Center.....27 www.spauldingcenter.org/	West Coast Multihulls83 www.westcoastmultihulls.com
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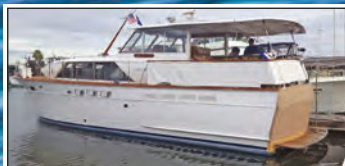
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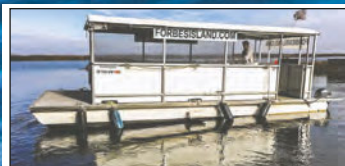
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