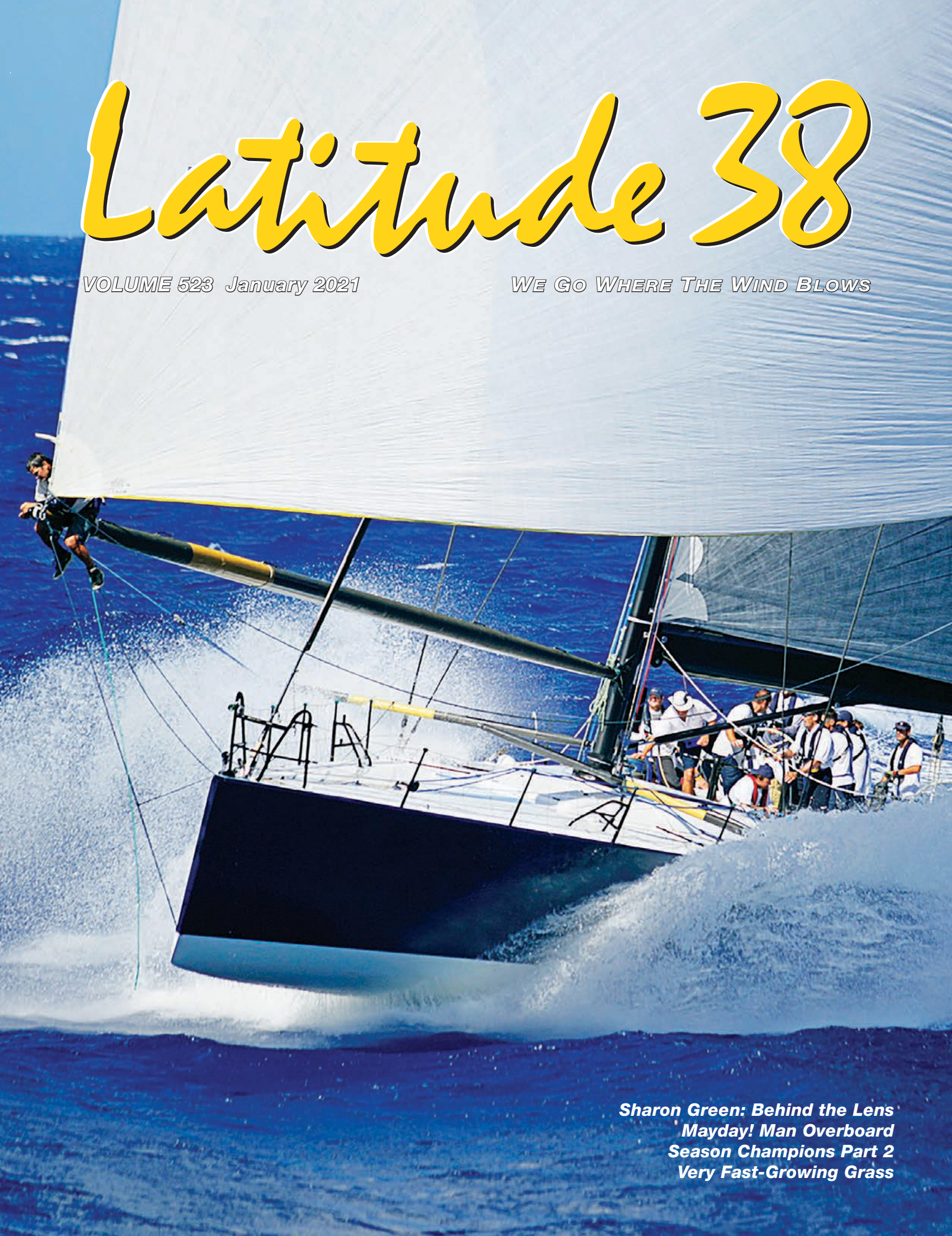


Latitude 38

VOLUME 523 January 2021

WE GO WHERE THE WIND BLOWS



Sharon Green: Behind the Lens
Mayday! Man Overboard
Season Champions Part 2
Very Fast-Growing Grass



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CONTENTS

subscriptions	6
calendar	10
letters	16
loose lips	44
sightings	46
sharon green: behind the lens	56
mayday! man overboard	60
season champions part 2	64
max ebb: very fast-growing grass	70
racing sheet	74
charter	80
changes in latitudes	84
classy classifieds	94
advertisers' index	104
brokerage	106

Cover:

Photographer and Santa Barbara resident Sharon Green helps us launch into the 2021 Transpac year with this photo of *Windquest* in the Molokai Channel on her way to finish the Transpac Race.

Photo: Sharon Green / Ultimate Sailing

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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 December 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. 31 — New Year's Eve. So long, 2020. Don't let the door hit you on your way out.

Jan. 1 — Happy New Year!

Jan. 6-27 — Wednesday Yachting Luncheon Series, StFYC, 12:30-1:30 p.m. Online via YouTube during SIP. Info, www.stfyc.com.

Jan. 18 — Martin Luther King Jr. Day.

Jan. 26, 1930 — Olympic medalist Harry 'Buddy' Melges Jr. was born in Elkhorn, WI. He won gold in the Soling in 1972 and bronze in the Flying Dutchman in 1964. Buddy's dad, Harry Sr., founded Melges Sailboats in 1945.

Jan. 27 — Virtual Herring Festival, live, Sausalito Community Boating Center, 6 p.m. Cooking demos, live storytelling, mixology, live sea chantey music by the Fishwives. \$25. Info, www.sausalitocommunityboating.org.

Jan. 28 — Full Wolf Moon on a Thursday.

Jan. 28-31 — Seattle Boat Show. 3D virtual show with exhibitors and seminars. Info, www.seattleboatshow.com.

Feb. 2 — Groundhog Day.

Feb. 13-14 — US Sailing Sanctioned International Offshore Safety at Sea Course with Hands-on Training, Bahia Corinthian YC, Corona del Mar. \$450. Info, www.sailaweighllc.com.

Feb. 14 — Valentine's Day.

Feb. 15 — Presidents' Day.

Racing

Jan. 1 — Resolution Regatta, a figure-8 pursuit race. CYC, www.cyc.org. Canceled!

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.sdy.org.

Jan. 9, Feb. 13 — Santana 22 Team Racing. SCYC, www.scyc.org.

Jan. 16 — PHRF Warm-up #1 in Moss Landing. Elkhorn YC, www.elkhornyachtclub.org.

Jan. 30 — Three Bridge Fiasco. Crazy-popular single-handed/doublehanded Bay tour pursuit race; skipper's choice of direction and order. SSS, www.sfbaysss.org.

Midwinter Series

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

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

CAL SAILING CLUB — Year-round Sunday morning dinghy races, intralclub 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: 1/23, 2/6, 3/6. Info, www.encinal.org.

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CALENDAR

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

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

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

MONTEREY PENINSULA YC — Perry Cup for Mercurys: 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: 1/16, 2/20, 3/20. Info, www.scyc.org.

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

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

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

In the Tropics

Jan. 19-26 — Round Barbados Sailing Week. Barbados Cruising Club, www.roundbarbados.com.

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

Feb. 5-7 — 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.

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 off the Balboa Pier. NOSA, www.nosa.org.

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

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

June 19 — Singlehanded Transpacific Yacht Race to Hana-alei starts from Tiburon. SSS, www.sfbaysss.org/shtp.

July 13-17 — 51st Transpac Race to Honolulu starts from

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CALENDAR

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.

January Weekend Tides

NOAA predictions for Station 9414290, San Francisco (Golden Gate)
 Source: <https://tidesandcurrents.noaa.gov>

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
12/31Thu	0113/4.8	0530/3.2	1128/6.2	1824/-0.9
1/01Fri	0153/4.8	0611/3.2	1207/6.1	1903/-0.9
1/02Sat	0232/4.9	0659/3.1	1252/5.9	1943/-0.7
1/03Sun	0311/5.0	0755/2.9	1342/5.5	2027/-0.4
	LOW	HIGH	LOW	HIGH
1/09Sat	0100/2.5	0737/6.6	1438/-0.5	2145/4.5
1/10Sun	0201/2.8	0825/6.8	1528/-1.0	2243/4.8
	HIGH	LOW	HIGH	LOW
1/16Sat	0223/5.2	0721/2.7	1308/5.6	1948/-0.3
1/17Sun	0301/5.1	0817/2.6	1356/5.1	2027/0.2
	LOW	HIGH	LOW	HIGH
1/23Sat	0043/2.9	0700/5.6	1422/0.5	2139/4.1
1/24Sun	0140/3.2	0744/5.8	1503/0.1	2224/4.4
	HIGH	LOW	HIGH	LOW
1/30Sat	0114/5.0	0558/2.5	1201/6.2	1839/-0.8
1/31Sun	0147/5.2	0645/2.2	1248/5.9	1917/-0.5

January Weekend Currents

NOAA predictions for SFB1202 .88 mile NE of the Golden Gate Bridge
 LAT/LON: 37.8292° N 122.4620° W
 Source: <https://tidesandcurrents.noaa.gov>

date/day	slack	max	slack	max
12/31Thu	0224	0436/0.7E	0636	1030/2.7F
	1254	1554/2.6E	2012	2330/3.0F
1/01Fri	0300	0518/0.8E	0724	1112/2.6F
	1342	1642/2.6E	2054	
1/02Sat		0012/3.1F	0336	0554/0.9E
	0812	1200/2.5F	1424	1730/2.5E
	2130			
1/03Sun		0054/3.1F	0418	0636/0.9E
	0906	1248/2.4F	1518	1824/2.3E
	2212			
1/09Sat	0206	0600/3.3F	0854	1206/2.6E
	1630	1924/2.9F	2242	
1/10Sun		0048/1.1E	0300	0654/3.3F
	0942	1248/2.8E	1724	2012/3.2F
	2336			
1/16Sat		0012/3.5F	0342	0612/1.4E
	0906	1206/2.6F	1448	1818/2.0E
	2154			
1/17Sun		0100/3.3F	0430	0706/1.3E
	1000	1254/2.2F	1542	1906/1.7E
	2230			
1/23Sat	0118	0536/2.2F	0842	1148/1.6E
	1618	1912/1.8F	2242	
1/24Sun		0024/0.6E	0212	0624/2.1F
	0918	1224/1.8E	1654	1948/2.1F
	2324			
1/30Sat	0212	0442/1.2E	0718	1100/3.0F
	1336	1642/2.5E	2030	2342/3.3F
1/31Sun	0248	0518/1.4E	0812	1142/2.9F
	1424	1730/2.5E	2106	

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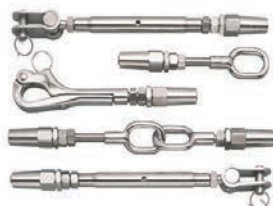


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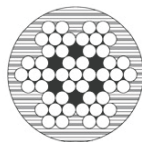
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I recall one day, when I was not the skipper on a sailboat in Mare Island channel, the skipper chose to insist on his right of way as a ferry approached from a half mile or so. We both kept on course. Eventually, the ferry captain gave way — and



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How do you respond to people when you're less than pleased with their choices on the water? Do you give them the finger, shame them, or say, "Aww shucks, it can happen to the best of us"?

also a finger. I had no anger whatsoever at the captain, and appreciated his irritation. I couldn't very well voice my displeasure with the sailboat skipper, as he was an upperclassman at Cal Maritime Academy, where we were students. If I recall correctly, the [ferry] captain was also a grad of CMA.

These situations will continue; 90% of the mishaps I looked into in the Coast Guard's 'mishap book' over a period of years (one volume/year) were due to human error. Many, if not most, would be surprising. I'm pretty sure the crew in those situations were, with hindsight, also surprised.

I don't know if *Latitude* has pointed out that the Coast Guard Bay Commandant back then (1999; perhaps the policy remains, or does anyone have an update?) considered all of S.F. Bay to be a "narrow channel." This I got from Commander David Sears, my Rules and other subjects instructor, who was probably the best sailor and engineer I will ever personally have known. And a gentleman, caring, and absolutely fearless. RIP Mr. Sears.

Peter Metcalf
Solara
Emeryville

↑↓ EVERYBODY MAKES MISTAKES, EVEN THE PROS

I was approaching the Lightship on port pole inbound from sea, passing the western approach buoy to port making about 8 knots on a course that would bring me south of the main ship channel. I noticed the pilot boat on station; I also noticed an inbound container ship coming from the south and heading for the southern approach buoy. I also noticed that we were on a collision course.

I established bridge-to-bridge communication with the captain of the ship, and we clearly established crossing instructions. Great . . .

I saw the ship slow down and saw the range and bearing change. Perfect. Then, on the same bloody channel, the pilot came on and told the ship to come to a new course and increase speed to 10 knots. WTF? I have the kite up and I am singlehanded, and now the ship is turning and coming right at me! The pilot boarded and we were getting closer and closer. The ship was forced to alter course to keep from hitting me. The pilot who was now on the bridge radioed me and apologized, asked for forgiveness, and said could he please alter course so as not to go aground on the South Bar.

No worries. I took the kite down, headed up, and tacked. All good, but talk about wanting to read the pilot the riot act! Remember, we clearly exchanged safe passing instructions, and the pilot boat was on the same frequency. So even the



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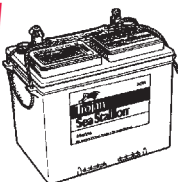
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LETTERS

pros blow it!

Jonathan Livingston
Punk Dolphin, Wylie 39
Richmond

↑↓ A CONSTRUCTIVE TONE

Whether it's discussing politics or rules of the road, you will never change minds by yelling at people or shaming them. Walking beside another, as you propose, is far more likely to improve people's behavior.

Victor

Peter, Jonathan and Victor — The November 6 'Lectronic Latitude, Wrong in the Right of Way, was, admittedly, a bit of an academic exercise and an analysis of our thought process. After being tempted to give someone on the water a good tongue lashing for what we thought was a bad choice, we realized that: a) The irrational part of us just wanted to lord it over some poor hapless fool who didn't have our sense of 'superior' seamanship. (We were kind of thinking like a jerk, in other words.) b) The rational part of us knew that there was a better way to approach the situation and possibly even get someone to consider a better, safer choice on the water. (In other words, if you're not a jerk to someone, they might be receptive to what you're saying.) c) Surely, we have made some bad decisions on the water, and been 'that sailor' to whom someone wanted to be a jerk.

↑↓ CATALINA YACHTS CEO FRANK BUTLER

Frank Butler was an honorable man!

We purchased a 1967 Dolphin 26 in 1994, and nobody, including Latitude 38, could give us any information about the boat's origins. Richard suggested that I contact Frank Butler to see what he could tell me.

A long story ensued, as Frank knew a lot! The short version is that some guys approached him for advice in starting to get into the boatbuilding business with something larger than the Coronado 25 Frank was then building. Being a good guy, he lent them a Coronado 25 to help them get to a good starting place. Those guys evidently used the boat to make a plug or a mold, changed the shape of the bow to resemble the snout of a dolphin, which added about a foot, and went into the boatbuilding business with the Dolphin 26 in competition with Frank. Frank described them as "not honorable men" and wouldn't say anything more derogatory about them.

We can all learn from a guy who lived with that kind of attitude! I finally got a chance to meet him in San Diego at the Catalina 25 Nationals in 2011. He was still involved with everything Catalina and enjoyed mixing and chatting with sailors and racers.

Pat McIntosh
Espiritu, Hunter 430
Sacramento

↑↓ A GOD

Frank Butler was a titan among ordinary people like us. Even with his enormous and long-standing success, he never forgot who he was, nor thought of others as less. He was an honest and honorable man whose word was better than gold. I had the honor and pleasure of meeting with him once a month for several years as we served together on the Channel Islands Harbor Association of Lessees Board. Rest in peace, Frank. Rest among the gods where you belong.

Howard Conant

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The words "icon" and "honorable" were ubiquitous when describing the late Frank Willis Butler — the president and chief executive officer of Catalina Yachts — who passed away on November 15. He was 92. There have been an estimated 85,000 Catalina boats on the water since production began in 1962.

↑↓ AN ICON

Frank was an icon in the industry. I worked for him in Woodland Hills as his purchasing manager and then under Sharon Day as a marketing manager. During my time at Catalina Yachts I learned more about business than any school could ever teach me. He was a hard boss and expected the best out of you always. I will always look up to him, a great mentor, a tough boss, but always fair. I feel honored to have worked for him, and I will always miss him.

Ed Arango

↑↓ IMPOSSIBLE TO BEAT A CATALINA

An icon has passed on. Catalina Yachts makes beautiful, practical boats at a price affordable for anyone who gets the sailing bug, thanks to Mr. Butler. In terms of value for your dollar, excellent layouts and seaworthiness, it is hard, if not impossible, to beat what Catalina offers.

I visited their factory about 15 to 20 years ago right around the time the company had started the process of moving production to Florida to get out from under the punitive and outrageous dictates of the California bureaucrats. What a sad loss of such an outstanding company to the California economy! The company's dedication to customer service was top-notch.

August van Driel

↑↓ A HUGE COMPLIMENT TO ANY BOATBUILDER

Frank Butler is an icon in production boat history. I bought a 1989 Catalina 42 in 2012 that I'm still sailing in the South Pacific — I've logged more than 25,000 miles. A great boat, fast and lively, with every inch of her well designed. I believe the Catalina 42 with a swim step was the prototype for all the modern cruiser/racers. Catalinas are highly regarded in New Zealand and Australia, a huge compliment to any designer/boatbuilder. Fair winds, Frank.

Michael Bowe
Patanjali, Catalina 42
Marina del Rey

↑↓ A FAMILY AFFAIR

My family moved to Westlake Village in early 1968. I went to high school with Frank's sons, Dave and Bob. In 1969 we bought a Coronado 15 (US 379) from him and raced it extensively. During the summer, Frank gave several of us small jobs at his factory in North Hollywood. He was a taskmaster to be sure, but a great guy. I clearly recall at the age of 14, negotiating with "Mr. Butler" for a used \$300 trailer that he had at the factory for our boat. I remember we went round

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LETTERS

and round for nearly an hour on the price. I think he considered it a sporting event, as he was normally way too busy to be haggling with a 14-year-old kid over a trailer. I look back on that and really get a good laugh. It was an honor to know him.

My most sincere condolences to Dave, Bob and the rest of the Butler family.

Wyant Lauterman

↑↓ A FINN AFFAIR

Frank built me a Finn — an Olympic class dinghy — at his first factory, Wesco, in North Hollywood. I believe he only made one, and I had the opportunity to race it at Lake Arrowhead Yacht Club and all over Southern California. After the Finn, I purchased a Coronado 15 and raced it at Westlake Yacht Club. Frank gave up his display building in Westlake to sell boats; that's how Westlake Yacht Club got started, and it's still there today. A great guy. RIP.

Dennis V. Parker

↑↓ A DECADES-LONG AFFAIR

We have owned Catalinas since 1982. We had a '77 C-30 that we bought in 1982. We then bought a new C-36 in 1987. And when I had a minor warranty issue I too received a personal phone call from Frank Butler. He was very gracious and wanted to get the details so Gerry Douglas would address the issue. We now own a Catalina 42. We could not be happier. Thanks for great boating, Frank. Fair winds, always, to you. You built great, affordable boats.

Jerry Union

↑↓ A POOP-COLORED AND POOP-COVERED CATALINA

The passing of an era. My first keelboat was a 1976 C-22. I found *Hope* abandoned in the backwaters of Tiburon. She had a horrible baby-shit yellow paint job and a bent boom, and was filled with duck shit. For \$1,500 she and a non-functioning trailer (which over time cost more than the boat in storage fees) were my companions for several years. After I destroyed the keel trunk and keel lockdown bolt, I called Catalina for advice, and to purchase replacement parts. Mr. Butler got on the line and spoke with me for 30 minutes or so. He sent me new keel pivot shoes and bolts for free and advised me to look into some of his larger boats should I continue to sail outside the Golden Gate Bridge.

To this day, the sea is my church and the boat is my altar. Thank you, Mr. Butler, for helping me find the way. Fair winds and following seas, sir.

Jeff Bruton
 Palo Alto

↑↓ MAKING PEOPLE HAPPY

My husband and I did indeed start our sailing education in a Catalina 22 at Tradewinds Sailing School in Richmond, slowly working our way up the fleet through Catalina 27s and 30s to the racer/cruiser classic Catalina 38. We loved sailing the 38 so much that a few years later we bought our own. Your boats have made a lot of people happy, Frank. Rest in peace.

Peggy D.

↑↓ CATALINA LOVE ON THE EAST COAST, TOO

When I was about 7, my parents bought a house right on the Chesapeake Bay and sent us to SSA sailing school in Annapolis, Maryland. Then, when I was 11 years old, my parents decided we three kids were pretty proficient sailors,

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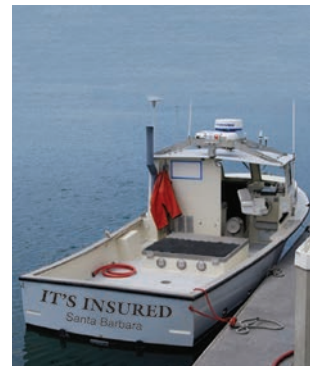
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Hi Dave,
First off, just wanted to say Thank You to you and everyone there at your shop for our great A3. We have really enjoy having it and all the other sails you had made for us. We flew the A3 for over 8 hours the other day with only one jibe,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

John Dinwiddie
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LETTERS

so they bought a few boats — and eventually a Catalina 27 named *Flight One*.

We enjoyed sailing as a family on the bay; it was just the perfect sailboat for a family of five to daysail. My brother eventually convinced my dad he could sail it and took the boat to Fort Lauderdale. Thanks to the Butlers and the Catalina company for introducing us to big-boat sailing too.

Pia Lord
Melbourne, FL

↑↓ AFFORDABLE FOR THE MASSES

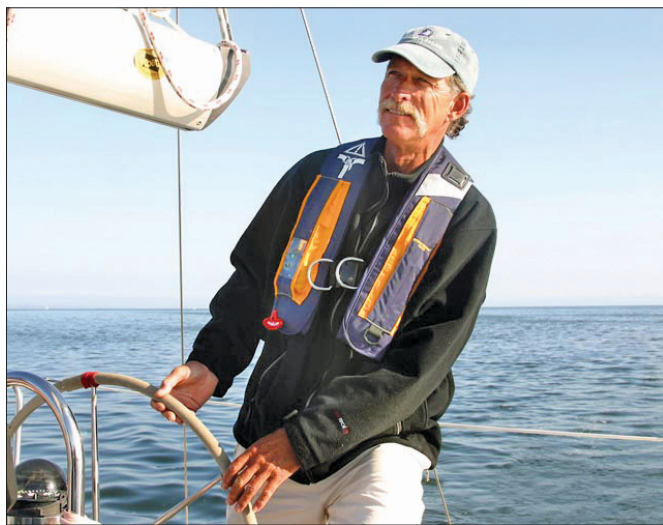
I fell in love with sailing upon purchasing my first boat, a 20-year-old Catalina 30, in 2003. From there, I moved up to a beautiful 2005 Anniversary Edition Catalina 36, and then the 400. All were great boats and held their value well. Even after eventually moving up to a Tayana 52, I still consider the Catalina 36 the best boat I had for light-breeze cruising off Santa Barbara's coast.

Simply put, the happiest day of this sailor's life was never the day I sold a Catalina! Frank Butler made sailing affordable for the masses, and I've always heard great things about him as a person. Fair winds, following seas, and Godspeed, sir.

David Gauny
Islero, Tayana 52
Ventura

↑↓ REMEMBERING CAPTAIN RODGERS

Under a full moon on October 31, Captain Joseph W. Rodgers, of Rodgers and Associates Marine Surveyors, left these shores. He was 68.

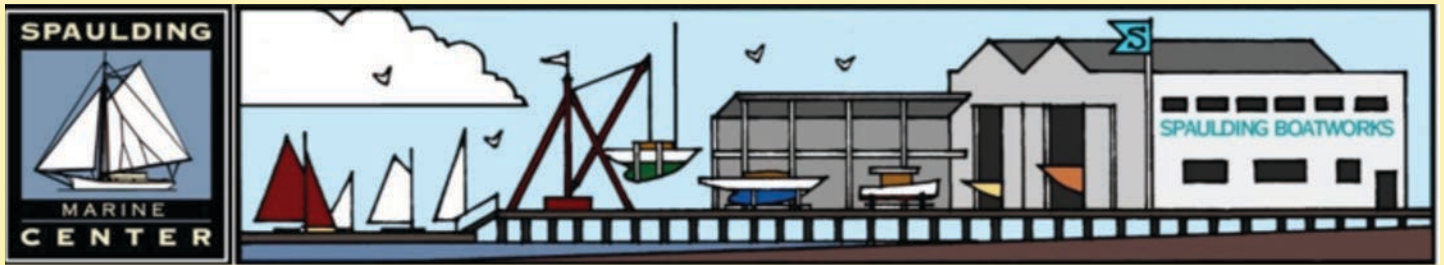


THE RODGERS FAMILY

Joe Rodgers was a true mariner and Renaissance man.

Born in Los Angeles, Joseph grew up sailing on his parents' John Hanna-designed Tahiti ketch, which fostered his lifelong love of gaff-rigged wooden sailboats. He attended Dominican College and lived in Sausalito, where he worked for Kermit Parker Yachts before moving to West Marin, where he sailed on everything from Brown trimarans to Vertue Class boats on Tomales Bay. He moved to Santa Cruz in 1976 to convert a Norwegian double-ended whaleboat, but at the time came to understand that there are boatbuilders and there are sailors, and Joseph was a sailor.

He was harbormaster at Moss Landing before taking a job in St. Thomas, in the US Virgin Islands, as an apprentice



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marine surveyor for Geary International-chartered surveyors Admiralty and Maritime, appointed to the underwriters at Lloyd's of London. Surveying boats from all over the world, Joseph learned his craft in the warm waters of the Caribbean Sea. He returned to California to start his own affiliated business, Rodgers and Associates Marine Surveyors.

Joseph was known for his steadfast integrity, and for keenly detailed reports relied upon by major domestic and international banks and insurance companies. He represented the American and London Institute of Marine Underwriters, government agencies and brokers. Joseph's experience and knowledge as a marine surveyor were unequaled and his positive attitude and professionalism commanded the respect of his peers. His high standards of ethical and professional conduct and outstanding expertise in the maritime field will never be forgotten.

He cultivated his knowledge and expertise surveying boats of every length and description — power, sail, private, commercial, research vessels, cargo ships, fishing boats and small tankers. The demand for his work took him from the San Francisco Delta to the Mississippi Delta, up and down the West and East Coasts, and he was proud to be appointed by the Department of Transport for survey work in Canada.

He was a prince of a man, who loved the sea. He studied California history and was knowledgeable about the ships and tragic wrecks along her coast. He collected some 50 ship models and a trove of nautical antiques. Since his childhood he was fascinated by junks and sampans. Joseph was a romantic with an appreciation for classics, and he participated in many of the Master Mariners Regattas on San Francisco Bay.

Later in his life, his broad and varied skills enabled him to salvage and restore more than a dozen boats, including several Hanna-designed Tahiti ketches, a 28-ft Phil Rhodes, a 44-ft Alden, a 25-ft Vertue Class and the 30-ft Dutch-built Trintella Tessa. He said, "Everyone wants to crush up the old wooden boats for their lead. I wanted to save the old girls and rebuild them, and I put a little jingle in my pocket on the sale of each one."

He was a natural teacher, and as an ASA-certified sailing and navigation instructor, he shared his passion and respect for the sea to able and disabled sailors alike. He taught for many years through Pacific Yachting and Sailing in Santa Cruz. He also taught numerous courses through Cabrillo College on how to buy and how to sell boats, and taught navigation as a way to illustrate how to set goals in life. Through the American Society of Appraisers, of which he was a certified member, he gave many presentations, including the multi-day international conference in San Francisco on valuation of ships and machinery.

Joseph held his 100-ton Master's license and served as captain for numerous vessels including the oceanographic research vessels, *Point Sur* and *Inland Seas*. He ran diveboat charters on the 50-ft *Vision* and *Cypress Sea*, and was a regular captain of 49-passenger yacht *Chardonnay II*. He served as a private captain for many boats, including the Monk-designed 98-ft *Spear Sea*, which was the largest fiberglass yachtfisher at the time. He was a skipper and crewmember for numerous yacht deliveries up and down the East and West Coasts as well as to Alaska, Mexico, Hawaii, Tonga, Fiji and New Zealand, and from Thailand to the Maldives across the Indian Ocean through the Horn of Africa and up the Red Sea to the Mediterranean. He joined a tall ship on passage from Germany to St. Petersburg.

Joseph was a lifelong musician who studied and played

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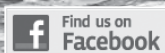
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classical and jazz flute, to the delight of all who listened. He was a fantastic chef on and off the water. He will be remembered for his engaging storytelling, his handsome good looks, charming ways and disarming smile. Captain Joseph had a full and busy life but always made time to help others, to offer advice, and to listen. His renowned wit and humor brightened the spirits of all who knew him. He will be missed.

Sally Christine Rodgers
Joseph's sister

WABBITS FOR WOMEN

It was just the two of us [skipper Michele and boatowner Erik Menzel in the Amazing Grace Cheney Cup, as reported in December's *Racing Sheet*]. It was a pursuit race, and we were a bit late for the start [at XOC on the Berkeley Circle]. But then we started passing boats on the upwind leg to Southampton Shoal. It was a moderate reach to the next mark, and then a super-tight reach to the finish. It looked like the J/70 *Rampage* was going to catch us, but the Wabbit stretched on the last leg, with us barely able to keep the spinnaker up. It was super-fun to be racing against all the other women sailors.

Throughout the year, Erik and I have been enjoying COVID daysails, sometime double-trapping for fun. We peeked the bow out the Gate a couple of times and had great planing runs home in the summer breeze. Erik has been coaching me on how to drive Wabbits, especially how to surf and plane on the waves.



"In a lot of ways, the Wabbit is a perfect boat for women to crew or drive," wrote Michele Sumpton.

I love to promote female sailing, and would like to thank Erik for letting me drive the Wabbit. In lots of ways, the Wabbit is a perfect boat for women to crew or drive. It's such a light boat, the sheet loads are very manageable, the helm is well balanced, and the boat is just a kick to sail and rewarding if things are done right. The fleet is also very competitive. Two awesome women drivers in the fleet are Melinda Erkelens and Sarah Deeds. I'm strong but petite in stature. That makes me ideal as a driver, keeping the weight out of the back of the boat, or middle crew because I can move around and not affect the balance of the boat. But when Erik and I doublehand we are pretty light. Ideally on a summer day on the Bay, the Wabbit likes to sail with a crew weight between 500 and 550 lbs. We weigh in at under 300 lbs.

Erik says I need to work on my hiking while driving, but

Happy New Year!

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LETTERS

he's usually looking forward, not aft, or else he'd complain more. The flip side of being light is that we are really quick off the wind if we can keep the boat up. I would recommend that anyone, but especially women, get a sail on a Wabbit.

Michele Sumpton, crew/helm
Harey Legs, Wylie Wabbit
Point Richmond

Readers — At the helm of Harey Legs, Michele won Richmond YC's Amazing Grace Cheney Cup for women skippers on November 1. Fleet captain Erik Menzel also nominated her for doublehanded Wabbit season champion; see the first installment of our 2020 Season Champions feature in the December issue of Latitude 38.

↑↓ THE INCLUSIVE VIBE

I am so pleased that you and the rest of the staff of *Latitude 38* have kept true to form and not lost a step over the decades. It is quite uncertain, perhaps doubtful, that I would have undertaken our voyage had I not been spellbound by the accounts and letters of your readers, which persuaded me that that sort of thing was not out of reach for a commoner. *Latitude* was interactive before that was a thing, and before the internet and social media. No other magazine — and I've read them all — comes anywhere close in engaging the sailing community and maintaining an inclusive vibe.

Tony Johnson
San Francisco Bay Area

↑↓ THE INS AND OUTS OF FROZEN THRU-HULLS

I close all four thru-hulls every time I leave the boat, so they get rotated at least once a month — usually more. To insure that I don't forget to open the engine-cooling intake thru-hull, I keep the engine key on the handle. The one exception to this is the waste-overboard thru-hull, which is always closed as I don't take this boat outside the Bay very far.



Don't get too cocky when dealing with a frozen seacock. After buying a Sabre 38 MkII, 'Latitude's' owner wondered how to properly maintain the 10 seacocks on board. Here are some of your answers.

I think I've moved it a bit after pumping out to see that it works, but that's only been done once or twice over the last few years.

Max

Max is referring to the November 30 'Electronic Latitude with the same name as this letter.

↑↓ HERE'S OUR ROUTINE. BUT GET READY TO SWEAR

The picture [above] is of a Spartan seacock on a Sabre — perhaps in the galley. These are excellent seacocks, which, if maintained, will outlast you. We have a Sabre 34 II with this hardware, and disassemble and grease them at each haulout (about every two to three years). Access is a major issue, but if you had them on a workbench, it would take 15

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LETTERS

minutes each to service them.

To unstick the frozen ones, use heat and cold and PB Blaster daily over several days. If you are in the water, have the diver plug the hole and have at it. Trying to move the handle while it's hot and after marinating in a PB Blaster, combined with tapping the threaded end with a wooden or rubber hammer, will eventually work. Take the nut and washers off and protect the threads by replacing the nut, leaving it proud of the threads. If you can remove the screw used for the bonding wire, you can squirt PB Blaster in there too. Bring your profanisaurus [or swearing dictionary]. Most important of all, join the Sabre List and search the archives for 'frozen seacock' at www.groups.io/g/SabreSailboat

Martin Thomas
Kokopelli, Sabre 34
Alameda

WHAT TO SPEND YOUR MONEY ON

I have the same seacocks in my 1987 Cape Dory. Yes, they are a pain to service. I have also considered replacing them with new, modern seacocks, but I quickly realized I have better things to spend \$3,000 to \$5,000 on for the boat (even more with boatyard labor). The good news is that even the most 'frozen' seacock can usually be restored.

Doug Gibson
Sailfish, Cape Dory 38
Bay Area

DOING SMALL MAINTENANCE NOW TO AVOID BIG MAINTENANCE LATER

I have a reminder on my calendar once a month to go through the boat and open and close the valves and check other plumbing issues on the boat as part of its regular maintenance. I think if I were hauling the boat, I would just replace them all for peace of mind. There's a big debate on what kind — composite, brass, etc. I like the idea of a chart [or diagram] showing the thru-hulls.

Greg Clausen
Pacific Northwest

DON'T FORGET TO WORRY ABOUT THIS . . .

Bronze seacocks can be refurbished; my first inclination would be to replace them with synthetic seacocks. Bronze can be recycled nicely — no landfill.

Another concern for an older boat are the hoses. A friend with an older Sabre recently discovered badly deteriorated hoses that were as old as the boat. Oh the joys of buying an older boat, no matter how well-built its reputation!

Pat Broderick
Nancy, Wyliecat 30
Sausalito

ANOTHER SHOUTOUT FOR MOBY DICK

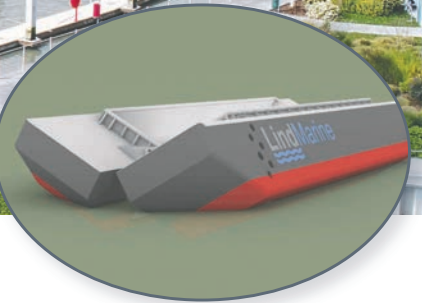
To start with, I am and always was very literary. I have spent many hours with many authors. I love a thorough exegesis or book review, no matter how mundane or obscure. Language is my lifeblood. But, I've never read *Moby-Dick*, and arrived at 37 years of age possessing only a basic familiarity with surface summaries.

Last night, on my way home from Williston, North Dakota, across Highway 2 toward Minot, I witnessed an extraordinary electrical anomaly. I assume I observed a discharge from some type of power utility location or transmission station. I at first considered lightning on account of a rain and

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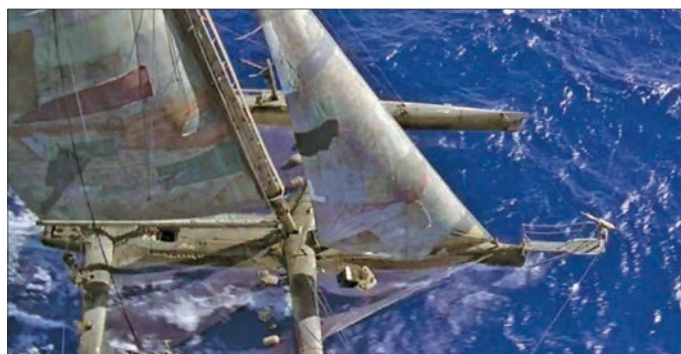
wind storm occurring.

I cannot be sure what I saw and I'll never forget the sight of it and the profound feeling it produced within my imagination and memory. After returning home, around 8 p.m. last evening, I was browsing Amazon Prime for something to watch while I attempted to unwind for the day.

Without being prompted by any other factor than a desire for entertainment, I decided to watch the *Moby Dick* mini-series. I have since ordered a paperback copy of the novel and am convinced that fate has insisted I intimate myself with the story, and the phenomenon I observed was the omen.

Aaron Berge

Readers — Aaron is referring to the September 14 'Electronic, The Weird Weather Phenomena and Piercing Prose of 'Moby-Dick', in which Herman Melville described an electrical storm that caused the Pequod's compass to turn 180 degrees.



UNIVERSAL PICTURES

Where does 'Waterworld' sit on the list of all-time sailing movies? While the answer is massively subjective, we think it's fair to say that there are more fans of Kevin Costner's 1995 post-apocalyptic action thriller than there are haters. As a bonus, the trimaran (pictured) used in the movie went on to have a famed second life as an offshore racer.

↑↓ WE POSTED A STILL SHOT FROM WATERWORLD ON OUR FACEBOOK PAGE. HERE'S WHAT YOU SAID.

Waterworld is a great movie. The oil companies told the papers to tell the reviewers to pan it — I'm certain of it. *Waterworld* went on to lose money in the US but made a fortune overseas. So, overall, it was a great success, and I'm sure it will go down in history as a masterpiece because of its prescient science-fiction theme and great cinematography. I love the movie and I have a copy of it in my VCR media.

Gerald Sobel
Los Angeles

Our buddy Zac Zorn, an Olympic gold medalist in swimming, had a bunch of Costner-double swimming parts in it.

Mark Shutts

Crappy movie, cool boat. Not Costner's best.

[Several comments later in the thread:]

OK, I'll concede *Waterworld* wasn't completely horrible, however, it's clearly a ripoff of *Mad Max* — not as good but OK. Dennis Hopper is a fun villain. Just like comparing *Major League* with *Slap Shot*, or *The Last Samurai* with *Dances with Wolves*. Full circle with the Kevin Costner reference?

Stanley Miller

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She went on to be *Loe Real*. I did some serious miles on that boat; close to some records. Then came the *Mighty Merloe*, and the records started falling. Thanks, Howard Enloe.

Patrick Murray
Former crew of *Loe Real*

Wasn't *Gizmo* the stunt boat for *Waterworld*, which was patched up to become *Mighty Merloe*? Not the sailing boat in the movie; *Gizmo* was the one used for all the weird effects. Skippers drove from inside the deck box in front of the mast.

Scott Truesdell
ex-owner *Deathmobile*, Santa Cruz 27

Scott — We're not sure about *Gizmo*, but that's cool, and makes sense, about the helm being forward on the boat, or out of the shots of Kevin Costner standing on the rail.

Here's what ocean rower and sailor Lia Ditton, who sailed on Howard Enloe's *Loe Real*, told us: "I had to watch the movie in order to figure out what all the junk was in Enloe's container! The boat was clearly built with the intention of single-handing — then Hollywood messed with it too much for the person (whoever that was) who originally planned to buy the boat after [the movie]. We (I) broke the centerboard en route to the start of the 2007 Transpac race. We discovered the board core was a bunch of 2x4s!"

"The boat is now in the Whitsunday Islands in Australia, where all good race boats go to live out their final days as charter donkeys."



These boats are undeniably cool and ridiculously fast. But can they hold up for a lap around the planet?

↑↓ THE VENDÉE GLOBE HAS ALREADY CLAIMED SEVERAL BOATS

As a sailor and engineer, I love the technology of the foiling boats. I loved watching the foiling SailGP boats on San Fran Bay. But, these boats are totally unsuited — and I would go further in saying they are unseaworthy — for an offshore race like the Vendée. It would be like showing up for the Baja 1000 here in Ensenada with a Formula 1 race car.

When it is all over, I hope to see a recap of how much money, if any, is expended by countries around the world in rescuing failed entries. I would also be interested to hear if a race like this would be allowed to start in New Zealand, given their process of inspecting boats for seaworthiness before they are allowed to leave the country.

Joseph DiMatteo
Cabot 36
Bay Area



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SEMANTICS

Is it still considered a race if the relatively fragile speedsters all break down and no one finishes?

Jose Kanusee

THE BOATS ARE OK — IT'S ALL THE CRAP IN THE OCEAN THAT'S SCARY

The IMOCA fleet is a very impressive one. It isn't at all unusual to have boats break in the Southern Ocean, and this race is no exception. What should be of concern is that most of the damage is caused by UFOs in the water, often shipping containers. The shipping industry loses nearly 300 a year and seems to consider it an acceptable percentage. I think you'll see more of the next-generation designs having fully retractable and/or above-water casings like on *Initiatives-Coeur*.

Don Cavers

CASE IN POINT, THIS JUST HAPPENED

So two boats in the round-the-world singlehand race hit submerged objects this week; one was moving at 30 knots. Needless to say, they had to stop racing. One report noted that approximately 1,800 containers are lost overboard each year. This ship [pictured below] just lost more than a year's worth. And if the containers are refrigerated, they take a while to sink.

Wendy Weeks



COOL MERCHANT MARINERS FACEBOOK

On November 30, the 'ONE Apus' was en route from China to Long Beach when it hit gale-force winds and large swells some 1,600 miles northwest of Hawaii, "which caused 'ONE Apus' to roll heavily, resulting in the dislodging of containers," according to www.freightwaves.com. Ocean Network Express, the company that owns 'ONE Apus', said the number of containers lost "could exceed 1,900."

ENOUGH IS ENOUGH

Maybe it is time for every container on a ship to have an electronic locator of some kind, like a simplified EPIRB or AIS with an ID. Even a short-range one would keep boats from hitting it, and would enable recovery (and a fine for littering the ocean).

Peter Allen

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Steve Bloemeke

Wendy, Peter and Steve — We agree. The ONE Apus accident forces into perspective a serious problem: A floating steel box bobbing in the ocean will keep any sailor up at night.

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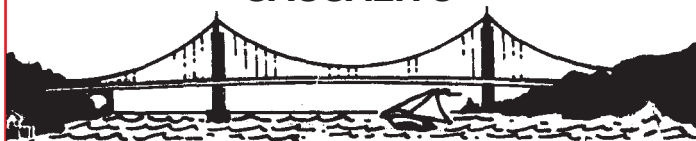
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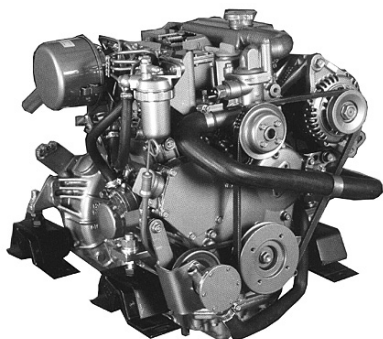
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LETTERS

There's a lot that happens on the far reaches of the ocean that's ignored or swept under the rug. (Most large ships burn ultra-dirty bunker fuel when offshore, for example.) Should there be some kind of beacon or tracking/warning system on a container in case it goes overboard? Should companies pay a fee if they accidentally drop cargo into the ocean (which they apparently do with shocking regularity)? It certainly sounds equitable, and like the bare minimum to help ensure the safety of all mariners. These costs, in all likelihood, will ultimately be passed on to the consumer, but hopefully it's a fair price to pay for clean, safe oceans.

↑↓ BERKELEY MARINA HAS SEEN SOME IMPROVEMENTS — BUT NOT EVERYWHERE

I am happy to hear that Berkeley is making improvements for the people who don't actually pay to support the marina. Unfortunately, they have neglected slip holders. I had my 35-ft sailboat on L-dock for about the last 10 years, was a partner in another boat on E-dock for nine years before that, and have sailed out of Berkeley since the 1980s. I am a proud member of the Berkeley Yacht Club.

In October, I moved my boat to Richmond. L-dock was probably in 'average' shape for the Berkeley Marina. Holes in the concrete docks large enough where you could reach through and touch the water. With just a 6-ft draft, we would run aground in the entrance at low water. The final straw for me was when they decided to fence off almost the entire parking lot near L Dock so the city could park police vehicles. "Why fence it?" you ask. Because it's not safe to park your car there!

I could go on, but why bother? The People's Republic of Berkeley has the marina they deserve. It's too bad it is not a place I would want to keep my boat any longer, because the location is ideal.

Andy Newell,

Ahi, Santana 35

Richmond, but it should be Berkeley



CITY OF BERKELEY

The Berkeley municipal pier has been closed since 2015, and in some ways exemplified the state of the Marina — until recently. Parts of the South Basin are shiny-new and looking good, but the pier — and the docks in the Marina itself — are in need of some love.

↑↓ ANOTHER BERKELEY REFUGEE

Well said, Andy. While I'm still a proud Berkeley YC member, we too have left the Marina for all of your stated reasons, plus the crime element. As boaters with 60-ft and 31-ft vessels, the poor condition of the slips also contributed to our decision to leave. Stringers and decking were rotted and not attached for years on F-dock, and the crime element

LETTERS

continues to mount. There are so many pressures on the marina from so many users, it's a challenge for sure as to where to even start.

Chuck Bullett
The Chester P. Aries 32
Vice Commodore, Berkeley Yacht Club

Andy and Chuck — You're totally correct in calling out what's still broken at Berkeley Marina. In a December 4 'Lectronic Latitude, Berkeley Marina Sees Slow, Steady Improvements, with More on the Way, we highlighted what has been fixed at the Marina, namely the South Basin, which is home to the much-loved and much-used Cal Sailing Club and Cal Adventures.

But what about the Marina itself, and the hundreds of boatowners who pay Bay Area prices for slips? (The revenue from berthers is used to finance Marina operations.) On a recent trip to Berkeley Marina, we saw firsthand exactly what Andy and Chuck are talking about. Several boat owners told us about dubious electrical connections, rickety docks and dubious neighbors. And in the background of the infrastructure itself is the aforementioned crime, which is not just a Marina problem but a complicated city and statewide issue that's going to take some serious time, money and ingenuity to solve.

We wish we could tell boatowners not to worry. The City of Berkeley has only just begun to dig itself out of a deep hole, and hopefully the slow, steady improvements will make their way to the Marina's docks. But we hear you. It's unfortunate, and it seems unfair. We can only hope that the situation improves, and that Berkeley Marina once again becomes one of the jewels in the Bay Area crown.

↑↓ THE CAPTAIN OF THE DIVEBOAT CONCEPTION HAS BEEN CHARGED WITH MANSLAUGHTER

I do not dispute that the *Conception* fire [on September 2, 2019, in which 34 people were killed] was a terrible tragedy. And, that based on a cursory examination of the facts, one might correctly conclude that liability most likely lies with the captain of the vessel, and the owner of the company. However, there is a part of me that asks — if this was truly an unfortunate accident — is justice served properly by destroying the life of the captain of the vessel?

Additionally, there are questions that any defense should probably consider and raise:

1) Is it possible, and beyond a reasonable doubt, that one of the many cell phones that were being charged overnight may have had some physical damage that caused the fire, and if so, could there have been one or more form(s) of accelerant that either separately or in combination resulted in a rapid progression of the fire, such that it was at a rate that overwhelmed any possible response that the crew might have been able to muster?

2) Is it beyond a reasonable doubt that one of the crew, or passengers, might have performed some action (whether intentional or unintentional) that might have contributed to the rate of progression of the fire?

Kelvin D. Meeks
Renaissance, Islander 32
(1971 Robert Perry design)
Redondo Beach

Kelvin is referring to a December 4 'Lectronic Latitude.

↑↓ WHO, EXACTLY, IS RESPONSIBLE?

Is the owner of Truth Aquatics [the company that owned and ran *Conception*] going to be charged? It doesn't seem

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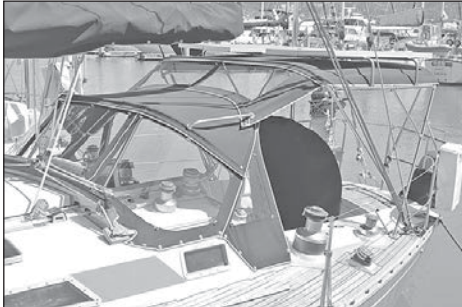
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right that the captain will be the only one to bear the brunt of the criminal charges.

I have my 100-ton license, and was once contacted by Truth Aquatics to be a relief captain. They wanted me to come down and go out with them on a two-day trip as a working interview. I subsequently found out that they did this all the time to have a second captain on board without having to pay them. During my two-day trip, I noticed that they were very lax about proper protocols and safety procedures. The only people who actually seemed to do any work were the two women who did the cooking and the one guy who filled the tanks.

It is a terrible tragedy that this happened, but all of the blame should not be laid at the feet of the captain. The owner had a big hand in creating the type of culture that led to this tragedy.

Gary A. Green

Former owner of *Green Dragon 2*

↑↓ WHAT ABOUT KEEPING AN ANCHOR WATCH?

Other articles have noted that the vessel consistently passed all of its safety inspections, implying that the Coast Guard needs to draft some more stringent regulations, such as minimum requirements for an escape hatch.

I am intrigued about the requirement for a roving night watch, but have been unable to find it anywhere on the internet. Anyone know what it is, specifically?

George DeVore

George — Rule 5 of the COLREGS 164.19; Requirements for vessels at anchor: The master or person in charge of each vessel that is anchored shall ensure that: a) A proper anchor watch is maintained; b) Procedures are followed to detect a dragging anchor; and c) Whenever weather, tide, or current conditions are likely to cause the vessel's anchor to drag, action is taken to ensure the safety of the vessel, structures, and other vessels, such as being ready to veer chain, let go a second anchor, or get underway using the vessel's own propulsion or tug assistance.

Mark Caplin
Bay Area

↑↓ LIABILITY ON THE CAPTAIN VS. THE OWNER

The owning company should have vetted the skipper and concept of operation to include safety procedures. The skipper takes some responsibility but not all. If the boat did not have required safety accommodations for the expected amount of passengers I would agree that the captain is solely responsible. It sounds like the boat did, though.

There's talk of another escape hatch that should have been briefed to the passengers and crew. If that was not provided with proper signage and made obvious to people that it was there, then that too points to owner responsibility. If everything was proper, however, the skipper — not the owner — takes primary responsibility. If you rent a car, Avis is not held responsible if you text and run into a crowded crosswalk.

Roger Anderson

↑↓ ABOUT THAT HATCH

For what it's worth, I went out with Truth Aquatics on the sistership *Vision* a couple of months prior. Safety briefing did make good note of the hatch exit; however the hatch was awkwardly located above a third-floor bunk, and I can't imagine many people would have been able to find it and

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LETTERS

then clamber up to and through it in the dark and smoke. These things are always chains of events, but I would certainly blame the hatch, and the lack of fire alarm or suppression, before the night watch.

James Dilworth
Pip, Santana 22
Sausalito

THE LEGAL AND MORAL OBLIGATIONS

It has been an unfortunate truth for centuries that shipping companies will try to operate their vessels as cheaply as possible. It is the legal and moral obligation of the master to place the safety of the crew, passengers, vessel and environment above company demands. While it might not seem right that he alone faces criminal charges, it is the liability every captain knowingly takes on when taking command of a vessel.

It was his job to ensure everyone's safety. If the company hindered his ability to safely operate the vessel, he could have gone to the Coast Guard, who usually have no problem supporting mariners who are going up against the company in a situation like this.

I'm not defending the company, just saying that as the captain and as a licensed mariner, he was responsible for the vessel and everyone aboard. There is a reason that responsibility should not have been taken lightly.

Mike

Readers — As we've said before, 2019's fire aboard the Conception was an unspeakable tragedy that would send all of us casting about for someone to blame.

Many of you have pointed out that Conception had been inspected and signed off on by the Coast Guard. A USCG-licensed Master, who is also a lawyer, wrote us explaining that, "This annual inspection/approval by the Coast Guard is a validation of safety that is relied upon by those who book passage aboard a vessel." While there was a great deal of speculation about batteries being charged on board Conception, a December 2 article by the New York Times said that investigators could not determine the cause of the blaze. If they had, could there have been a civil liability case against battery manufacturers? Possibly.

"Did the captain run fire drills?" the captain/lawyer wrote. "Perhaps not, but would it have prevented the fire or prevented the tragedy? Not likely. Would smoke detectors have picked up the danger? Maybe, but would it have been in time to evacuate 30-plus people through the narrow access hatch? I have my doubts. A night watchstander probably would have alerted crew before the fire became uncontrollable, and maybe with sufficient time to permit the evacuation, but small charter boats, anchored up in a calm anchorage, rarely would have such a policy — although I bet that now changes."

Will finding the captain guilty bring some relief to the families of the Conception victims? Perhaps. If mistakes were made, we should all pay attention and do everything in our power to prevent such a tragedy from happening again. But in the end, there's nowhere to take our grief. There's nothing that will bring those 34 people back.

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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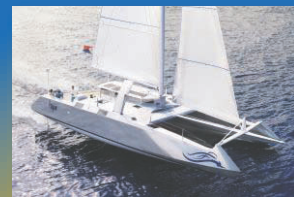
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LOOSE LIPS

How good is this photo? We've seen some pretty crazy rigs, but this opens up a whole new chapter on boating. While some sailors are happy with just one engine, or none at all, this boat owner seems to have found the perfect balance for their boat — we all love redundancy. And why not? Sailors can do anything, right? Who says we have to be conventional? MacGyvering comes in all forms; it's not limited to duct tape. We particularly like the little electric motor perched on the rail, just in case. Our readers were certainly on the mark with their comments about "twin screws" and the added maneuverability. And there was even the suggestion: "West Marine had a two-for-one sale." — Tom Gandesbery. But our favorite comments are listed below, starting with our number one pick.



PHOTO CREDIT: MARK BETTIS

"Though he loved his new sailboat, Jim was having trouble letting go of his power boat roots." — Bill Andrew

The next top ten:

"Gotta get to the yacht club bar first!" — Dan Brenny

"When I grow up I want to be a power boat." — Dan B

"Double-ender has a whole new meaning." — Cathleen Mayers

"You never know when the skipper might want to water ski!" — Doug Ford

"I always wanted m/v on my boat title." — Steven Susick

"I know ... my horses are from different stables." — @tinci_tuation

"Docking is easy with our latest state-of-the-art stern thrusters! Package includes two dedicated crew members." — @karen.kiesel

"I am just trying to disprove displacement hull theory. One more outboard should do it." — Jim Deverel

"A sea scout: 'Be prepared.'" — Robert Goldberg

"Just in case one of my three motors goes out, I have a sail!" — Mark Simons

"Confronting a storm is like fighting God. All the powers in the universe seem to be against you and, in an extraordinary way, your irrelevance is at the same time both humbling and exalting." — Francis LeGrande

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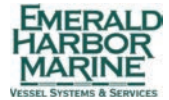
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SIGHTINGS

delivery of viveka

I was fortunate enough to have the opportunity to be part of the delivery crew for *Viveka* from San Francisco to San Diego. She spent the past five years being completely restored at Rutherford's Boatshop. The new owner is relocating her to the Mediterranean, where she will race in classic yacht regattas.

The delivery down south consisted of a crew of six, including myself; the captain, Gery Atkins, a sailor originally from Kenya whose career has been focused on classic sailing yachts including the schooners *Kelpie* and *Mariette*; Milos Stojiljkovic, a professional sailor from the East Coast who crews on America's Cup class J boats; Mark Niall, an Australian boatbuilder working at Rutherford's Boatshop; Johnny Horton, a welder and boatbuilder who was instrumental in installing the mechanical systems aboard *Viveka*; and Garrett Greenhalgh from the San Francisco-based Spinnaker

continued on outside column of next sightings page

short

Captain of *Conception* Charged — The captain of the *Conception* — the dive boat that was destroyed by fire in September 2019, killing 33 passengers and one crew member — has been indicted on manslaughter charges for each death.

On December 1, the *New York Times* reported that investigators had found that Captain Jerry Boylan, 67, was negligent in key safety precautions, contributing to the deadliness of the fire. "Mr. Boylan failed to conduct mandatory fire drills and crew training, and he did not post a federally required night watch or patrol," the *Times* reported, quoting the indictment.

The 75-ft schooner 'Viveka' under sail during sea trials.



sightings

Fire Destroys Cryer & Sons Boatyard Building — On Friday, November 13, the former Cryer & Sons Boatyard building burst into flames, destroying "all but two corners" of the historical city-owned wooden building in Oakland, according to the *San Francisco Chronicle*.

Closed in 1989, the Cryer & Sons Boatyard came under the ownership of the Port of Oakland, which leased it to the city. Sitting at the end of Union Point Park, near Coast Guard Island and on the Oakland Estuary, the wooden boatyard building had been used for storage, but had been empty since

continued in middle column of next sightings spread



MARIA GAURI

On the dock at Point Loma Marina in San Diego. The social-sailing bubble from left to right: Mark Niall, Johnny Horton, Mike Holmes, Garrett Greenhalgh, Gery Atkins and Milos Stojiljkovic.

viveka delivery — continued

Sailing, who has traversed the Bay and California coast over the years in numerous deliveries and regattas, and would be our local guide heading south.

With a narrowing departure window to ensure *Viveka* made her transport vessel east, we were waiting for the perfect weather window. "Perfect" is probably not the best word to describe weather. Not wanting to throw heavy weather at a beautifully restored 1929 schooner, we waited for optimal conditions.

On December 11, we got the green light and departed Svendsen's Bay Marine in Richmond for San Diego. It must have been bittersweet for those involved in the restoration. Years of sweat and hard work to create a beautiful piece of functional art was headed out of the Bay, her home for the latter part of her past life.

Exiting Raccoon Strait, we were boarded by the USCG for a random vessel inspection. As a professional mariner, the captain, and boat manager Maria, had all the paperwork organized, and within a few minutes the Coast Guard was gone, and we were off underneath the Golden Gate Bridge.

Turning to port just past Mile Rock, we motorsailed through the night, making way south as fast as we could in anticipation of the wind and swell building within the next 36 hours. The goal was to get past Point Conception before the wind really picked up.

Saturday was spent jibing down the coast in misty conditions, with 15 to 20 knots of wind on the quarter and a 6-ft sea state. We were able to turn off the engine and get 24 hours of pure sailing in. She handled exceptionally well, cruising down the coastline at 8 knots.

Throwing in a few more jibes, we rounded Point Conception in the early morning hours on Sunday. Cloud cover had cleared, and as we entered the Santa Barbara Channel, we were treated to the Geminid meteor shower. Never had the crew witnessed such an amazing display of falling light — so many meteors you would lose count after just a minute.

Just past Point Mugu, we were able to hoist the spinnaker. During the setup and hoist we passed through hundreds of Pacific white-sided dolphins feeding on a school of fish. One word comes to mind: epic.

Sailing conservatively, we doused the spinnaker at dusk and continued toward the San Pedro Channel. For the 2100 to 0000 watch, it was a far cry from the prior night. So much light pollution from Long Beach reflected off the marine layer, one could probably read a book in the cockpit on a moonless night.

When I came back on watch at 0600, we were inside the last 50 miles of our delivery. As we approached San Diego there was a US Navy warship off Point Loma conducting drills. Warship 27 (*USS Portland*) announced a sécurité on channel 16 for all vessels to stay clear, as they were conducting a circular maneuver hard to starboard.

Given that we were the only vessel in the area, we knew it was probably intended for us. Captain Gery hailed the warship on the VHF, switched to a working channel, and proceeded to state our intentions. After we told them we would stay as low as possible, but that we might have to jibe, there was a long pause on the other side. Finally, a response: "Understood, just please keep clear," and with that the warship altered her course. There must have been a sailor on watch.

We were greeted in San Diego Harbor with the typical warm SoCal weather and cold beverages on the dock. *Viveka* had been safely delivered to San Diego, where she will spend some time before transiting to Mexico to be loaded onto a transport vessel headed toward the Mediterranean. Gery, Maria, Jeff Rutherford and all those who worked on her over the past few years should be proud of their final product. She is a beautiful boat of which the new owner is excited to take delivery.

— mike holmes, www.nauticalshots.com

alarife rising

On a summer night in 2018, pandemonium broke out in La Cruz, Mexico. It was 9:30 p.m. and a wild squall had just rolled through the area, including through the fleet anchored offshore. Then we heard over the radio the words any sailor would dread to hear: "Alarife is dragging, Alarife is dragging! It's on the rocks." Our hearts were broken; if she truly was on the rocks, the Holland 41 *Alarife* would be lost. No boat around here has survived that. People were braving the storm to try to effect a rescue, but it was hopeless.

The next morning the worst was evident: *Alarife* was sunk. The divers reported large holes in the hull. It couldn't have been worse.

But this story has a good ending.

Today, two years later, thanks to a handful of local sailors who put in a lot of hard work — and not a little money — *Alarife* is rebuilt and sailing again.

The racing yacht *Alarife* has had a long, storied career. Built in 1981 in Mexico for Manuel Vasquez in collaboration with designer Ron Holland, *Alarife* had a successful record among the hottest racing boats of the day in Mexico. As a sistership to the famous *Imp* from San Francisco, she should have been. Over the course of at least two subsequent owners, the boat continued to race in Puerto Vallarta and Acapulco. Mike Danielson of PV Sailing, who was involved in the racing program on *Alarife*, remembers, "We had at one point a crew of mostly teenagers from Mexico City coming down to crew on the races, so it was really a youth program. And on non-race days we sailed the boat all over the bay."

Eventually, the boat changed hands again and was put into charter service, doing daysails on the bay with small groups. While still showing up from time to time on the racecourse, she was mostly kept on the hook in the anchorage at La Cruz.

After *Alarife* had been refloated, a volunteer effort of local cruisers and Mike from PV Sailing ("I just couldn't bear to give up on the old girl"), *Alarife* fell into limbo. The boat needed to be lifted from the water and put into the boatyard. The yard, however, wouldn't save the boat without money up front. The owner couldn't come up with that kind of cash. There she floated, suspended by 18 large barrels filled with air, and with nowhere to go.

The angel that day (*Alarife* has seen a few angels) was Gil Drory of Chica Locca Tours, who fronted the money and took ownership of the boat. The travel lift fired up and *Alarife* was hauled out, water pouring out of the massive holes in her hull.

On the stands in the La Cruz boatyard, *Alarife* looked hopeless. There were holes big enough to crawl through, the rudder was broken, the keel chewed in half, the engine shot. The rig was pulled, the deck stripped, and parts of the boat seemingly disappeared into thin air. You could say "looted."

Some work was being done, but the progress was slow. We all wondered, "Why bother?" She couldn't be worth as much as it would take to fix her, if that was even possible.

A year went by.

Then one day we saw that *Alarife* had been moved to another corner of the yard and was covered with tarps. Sounds of grinding were coming out of that pile of tarps. We saw the keel being reshaped, the rudder being remade. When things were quiet, we crawled under the tent to see what was going on. Amazingly, the hull was being repaired.

We wondered who was doing it. Who would take on such a project?

The newest *Alarife* 'angels' were Pepe Martin del Campo and Gabriela Romero Carlin. Pepe and Gabi had a cruising sailboat already, but they wanted a racing boat. "Maybe it was a crazy idea," they admitted to me, but they took it on, with a dream to have *Alarife* sailing and racing again. Why? "I was a cowboy, a rancher," Pepe said to me. "I have a ranch at Lagos de Moreno up in the center of Mexico, but I wanted to be a man of the sea, so I sold my cows and came down here to Banderas Bay. Gabi is from a sailing family already; her grandfather is Ramón Carlin. (Ramón shocked

continued on outside column of next sightings page

short sightings

August. The building was immediately adjacent to a sprawling homeless encampment that has taken over the shoreside Union Point Park for the past five-plus years.

— tim henry

America's Cup — After four days of racing in the Prada America's Cup World Series Auckland on December 16-19, Emirates Team New Zealand finished with 5 points, New York Yacht Club's American Magic with

Left page, top row, left-right: 'Alarife' in the calm after the storm; floating and ready to move. Bottom row: On the hard with holes in her hull. Right page, top: Launching. Bottom: Pepe and Gabi.



FREDERICK ROSWOLD

— continued

4, and Luna Rossa Prada Pirelli Team with 3. Ineos Team UK came up empty with no wins, for 0 points.

The Prada Christmas Cup on December 20-21 was abandoned due to light wind.

To those who doubted that the boats would fly, that the racing would be close, or the tactics combative, the 36th America's Cup says think again. The America's Cup AC75 monohulls proved that they could

continued in middle column of next sightings page

alarife rising — continued

the yachting world by captaining his yacht *Sayula II* to victory in the first Whitbread Round the World Race in 1973. Now, that is a story in itself, but one for another day.)

These two are hands-on people. Who was up to his elbows in fiberglass dust for months? Pepe. Whom do I see cleaning, polishing, and sorting all the bits of hardware that were rescued from the four corners of the boatyard? Gabi. So this is truly their work of passion.

This fall *Alarife*, new engine, new paint and tons of work completed, was relaunched.

I joined Pepe and Gabi and several of their friends on *Alarife's* first sail

continued on outside column of next sightings page



alarife rising — continued

in November and the boat sailed like a dream, like a dream come true. They drank champagne after that sail.

Of course there is more work to do; she is a sailboat, after all, and there is always work to be done, but since that first sail, they made it to the start line for a Wednesday beer can race, and *Alarife* looked good. They have been talking to Gil and are making plans to do team-building match-racing charters against *Wings*. Now wouldn't that be something?

But it would be just one more new life for *Alarife*.

—fred rosword, *serendipity 43 wings, la cruz de huanacastle, mexico*

boatworks 101

Elsewhere in the country, maritime trade schools funnel graduates to various boatbuilders and boatyards. For example, the International Yacht Restoration School (IYRS) in Rhode Island sends about 100 graduates from their two-year program into the maritime trades each year, but most remain on the East Coast.

Here in the Bay Area — or California, for that matter? All these boats, all this water, all these marinas and boatyards, and nowhere within 800 miles where a curious mind can get hands-on training in a maritime trade. Our local boatyards and builders have to train from within or poach from abroad to get new talent, and it's a tough sell to get a tradesman to move to the Bay Area, where the cost of living is so high.

That is about to change. For the first time, the Bay Area will have a sorely needed maritime-trades program: Boatworks 101 at the Spaulding Marine Center in Sausalito. Spaulding is a 501(c)(3) nonprofit, with a track record of successful educational programs, but these programs targeted boat owners and hobbyists. The new program, Boatworks 101, will be an accredited apprentice program, with classroom instruction and a year of hands-on training in boatbuilding and repair.

Apprenticeships are tightly regulated in California, and most are union programs limited to one skill or profession. Think plumber, pipefitter or electrician. Boatworks 101 will be regulated by the California Division of Apprenticeship Standards, rather than a large organization that supports a single specialty. Programs must be sponsored by a participating community college, in this case Las Positas Community College in Livermore. And apprentices must be paid: Boatworks 101 students will start at minimum wage, perhaps getting a modest raise at some point during the program.

Apprentices will spend the first nine months at the Spaulding Boatworks, studying 144 classroom hours of American Boat and Yacht Council's (ABYC) Marine Service Technology curriculum under lead instructor Jay Grant. They will also get hands-on training. Under boatyard manager Chris Guiao, Spaulding has all manner of ongoing boat repairs and projects, so there will be much to be learned just by diving in. In addition to real-world examples, the program is building mockups for electrical and plumbing systems.

And they'll build a boat. The boat is an Aroha, a very handsome 30-ft launch, originally designed and built in New Zealand, and later tweaked and turned into a kit by Peter Sewell, Brooklin Boat Yard, and Off Center Harbor. Bill Edinger, Spaulding's president, says it will likely take more than a year to complete the boat, so two crops of apprentices will complete it, after which it will be sold to support the program.

After their education at Spaulding, apprentices will spend the next six months rotating through one-month residencies with participating boatyards, riggers, engine shops, sailmakers, retailers and various specialists. Virtually every boatyard and repair business on the Bay is eager to participate, as this program is filling a long-standing void of homegrown tradespeople to become the next generation of the Bay's illustrious marine industry.

This is another way Boatworks 101 differs from union apprenticeships: Union apprentices work at one job, learning one skill, then go out into the world to look for work. Marine work means knowing a little bit about a lot of

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short sightings

fly, and that the racing would be tight. See December 21's *'Lectronic Latitude* at www.latitude38.com for our report and visuals.

The next event is the Prada Cup on January 29-February 22, which will select from among the three challenging countries — the US, the UK and Italy — to see who will race against the Defender, Emirates Team New Zealand, for the America's Cup on March 6-15.

New SailGP Venues — SailGP has added two brand-new venues to the European leg of the global championship's second season. SailGP will visit Saint-Tropez on the French Riviera on September 11-12, 2021, ahead of the first-ever Spain Grand Prix in Cádiz



— continued

on October 9-10. Nine events, with seven having now been announced, will comprise the expanded and rebooted second season of the pro sailing league. See www.sailgp.com.

Virtual Herring Festival — CBS News Bay Area's Jan Wahl will host the Sausalito Community Boating Center's virtual, live Herring Festival on Wednesday, January 27, at 6 p.m. Among featured activities will be live cooking demos with chefs of Sausalito's Fish restaurant, Osteria DiVino, Angelino's and Davey Jones Deli; mixology with Hanson of Sonoma Distillery; live storytelling; and sea chantey music by the Fishwives.

The \$25 price includes a raffle ticket.

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boatworks 101 — continued

things, even if you specialize in just one. Think of installing a bilge pump. Is this a plumbing job or an electrical job? It is both, and if you screw up the electrical side you'll burn the boat down; screw up the plumbing side and you'll sink it. The goal of Boatworks 101 is to arm each apprentice with a broad set of skills, and have them cycle through many different bosses and work environments during the various residencies, hopefully figuring out what they like, or someplace they'd like to stay, along the way.

The apprentices will likely be non-traditional students who are not bound for university educations. The Urban Institute, a national policy think tank, is advising Spaulding, and is very bullish on apprenticeship programs as an alternative to university educations, which are out of reach for so many Americans because of the expense and associated debt. Spaulding hopes for a diverse group, and to actively recruit women, as the marine trades have traditionally been a boys' club. The inaugural class will be six apprentices, doubling to 12 in the second year.

Boatworks 101 will be approved by the state by the time this writing

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Left: Boatyard manager Chris Guiao and lead instructor Jay Grant. Right: Youth instruction at Spaulding Boatworks.

MONICA GRANT

boatworks 101 — continued

goes to press, and will start accepting applications on March 15. The first class will start on August 15, 2021.

— clark beek

the yra races into the new year

The 2021 *Northern California Sailing Calendar and YRA Schedule* was distributed with this January issue of *Latitude 38*. Among the new featured events for 2021 from the Yacht Racing Association is a YRA Doublehanded Series. "This new four-race series is being run in partnership with the Singlehanded Sailing Society," explains YRA executive director Laura Muñoz. "It's open to boats with a current PHRF certificate and doublehanded crews. The four races that comprise the series are the SSS Corinthian Race on February 27, the SSS Round the Rocks Race on March 27, the YRA North/South Regatta on May 23, and the YRA Bay Expedition Race on August 21. All four races will have long courses ideally suited to doublehanded crews. Boats will accumulate points and will compete for an overall fleet season championship, which will be awarded at the YRA trophy party in November.

"Even before COVID-19 shook up the racing season, we have seen a lot of growth in shorthanded racing, and we think this new series will give doublehanded crews some great competitive racing opportunities here on San Francisco Bay."

As this issue was going to press, the situation was looking grim, with record numbers of COVID cases and some December and January races being canceled or postponed in response to stricter health orders (see *Racing Sheet*). However, the vaccines have arrived, hope is on the horizon, and the YRA is planning a full season of racing.

"The YRA Summer Series has four race days scheduled, with our traditional fleets for PHRF boats, sportboats and one-design classes," says Laura. "The first race in the series will again be in partnership with the Berkeley Yacht Club Wheeler Regatta on April 10.

"OYRA has nine ocean races scheduled, starting on April 17 with the Lightship Race and running through September. We're partnering with the SSS again for the Drake's Bay race on August 28-29 as well.

"The Vallejo Race is scheduled for May 1-2, the Westpoint is set for July 17, and the Encinal Regatta is set for July 31." On August 1, yacht clubs based on the Estuary in Alameda will again host an Estuary Extravaganza as a follow-up to the Encinal Regatta for those who want a full weekend of racing.

"We can't yet say how these races are going to look, unfortunately," continued Laura. "So much will depend on how well the virus is contained by the time each race rolls around. We are working on contingency plans for all our races, though, which could mean some of these races may move to later in the year, use alternate non-destination courses, or be restricted to smaller crews.

"We're advising racers to check the YRA website at www.yra.org for more information on the status of each regatta as it gets closer. We'd love nothing more than to see full crews out on the line for our weekend regattas, summer series and ocean series, and will do whatever we can to make sure everyone has as full a YRA racing season as we are allowed to offer.

"Being unable to have a racing season in 2020 was financially difficult for the YRA, as it was for so many other businesses. We had to drastically cut expenses, including salaries, and it will take a full season of YRA racing revenue to get us back above water. We are encouraging all racers to head to www.jibeset.net and sign up for a YRA membership and renew their PHRF certificate as soon as possible. The revenue earned from renewals will help keep us going and ensure we can continue to do the many things the YRA does to facilitate racing in San Francisco Bay.

"If it's been a few years since you've had a current certificate or a YRA membership, now is the time to come out and support us. One way or another there will be plenty of racing opportunities in 2021, so be prepared

short sightings

Upgrade tickets include: a Herring Fest Paddling excursion with Sea Trek, dinner for two delivered to your door for the event, a two-hour sail aboard a local charter yacht, and more.

The Herring Festival is a fundraiser for the nonprofit Sausalito Community Boating Center at Cass Gidley Marina. The SCBC was established to provide affordable access to boats and the water, preserve our maritime heritage through education and skill-building, and promote environmental stewardship of the Bay ecosystem.

Find tickets and more details at <https://scbc.betterworld.org/events/herring-festival>.

— john & chris

Whitall Stokes' Circumnavigation — As this issue was going to press, Whitall Stokes and his Open 50 *Sparrow* were sailing in gales at 52°S. They're continuing their southerly migration with less than 2,000 miles to

Following major assistance from the Yacht Racing Association, Richmond Yacht Club was able to start their Wednesday night beer-can series on June 10. It was the first race in the Bay Area in the new pandemic world.



LATITUDE / CHRIS

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— continued

go to Cape Horn. A Californian, Whitall is attempting a solo nonstop San Francisco-to-San Francisco circumnavigation.

Although everything is going OK, the miles are taking a toll on both man and machine. The tales of the machine so far? "Everything's good. Reprogrammed the Watt and Sea hydro-generator yet again to charge better with the lithium bank. I think I have it now, so we are all OK with power as long as it keeps on working."

A bigger problem looms. "The big news today is the upper rudder bearing complaining. It squawks and binds when the rudder is under high load. I can't think of a way to fix this problem."

And from the human? "This one brand of freeze-dried food just isn't working for me. High carb and high sodium is hard to take over time. The other is so much better. Not awesome, but I don't cringe when I pick up

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yra races — continued

and get current with a membership and certificate. We are looking forward to the year ahead with everyone's support."

— chris

12-step anchoring program

Many of us aren't cruising far and wide these days, but instead are re-discovering the excitement of local cruising. This leads us to anchoring in new places and using anchoring skills long dormant.

Stay hooked, stay happy. Set your hook with full scope, nothing less. Never test-tug the anchor as it goes out — it will drag just enough to pick up kelp or weed and never fully set. Pay it out as far as possible, without any test tugs, then set it when it is all out. It will hook in.

Drop it while moving downwind. Don't stop then drop; this piles the chain on the anchor and guarantees a fouled hook. Lower the anchor as you drift or idle away from it, lay the anchor on the bottom, then lay out the chain and line as you slowly move away from the anchor. Go as far away as possible, then secure it. When the boat surges to a stop, you know the anchor is set.

Pick your spot carefully. Make a few circuits through the anchorage to find the best space, and then do a few dry runs of your anchor drill to

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SIGHTINGS

anchoring program — continued

identify where your anchors will be and to check on anchor lines crossing. Talk your plan through with your crew so you are on the same page. The new neighbors will stop staring and get bored as you repeatedly cruise your spot and get ready to hook in. Neighbors may offer their own ideas on how you should anchor, but follow your plan confidently. Head into the wind to drop and drift back.

Anchor by imitation. Observe what others have already discovered and conclude that their anchor style may be based on what works best. They already did their research and likely had some trial and error, so copy with caution.

How many hooks? One big anchor off the bow works in constant winds. Bow and stern anchors can accommodate wind shifts or crowding, keeping you parallel-parked in line with the others. If the wind shifts, pay out the anchor rode that's taking the bigger load.

Head into the wind and plant your bow anchor first, then take the second out by dinghy to drop, but go twice as far out as you think you need, so

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short sightings

a pouch. Some of it is quite agreeable, but I'm really glad I weeded out the meals before departure."

Follow along at <https://svsparrow.com>.

Solo Nonstop NY-SF Attempt — Ryan Finn aims to become the only singlehander to sail nonstop from New York to San Francisco. He plans a January 1 departure on his 36-ft proa *Jzerro*. Ryan, 42, hails from New Orleans and has successfully sailed in many ocean races, including the 2004 SSS Singlehanded Transpacific Race with his *J/90 Surfinn*.

Jzerro is a version of an old Polynesian design that looks like an outrigger, but with two bows and no stern, and an ama that you

Boats anchored at Fry's Harbor, Santa Cruz Island.



— continued

always keep on the windward side.

See our preview on December 18's *'Lectronic Latitude*.



A bird's eye view of Ryan Finn's proa 'Jzerro'.

anchoring — continued

when the stern anchor is set and tightened, it has enough scope. Or drop the stern on the way in, stretch it out to full scope to stop the boat and set that anchor, then drop the bow. Pull the boat back halfway with the stern rode on the jib winch.

Boats never back up. But they will reliably blow downwind sideways. So what? As long as you are going downwind of your anchor as you pay it out, you are doing the right thing. Lay out maximum scope before hooking in.

Don't test-tug the un-set hook. Just keep drifting downwind sideways. If one end of the boat is getting too close to a neighbor, use a nudge in forward or reverse to stay clear.

Remember, you aren't hooked in yet, you are just laying out your anchor gear on the harbor bottom. Nothing else.

Keep drifting downwind and letting out the anchor until you feel that you are in the next county. Now secure the rode, and the boat will surge to a stop. Turn bow to wind and dig the anchor in.

Don't power-set. Let the anchor dig in during cocktail hour and when you are done you can do a gentle power set. You may have paid out 10:1 scope to stop, but now you can gently take in some of it for your final 7:1 scope.

Good gear, good terms. Here is where the arguing begins — many sailors, many opinions.

Scope: Anchoring is all about scope, or how much rode you have deployed given the depth of water, or better, the distance from bow to bottom. For all-chain rodes, a scope of 5:1 is minimum, i.e. five times the bow-to-bottom depth. For chain and line rode, a scope of 7:1 is minimum. Minimum. More always helps. BoatUS talks about 10:1 scope for line and chain as useful in heavy conditions. Don't skimp on scope — everyone agrees on that.

How much rode? 300 feet is a good minimum for chain/line, and 250 feet to 300 feet for all chain. On chain, add at least 100 feet of beefy rode for a bit extra, and so it can be cut and deployed with a buoy if you have to leave in a hurry. Mark the rode at generous intervals, like every 50 feet, for easy visual reference while anchoring. On the West Coast of North America, if you are using only 50 feet, you're not anchored. Your first mark can be at 100 feet, then every 50 feet.

The hook: Get good gear; accept no imitations. Buy a top-quality brand-name anchor, always oversized and always expensive. Your boat is expensive too, and deserves the best-quality anchor. The type of anchor is a debate — 20 sailors, 19 different opinions. But most important, buy big, buy quality. Plus-sizes rule. Forget the lunch hook because the wind always comes up during your after-lunch nap and you may decide to spend the night. If you are going to anchor at all, do it big every time.

Anchor rode: Go slightly oversized but be sure the chain matches the windlass gypsy. And get good quality three-strand nylon or plait, oversized to resist chafe on the bottom. Mind your connections for rusty parts and loose shackle pins.

The windlass: Make sure the chainwheel and chain match. The brake will stick if you keep it tightened all the time. Keep it loose but secure the anchor in place with beefy line or a safety hook. When you release the brake, the anchor chain should start rolling out immediately. It takes several minutes to unstick a windlass, and this delay will wreck your anchor plan and cause embarrassment.

The briefing: Brief your windlass crew before leaving the dock on how to let the anchor out, how to apply the brake, and where to keep their fingers away from. Have them show you. They are a vital part of your anchor team and you want to keep them in one piece. Test the windlass and unstick the brake before leaving the dock.

Storing anchor gear: Anchor on top, then chain, then an organized pile of rode. Start with the rode first so it always pays out in order. Check connections first. Always have at least one anchor ready to drop — it is your emergency brake for when the engine stops unexpectedly.

— mike pyzel

SHARON GREEN

SHARON GREEN / ULTIMATE SAILING



Donald Green and daughter Sharon in front of the Canada's Cup trophy at Royal Canadian Yacht Club in Toronto.



COURTESY SHARON GREEN

Years ago when I first started working at *Latitude 38*, I was instructed, when out on the water, to take lots of "splashy" and exciting racing pictures (Thank you, LaDonna). Sounded simple enough, but real-world experience taught me to truly respect those who are able to capture the sport's most vivid and dramatic moments. If conditions are good and there's lots of wind, be prepared to get tossed about the photoboot with reckless abandon (on the bow), spend lots of time cleaning saltwater off your lenses, and keep the camera on the subject matter, focused and ideally composed (try doing this while driving a small dinghy yourself!). At the end of the day, the joy of sifting through 600+ images awaits you so that you can find just a few that meet

'Geronimo' under spinnaker and blooper during the 1984 St. Francis Big Boat Series.

your editorial needs. It's challenging work in the best of times.

One of the world's top sailing photographers, with whom many of *Latitude's* readers are familiar, is Sharon Green. Sharon consistently presents the world of racing's eye-catching moments from spectacular vantages on the water or high above in a helicopter. But who is Sharon, and how did she get to where she is today? As it turns out, her personal life and her professional career are deeply intertwined.

"I grew up in Canada just outside of Toronto," Sharon says. And, just as casually, she mentions that her father, Donald M. Green, at age 18 was the sole Canadian aboard Irving and Electra Johnson's brigantine *Yankee* on one of their around-the-world voyages. "He had seen Irving Johnson speak at one of his lectures in town, and he applied for a position to sail on the boat — that experience around the world really shaped his life — he kind of passed that down to me." In fact, he'd kept detailed, typed journals of the whole experience as well

THE WOMAN BEHIND THE LENS



SHARON GREEN / ULTIMATE SAILING

Above: 'Sorcery' and 'Boomerang' during the 1984 St. Francis Big Boat Series.

Below: Don Green at the helm with his all-junior sailing crew on board the C&C 38 'Motivation II' on Lake Ontario.



COURTESY SHARON GREEN

as handwritten letters to his mother and father — material that was the basis of *White Wings Around the World*, published in 1953 with co-author Jessie L. Beattie.

National Geographic covered the Johnsons' journey extensively, and their photographers had a profound effect on Donald, who came home and announced that he "wanted to be a filmmaker and photographer," says Sharon, laughing out loud. That desire and a Hasselblad camera were passed down to Sharon. "I grew up with salt in my veins, but I was raised on Lake Ontario," she quips.

While in high school and with an eye toward university in Toronto, Sharon found herself, via a circuitous route, in a photography class. "I just took any class I could in high school that would give me the English credit I needed, and so I picked

up photojournalism," she says. In a remarkably modest statement, Sharon comments that she was very good in the darkroom but a terrible photographer. "I went to a special course one summer, I think I was 15 turning 16, in photography under a protégé of Ansel Adams. And once again I was really, really bad out in the field but much better in the darkroom." Her dream of being the next Ansel Adams was not to be.

It wasn't until her father's racing career ramped up that she began to realize her forte was not still photography, but the marrying of photography and sailing. This came about as a result of her father's campaigning *Evergreen* in the 1978 Canada's Cup. Lowell North was on the team, as were many other well-known sailors. After *Evergreen's* launch, Lowell asked Sharon if she'd mind developing his black and white photographs of her sails he'd taken that day. "I immediately was going, 'Oh, this is really cool; I can do this. You know, I'm really good at printing black and white!' So that's really where it all began — it's all Lowell's fault!"

"We had to do an emergency landing on Molokai."

Despite Sharon's aversion to still photography, she was actually thriving in photographing the sport she knew and loved. "Being on the water, bouncing around, manual everything, that was far more my forte than standing on terra firma and waiting for the light to be just right for some animal to walk across the picture." At the time, the industry was trending from black and white to color photography. "I definitely see the world in color. Racing back in those days was far more dramatic and colorful. When we used to have things called 'reaching legs,' and colorful boats with matching crew gear and spinnakers — I loved all that. I still love all that. I just wish somebody would do all that again."

At 18, Sharon attended film and photography school at Toronto's Ryerson University while covering the Admiral's Cup in the United Kingdom and getting her pictures published on the covers of sailing magazines. "My professors in school at Ryerson were very, very technical, and they didn't consider my work art. One day I'm standing there looking at a newsstand, and I had three covers on three different sailing publications at

SHARON GREEN

the same time, I'm getting paid money, and I'm thinking I'm probably making more money than those guys [the professors]."

It was an exciting time for Sharon. She was coming into her own as a professional and getting acknowledged for it. "I think about those days of poring through magazines and sailing publications and looking at how did they get that shot? And then, finally meeting all these celebrity sailing photographers and being able to go on press boats with them — all so cool to me. That came very naturally, that was super-easy."

The question was, how could she get more control over her images? Was she on the right professional path? Having hundreds of really good pictures is one thing. But the magazines were only publishing a few at a time. Sharon needed a more effective way to monetize her work.

The answer came to her on a ski lift in Utah in spring 1982. As she bemoaned her situation to a random fellow sitting next to her, he suggested she publish a

didn't know anything and ended up with cases of them in my car driving around door to door in Newport, RI, and Long Island Sound back in the days when we had ship chandleries and places that might want to sell it, and I had no idea what the wholesale price was." She quickly learned a lot about publishing, distribution and royalties. Over the years though, publishing the calendar has proven at times to be a walk in the park followed by periods of dramatic uncertainty. Fortunately, Sharon's images remain a constant.

One important aspect of her calendars is her aerial shots. Flying above starts and finishes gives Sharon a remarkable perspective that her audience loves. Asked if she, like this author, had any reservations about heights, she replied, "It doesn't scare me at all. I would never jump out of a helicopter, but I don't mind if the doors are off, and half the time I



STEVE LARKIN

Shooting from a helicopter during Key West Race Week.

aboard one during the 2019 Transpac. "We had to do an emergency landing on Molokai while photographing *Comanche* on the north side of the island at sunset, well off the Kalaupapa Lighthouse. We landed safely on the outskirts of the airport as the sun went down. We had to leave the helicopter doors off and take a private plane (my Uber) back to Oahu to catch *Comanche's* dock arrival around 9:30 p.m."

There was another instance that year, when "a large news drone" became an issue during the start of the race. "If it wasn't for helicopters though, I wouldn't be able to get half the shots that I get in the calendar."

When Sharon isn't dare-deviling aloft in helicopters, dashing around the planet chasing regattas, or editing the pages of her next calendar, she's often at home with her husband in Santa Barbara. Active members of Santa Barbara Yacht Club, they have two boats: a recently purchased powerboat and a Harbor 20 sailboat they enjoy campaigning in local races.

Because of health and safety measures, the official regattas have been canceled. But their "Harbor 20 gang," as she calls them (couples and "pod-oriented" folks), have started their own unofficial races. "We typically meet up at the gas dock in Santa Barbara and sail out, and we get on the radio and decide what course we want to do."

After finishing the race, there's another race back to the gas dock, which can be challenging because by that time the wind is dying and they have to resort to using their little "eggbeater" engine to get back to their slip. Post-race they might even stop by Brophy's for some tasty chowder and beer.

It's a far cry from what she does professionally, but very fun and down-to-earth, which is, by all indications, the kind of person Sharon is.

— **ross tibbits**



SHARON GREEN / ULTIMATE SAILING

'Merlin' with Bill Lee at the helm charging for the finish line in Transpac 2017.

coffee-table book. To this she replied, "No, I'm not quite that old yet." "How about 12 pictures for a calendar?" he replied. Skiing quickly to the bottom of the slope, she found a phone book and started calling print shops to see how much 5,000 calendars would cost to print. That was the beginning of Sharon's Ultimate Sailing calendar, which debuted in 1983.

The learning curve was steep. "I

don't even have a seat belt on because I'm moving around in the back so much. I like working the helicopter as it's pretty easy with a good pilot — and, you know, you're high and dry. When you're in the helicopter you can be just a couple of feet off the water still getting the same shots, only you aren't getting wet. But you're limited in that you typically only have one and a half to two hours of time, so there are limitations."

Helicopters are complicated machines, and sometimes things go awry or get in the way. Sharon found herself



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MAYDAY! MAYDAY!

It happened in an instant.

One moment, Niklas Hache was scrambling across the deck of his 22-foot Santana sailboat and the next he was underwater. Fighting the shock from the cold winter water, watching his boat sail away unmanned, Hache found himself adrift in San Francisco Bay.

It was November 22, a sunny afternoon. Hache, a 32-year-old German, had been out for a solo Sunday sail, his third time going out by himself. He spent most of the afternoon in the waters outside the Berkeley Marina, sailing back and forth in mild winter winds. But as the afternoon progressed, clouds gathered in the sky. Around 3 p.m., Hache decided to go back home.

To return to shore, Hache went forward and took down the jib. As he was walking carefully back to the cockpit, the boom swung across the boat, throwing him off balance, and he slipped, going overboard.

"Suddenly, I was in the water," said Hache. "I just knew — I'm in serious trouble."

Hache was living a boater's worst nightmare: He was separated from his boat, alone in the icy winter water, subject to the Bay's strong currents and tidal changes.

On an average November day in the Bay, the water is well below 60° F, probably between 52 and 55 degrees according to the National Oceanic and Atmospheric Administration. Swimming is considered dangerous at 55 degrees. Early-stage hypothermia can set in in just a few minutes of exposure. An hour of exposure leads to unconsciousness and, from there, the outlook does not improve.

Rescue crews who helped Niklas after he fell out of his sailboat and into the Bay.



PATRICK WILLIAMS

Each year, numerous boaters are knocked into the Bay and some die. In 2020, the US Coast Guard Sector San Francisco rescued 97 people from the waters of the Bay and Delta, said Lt. Stephanie Cardenas, the region's public affairs officer. In 2019, the Coast Guard picked up 107 people.

Every minute in the water counted against him.

The initial shock of immersion was intense, Hache said. But at least he was uninjured. Hache fought to hold his breath until his inflatable PFD activated. As he moved his arms to tread water, dread began to set in. Well aware of the risks of hypothermia, he knew that every minute in the water counted against him.

"It was a pretty bad moment. I wasn't thinking logically — I started trying to swim, shouting, waving my arms. There were several boats and I thought for sure they could see me, but after 10-15 minutes I realized it's actually really tough to see a person in the water."

His thinking slowed by hypothermia setting in, Hache then realized he had a VHF radio on his life jacket and sent out a mayday alert.

Within minutes, crews on four boats began looking for Hache, followed shortly by the Coast Guard. But finding someone bobbing in the water is difficult, even if a search comes shortly after a mayday call.

Ryan Alder was out in his own boat when he heard the call.

"On our way back into the Berkeley Marina, we heard a panicked 'mayday, mayday, I'm in the water just off the Berkeley pier' on channel 16," said Alder, who spotted Hache's drifting sailboat and steered his boat in its direction.

This reporter was on the water too — I was crewing for my friend Ronan Potage in his Newport 30, *Phoenix*, helping put our jib away as we motored homeward to the marina. But we were watching the Santana 22 bob suspiciously close to the hazardous abandoned pier. Something just wasn't right. I went belowdeck to check channel 16 — there was a report of a man overboard in our vicinity, but no further information.

Fifteen minutes after the mayday radio call, a US Coast Guard vessel arrived, and another 15 minutes brought a helicopter to the scene, searching from the air.



NIKLAS HACHE

Alder's boat circled and ran sweeps for 30 minutes without sighting Hache. "We were pretty sure we'd just heard someone's last words over the radio," Alder said. "I thought, 'I hope this isn't yet another story we hear too often that ends with, if only they'd just been wearing a PFD.'"

Sonia Fava, her husband Hugo and their 14-year-old daughter Carla were also out for a sail when they saw the runaway boat, positioned fairly close to their boat.

Their Express 37, *Frequent Flyer*, motored over to the unmanned boat. They maneuvered next to Hache's boat at midship and Hugo jumped into the cockpit to investigate. Hugo, a strong sailor, saw that the boat was neat and tidy, with no evident damage, and sailed her back into the Berkeley Marina. "Carla drove their boat into the slip for the first time too," said Fava.

But Hache was still missing.

After 30 minutes in the water, Hache

MAN OVERBOARD



Above: Niklas Hache at the helm on a better day.
Inset: Niklas after he was pulled out of San Francisco Bay on November 22.

already felt the early stages of hypothermia setting in and there was no help on the horizon. Until, it was

Suddenly, the *Emerald Sea*, affectionately called 'Emmy', appeared — heading straight at him. Samantha Aper's sharp eye spotted Hache first.

"I kind of hesitated to call it out. I just wasn't really sure it was a person. It's hard to see people in the water like that," she said. The crew sprang into action — lookout for Hache, douse the mainsail, start the motor, and initiate a proper crew-overboard maneuver. Just as they had practiced.

"If we were there five minutes earlier or five minutes later, we would never have found him," said Paul Vawter, one of the crew aboard *Emmy*. "If it wasn't for the other boats that had started circling, we probably would have turned around to search but ultimately would

have missed finding Niklas in the water. We were just in the right place at the exact right time."

The *Emmy* was on a run that would take them straight through the infamous "gap in the pier" that local sailors know. Or, in landlubber's terms, *Emmy* continued on the best route, passing through the only safe passage through the derelict pier toward the Berkeley Marina.

Rescuing Hache was tense, as it took precision, skill and timing.

"It was nerve-racking, heading straight at him, which you have to do, then turn off at just the right moment, throwing the life ring with perfect timing so he could grab it," said Verdian. You feel like you're going to crash into the person."

But their practice paid off, and the maneuver and timing were just right. They approached Hache safely.

Hache saw *Emmy* approaching, but he wondered if it would be like the



PATRICK WILLIAMS

other times when he'd watched boats pass him by.

"I saw a boat coming toward me, and started waving my arms again," said Hache. "I was beyond relieved that this was someone who could save me." This time, Hache would not be disappointed.

He caught the throwable life ring and hung on for dear life as they pulled him inside. He had been in the cold water for 45 minutes.

Joey Verdian, a part owner in the boat, ran to assist Vawter to bring Hache inside the boat.

"It took the full three of us guys to lift him. Paul tried on his own first, but was like, 'We need help — help me lift him in!' It was very difficult to pull him up. The Bay looks open and calm, especially on that day, but you don't realize how hard it is to see a person, and then actually pulling Niklas into the boat, soaking-wet and heavy, was another challenge."

Once Hache was inside, Aper and the other crew, Jessica Seville, Lisa McCaskill and Martika Binti, took care of Hache, who was shivering. At first, he had trouble talking. The women took off his wet clothing and gave him blankets, a beanie hat and warm socks. They held his hand and lay on his feet to start warming him. "If we didn't have everyone on hand, there wouldn't have been any way we could have rescued him," said Patrick Williams. "The ladies were awesome to address the hypothermia immediately."

MAYDAY! MAYDAY!

Williams and Verdian have been sailing in the Bay for five years, and, with a third partner, own the *Emerald Sea*. Their third partner taught them how to sail and various safety protocols, including man-overboard drills.

There are many hazards in the Bay — from rapid currents to submerged rocks and reefs, high winds and cold water temperatures. Williams is no stranger to taking precautions and sailing smart. But after seeing what happened to Hache, Williams is convinced: "I'll never sail alone. Scares the shit out of me."

The story gets blurry for Hache after his rescue. He arrived at the dock where responders from the Coast Guard, police department and fire department were waiting. Hache was rushed to the hospital and he spent 6.5 hours in the emergency room due to an elevated heart rate and the need for a slow return of his internal body temperature to normal.



Some of the crew from the 'Emerald Sea' at the Berkeley Marina. L to r): Paul Vawter, Patrick, Joey Verdian, Lisa McCaskill and Jessica Seville.

"I didn't even think of my boat until the next morning when the Marina called to tell me it had been safely recovered and was waiting at the Marina for me," said Hache. "It's nothing short of miraculous — to be here telling the story today, completely fine, and to get my boat back completely fine, too."

In the end, Hache did everything right — he wore a yellow, very visible,

personal flotation device and had a working radio on his person, which no doubt saved his life. But he gives all the credit to those who helped him.

"These guys who picked me up are absolute rock stars, everyone working together as they did. I wouldn't have lasted much longer."

Williams and Verdian shared a beer with Hache the day after the rescue. I asked if they were hop-

ing to sail together one day. The sailors of *Emmy* laughed. "I think Niklas wants to race us actually!"

Hache is ready to go back out. "I'm fine — I'm not scared to go back out. I'm just extremely lucky. I [had] so much to be thankful for this Thanksgiving."

— **heather breaux**

First published on Berkeleyside, December 2, 2020. <https://www.berkeleyside.com/2020/12/07/in-dramatic-rescue-man-overboard-in-the-bay-near-berkeley-marina-is-saved-just-in-time>



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2020 SEASON CHAMPIONS PART 2 —



LATITUDE / CHRIS



COURTESY JOHN RIVLIN

Spread: The Express 27 'Peaches' charges through Raccoon Strait in the YRA Island Tour on August 29. **Inset:** Michael and John Rivlin.

Our Season Champions series of features is a bit shorter than in most years — but then so were the championship series themselves. We give huge kudos to the fleets that expended the extra effort it took to put together a racing season in 2020. The SSS in particular missed only one race — the Singlehanded Transpacific Race to Hawaii. We check in on them in this story, but first we visit a trio of one-design classes.

Doublehanded Express 27 — *Peaches* John and Michael Rivlin, StFYC

"It was pretty sad to watch each race in our season get canceled after the March Shelter in Place order," reports Express 27 fleet captain Lori Tewksbury of *Hang 20*. "We had no racing for a few months. But then Richmond Yacht Club started their beer cans, the YRA was able to schedule shorthanded (single/doublehanded) races, and SSS races were rescheduled. I was able to substitute those races for our canceled ones and have a modified, shorthanded Express 27 season.

"Prior to the Shelter in Place order in March, the fleet had done the Three Bridge Fiasco and the SSS Corinthian

— both doublehanded already and races usually in our schedule. We also did RYC's Big Daddy, our only crewed racing for the season. So we made Big Daddy a stand-alone with its own prizes (given out during Big Daddy) and modified the rest of our season (including Nationals) into a doublehanded season.

"Nationals, on September 26-27, was changed because of requirements from RYC for it to not be called 'Nationals' AND to be doublehanded only, and boats were not allowed to launch from or stay at RYC unless the owners were RYC members. We were able to secure space close by using Scott Easom's docks at Brickyard Cove and guest docks at Berkeley YC.

"The fleet adapted well — everyone was happy to just be out and racing. Many in the fleet were worried about having fully crewed racing (to the point that the fleet voted to do the Berkeley Midwinter races doublehanded), so this worked out nicely. We usually have several doublehanded races in our normal fleet schedule anyway, so we are used to shorthanding."

The Rivlins, father and son, won the Nationals — er, RYC Invitational — and the 11-race season. "My son Michael and I did all the races together,"

said John Rivlin.

"We sail the boat doublehanded quite a bit during most seasons, so we didn't really have to do anything special. The Express is a great boat to doublehand until you get up into the mid-20 knots of wind. Mostly the adaptation is about leaving yourself plenty of time for maneuvers and making really sure you don't dump the spinnaker in the water."

The SSS Round the Rocks, a Bay tour rescheduled from April 11 to August 8, was the Rivlins' favorite in 2020. "We managed to guess the hot angles from Blackaller Buoy to Red Rock about right and didn't have to douse until we got to Red Rock.

"The Three Bridge was our toughest race. We missed the time limit by about a minute. That was pretty frustrating. Lots of second-guessing on where we might have made up that minute!"

No rest for the weary, as the Express 27 fleet refuses to hibernate. They've already got two months of BYC Midwinters under their keels.

See www.express27.org for more.

1) *Peaches*, 0.97 points; 2) *Motorcycle Irene*, Julia & Will Paxton, RYC, 0.97; 3) *Salty Hotel*, John Kearney, CYC, 0.84. (31 boats; 11 qualifiers)

MORE ONE DESIGNS PLUS THE SSS

International 110 — Lady Bug #300 Brendan Meyer, InvYC

The I-110 fleet in the San Francisco Bay Area mostly sails on another bay, Tomales Bay, and launches at Inverness YC on the southwest shore.

"2020 was the same strange year on Tomales Bay as the rest of the world," commented Bren Meyer. "It took us a few weeks and a few races to come to grips with what was happening. Normally, we would start our season with the Half Hog Race in late May. This year it was canceled altogether as the race committee struggled to decide the best thing to do.

"We held our first race, the IA, in late June." IA stands for the Inverness Association, the local community organization that donated the trophy.

Fleet captain Milly Biller reports that, "We have a summer series called the Bender Series, and that is what the awards are for. It's the best five out of eight races. We typically had eight 110s out — sometimes less, sometimes more, and we welcomed new member Bryan Lee, #695, to the fleet."

"Restrictions were placed on the fleet to limit crews sailing with anyone other than household members," explained Bren. "Bubble theory was a much-discussed topic among the racing fleet. Some of us opted to race singlehanded rather than press our housemates into service. Fortunately, most of the races turned out to be held in moderate conditions, unlike typical summer sailing on Tomales Bay. I think by the end of July, I was back doublehanding." Erik Menzel or Cynthia Gerlinger sailed with Bren.

"Our signature race, the Hog Island, was delayed until early September," continues Bren. "Weather was spectacular, with maybe 15 knots from the northwest. The fleet sailed through blooms of moon jellyfish the length of the bay. Hopefully the return of the jellyfish indicates a healthy and happy Tomales Bay. The season's racing concluded with the Drumstick Regatta, sailed the Sunday after Thanksgiving. Seven 110s and a fleet of four boats in the Open class showed up. The first lap was sailed in very light conditions, then it was breeze-on for the final lap. A refreshing end to a very fun season!"

Bren's 110 is called *Lady Bug*. She



CYNTHIA GERLINGER

was built in about 1945 and rebuilt in the 1990s. Sailed by Maggie Craig from Newport, RI, *Lady Bug* won the Nationals that Inverness YC hosted in 2016. "The best part about the boat is the hand-painted faux wood deck done by Zane Working," said Bren.

"In general, 110s are a two-person trapeze boat, about 925 lbs, designed in the 1930s by C. Raymond Hunt. There are about 22 of them at Inverness YC, some of which are ripe for restoration.

"Tomales Bay is one of the best venues for racing and sailing in the Bay Area.

Above: Bren Meyer, Shawn Kelly (winner of InvYC's Open class division), Milly Biller, Erik Menzel (Bren's crew) and David West. **Below:** *Lady Bug's* lovely finish.

Club restrictions are still in place, with only members and guests allowed. Once things are right in the world again, we hope folks will consider joining us for some great racing on Tomales Bay.

"Lots of information is available at www.invernessyachtclub.com."

1) **Lady Bug**, 5 points; 2) **Gunsmoke**, David West, InvYC, 6; 3) **Big Pink**, Milly Biller, InvYC, 11. (11 boats)



BREN MEYER

2020 SEASON CHAMPIONS PART 2

J/24 Fleet #17

Melissa Litwicki of *Downtown Upoar* checked in from the J/24 fleet. "The season took a big hit this year," she said, "and I don't think as a result we have a fair way to officially dub a season champion."

"However, thanks in large part to the addition of several members, the fleet sustained some fantastic enthusiasm throughout the year. Events included a (health order-compliant) raft-up in Clipper Cove, family units and pods participating in as many RYC beer cans as work and school schedules permitted, and racing in Corinthian YC's late-August Pandemonium Regatta with eight J/24s on the line.

"Late-summer/fall racing has also included CYC's Fall Series, good turnout at RYC's Grace Cheney, and the single regatta from our original season schedule that remained on the calendar: RYC's Great Pumpkin. We even managed to get some travel time in: *Evil Octopus* made the journey down to Santa Barbara to race in the J/24 Western Regionals, and they placed second!

"The fleet plans to race in the Regatta-PRO Winter One Design with a max crew of three, and discussion has begun about what the 2021 season should look like."

See www.facebook.com/j24sf.

"The nice thing about Zoom is we don't all have to drive up to the Oakland Yacht Club. But the downside is we don't get to rub the flesh, shake hands, and have a drink. I am a little somber about that."

"I got a tap on the shoulder about three weeks ago, asking me if I was interested in being the new commodore. It was quite a surprise, and an honor, because usually the commodore is the winner of the Singlehanded TransPac." Joe completed the Singlehanded Transpacific Race in 2014 on his Express 27 *Archimedes*.

The outgoing commodore, Don Martin, who placed second overall in the 2018 SHTP on his Wylicat 30 *Crinan II*, presented the awards for the 2020 season.

SSS Singlehanded Monohull — *Osprey*, Jeanneau Sun Odyssey 349 Todd Arnold, SSS

When he saw the standings posted a few weeks ago, Todd Arnold was surprised at the results, and felt like he'd had beginner's luck, with the Singlehanded Transpacific Race — normally a season counter — not held in 2020.

"I picked the right year to sign up for the Singlehanded Sailing Society and



"I was happy to do it and super-happy that this group held races. I'd hoped to race in other groups' races this year. And of course not many of them actually happened."

"*Osprey* is a 2016 Jeanneau Sun Odyssey 349 that I've owned for two years and raced for one. So 2020 was my first year as part of the SSS. Beginner's luck!"

SSS Singlehanded Monohull — *Raven*, F-27 Trimaran Truls Myklebust, BAMA

"Much of the season I was the only participant on the multihull side," commented Truls Myklebust, "but I was pretty excited about being the only singlehanded finisher of any class in the Three Bridge Fiasco this year. That was a lot of fun — and in the crazy conditions for that race. And I was also very happy about winning the Singlehanded Farallones this year."

"Well, Truls," Don Martin replied, "I think you show sailing abilities that surpass your boat."

SSS Doublehanded Monohull — *Arcadia*, Mod. Santana 27 Gordie Nash & Ruth Suzuki, RYC

"I just wanted to tell you that this really is a community," commented Gordie Nash, his first time in a Zoom meeting. "This concept that we're a community and we're racing together even though we're in different boats really does hold. The gatherings at the club are very special."

"The Drake's Bay Race was a yin-yang regatta," reports Ruth Suzuki. "Conditions going up ranged from 'How many times have we drifted backward past the same buoy?' to 'Should we put in another reef?' to 'Do you think we can make the time limit?' Added fact was that the 'COVID' finish line was a compass direction off a fixed buoy, not easy to determine on the GPS in the dark with a flashlight."

Ruth's secrets to success: "We are a working couple; both sides listen to the other's input. We race in chunks of time. During the first four hours of no



Todd Arnold and 'Osprey' in the fog, attempting to escape the Golden Gate and sail to Drake's Bay on August 22.

Joe Balderrama, the new commodore of the Singlehanded Sailing Society, opened the organization's online meeting on December 3. "This is a first," he said.

commit to racing this year. I should thank Randy Leasure for encouraging me to sign up when I met him late last fall.

"I just showed up for every race. I was committed to it and enjoyed every bit of it, especially the Singlehanded Farallones. That was the highlight of the year for me."

MORE ONE DESIGNS PLUS THE SSS

wind, we gave ourselves until 2 p.m. to reassess our situation, betting on the westerly. Then we hung on with lots of wind, minimized our tacks, and theoretically determined the location of the finish line.

"By the time *Arcadia* had finished and anchored, we were bushed. We ate the rest of the sandwiches and crawled into our sleeping bags minutes before midnight.

"Sunday's cold, foggy, almost windless morning had us setting the #1 and required concentrated upwind driving. Both of us constantly monitored wind patterns and the location of competitors, which enabled the 28-ft *Arcadia* to stay with the pack, tacking at the right time and finally, in the last hour, setting a kite."

Gordie and Ruth still have the Doublehanded Monohull perpetual trophy from 2019. "Congratulations on the doublehanded season trophy," said Don. "You have it from last year. If you can get it back to us, we'll get it engraved and put another year on with your name."

"Pretty scary," replied Gordie. *Arcadia* was engraved on the trophy in 2013, 2014, 2018 and 2019. *Arcadia* began life as a Gary Mull-designed Santana 27, but Gordie redrew her lines and remodeled her substantially, doing the work himself at his boat shop in Sausalito.

SSS Doublehanded Multihull — Round Midnight, Explorer 44 Trimaran Richard Waltonsmith, BAMA

"I had no idea about this championship," Rick Waltonsmith told us. "Because I have three regular crew on *'Round Midnight*, we alternate doing the doubles.

"Norbert Kiesel and I truly had a 'fiasco' in the Three Bridge Fiasco in January. We have referred to it as a 'One Bridge Fiasco,' because that is all that we achieved. Dense fog, but a good breeze at the start, looked promising; but we just barely made it to the Bay Bridge before abandoning. Just too much current to overcome in the course we chose.

"The SSS Corinthian with Carlos Runng had the best of Bay sailing: a screaming run from Harding Rock to Blossom Rock, a tough series of tacks at over 20 knots of wind going up the Cityfront to Blackaller, a pleasant run to Southampton, a 'parking lot' of calm



ROUND MIDNIGHT

rounding the mark; but then a nice series of tacks up to Little Harding, and over to Belvedere for the finish. Tiring, but a great day out there."

Don also presented a plaque for outgoing treasurer Kristen Soetebier. "I don't know if you are aware that Kristen is really the voice of the SSS. I always kind of get a warm feeling like I'm part of a family when I say, 'Sail number 15, *Crinan II*,

Rick Waltonsmith (left) and Carlos Runng on 'Round Midnight' sailing at 17 knots. "Right after that photo was taken, another blast of spray came over the windward side," said Rick.

checking in,' and then Kristen comes back, going, 'You're checked in, have a nice race, Don.' Wow. So somebody knows me. That's Kristin. And we're all used to hearing her.

"She's been the treasurer for three

Truls Myklebust aims 'Raven's three bows toward Half Moon Bay on September 26.



LATITUDE / CHRIS

2020 SEASON CHAMPIONS PART 2

commodores." That's six years. "She's always on the race committee, she's been in Hawaii for the Singlehanded TransPac, and she is the goddess of the T-shirts. So, if anyone has ever earned the title of a friend of the Singlehanded Sailing Society, it's Kristen. So we have this plaque for you. And we'd like to thank you very much."

"Thank you," answered Kristen. "I purposely try to make people feel included. Recognizing people who race with us when they hail us, and saying hello, the other racers know who they're playing with. I think that's a really important part of the Society." Learn more at www.sfbaysss.org.

SINGLEHANDED MONOHULL — 1) **Osprey**,



4.497 points; 2) **Surprise!**, Alerion 38, Bob Johnston, RYC, 4.5; 3) **Beyond**, Wilderness 30 S, Scott Owens, SSS, 5.007. (48 boats)

SINGLEHANDED MULTIHULL — 1) **Raven**, 4.433 points; 2) **Wingit**, Dave Wilhite, F-27, BAMA, 7.667. (4 boats)

DOUBLEHANDED MONOHULL — 1) **Arcadia**,

2.268 points; 2) **Freedom**, Worth 40, Jib Martens, SFYC, 2.774; 3) **Paradigm**, J/32, Luther Izmarian, CPYC, 3.64. (260 boats)

DOUBLEHANDED MULTIHULL — 1) **'Round Midnight**, 4.85 points; 2) **Roshambo**, Corsair 31R, Darren Doud, BAMA, 5.065; 3) **Greyhound**, J/22, Evan McDonald, BYC, 5.45. (26 boats)

We reported on the 2020 seasons of the J/105, Mercury and Wylie Wabbit fleets last month in the December issue of *Latitude 38*.

If your Northern California fleet salvaged a championship season in 2020, let us know at racing@latitude38.com.

And now, onward to 2021. We suspect that when what we had been calling "the Roaring Twenties" a year ago can actually get started, they'll be roaring indeed.

— **latitude/chris**



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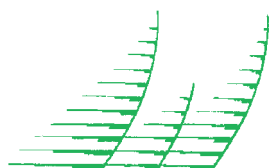
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MAX EBB — LIKE WATCHING

"A yacht may be under tow, e.g. to get up on the foils, until the Warning Signal." I had to read that again to make sure it was real: "A yacht may be under tow, e.g. to get up on the foils, until the Warning Signal."

It was true. The America's Cup was allowing the boats to be towed by a powerboat! I checked again to make sure this was not some nautical version of The Onion. Nope, it was the official America's Cup site. They were allowing power!

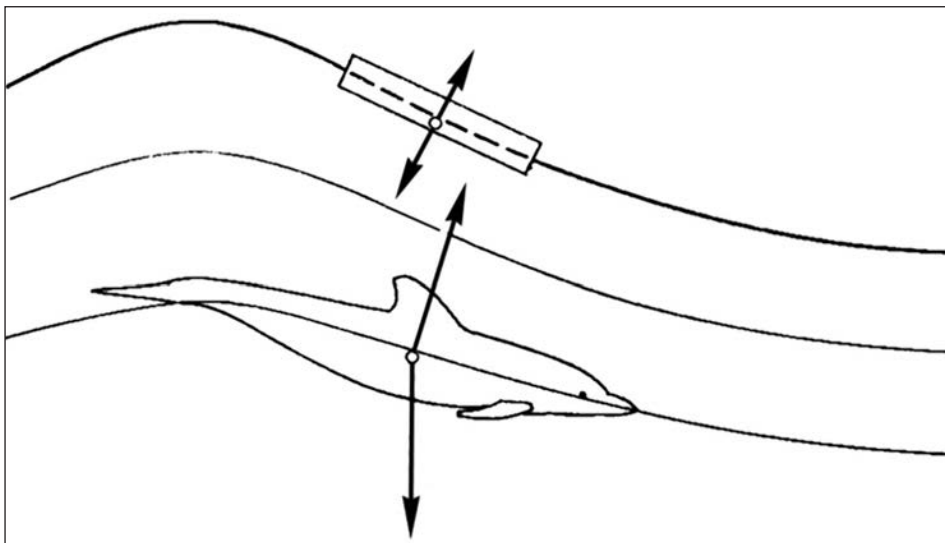
Despite the late hour, I guessed that Lee Helm might be up and at her computer, so I fired off an email: "Did you just read what I just read? America's Cup boats can be towed by a powerboat to get up on foils? What are they thinking?"

Lee Helm is a grad student in naval architecture at the local university. But she's back home in SoCal for spring semester, since all her classes, and her teaching obligations, are online.

"Chill, Max," she typed back. "It's only allowed before the warning signal. Power has always been allowed before the prep signal, so this isn't really that much of a change."

I remembered one race, years ago, when I was trimming main on a 60-ft boat that weighed in at 50,000 lbs. The wind was flat calm, so we powered at full speed right up to our five-minute gun, and if we had only timed it right we could have coasted across the line at the starting gun, still going half a knot, while the rest of the fleet was dead in the water.

Centrifugal force from the circular motion of water in the wave causes local apparent gravity to be perpendicular to the wave surface, so there is no tendency to slide down the wave. An object floating on the wave sees no forward thrust to cause it to surf. But an object moving with the wave is pushed forward by the forward component of the water's buoyancy.



"They're allowing power right up to the warning signal, just three minutes before the start," I answered. "A sailboat should be able to sail as designed without using outside power to get up to speed. Are these powerboats or sailboats? And what about all the electrical energy they use to move the foils up and down? This isn't sailing as we know it."

"For sure," Lee answered. "The race committee must be terrified that one boat will be up on foils at the start, and the other boat will be stalled out in displacement mode, and there will be nothing to watch during the 25-minute race."

"BTW they say they will only start a race if the wind is between 6.5 and 21 knots," I typed.

"Those wimps!" Lee shot back. "Can't handle 22 knots? I thought they had wind down there in NZ. And like, there's lots of good racing in 5 knots of wind. But not much fun to watch, IMHO."

"Made for TV," I suggested. "I guess there's a wind range around 7-8 knots where they can only get on foils with that power tow. And then, presumably, they can stay on foils through all the tacks and jibes, but one mistake and the race is over."

"That's the thing with high-performance boats," Lee answered. "Big speed differences, so it's rare to see a tactical race. It's all about boat speed, and who has the weather that their boat is optimized for, and who makes the fewest 'unforced errors' like dropping off the foils during a tack when there's not



AMORY ROSS / AMERICAN MAGIC

enough wind to get back up. I think that's the whole point of the Kiwi boat-number-two hull design: It has a long external keel so the hull will generate some side force in displacement mode, and help them get back up on foils."

"That's a better approach than needing a power tow," I opined. "Getting up on the foils without outside assistance should be part of the game."

"I'll bet you don't like big-wave surfing either," Lee texted back, "where they need a jet ski tow-in to catch a huge wave."

"Darn right I don't like it," I typed. "Maybe I'm just too much of a purist. Using a jet ski to catch a wave with a surfboard seems like a crime against nature. I'd think that a really huge wave, like those monsters out on the Cortes Bank, would have more than enough power to get a surfer on plane. The waves sure look steep enough."

"But Max, you're missing something important about waves. The boundary conditions of the free surface require local apparent gravity to be normal to the surface."

"Now I'm in trouble," I thought to myself. "Lee's going to insist on explaining that last statement to me."

MAX EBB

VERY FAST-GROWING GRASS GROW



American Magic demonstrates how the powerboat can pull up to foiling before the sails take over.

She dove in before I even had a chance to answer.

"Consider a block of wood floating on the ocean. When a big non-breaking wave goes by, the block just floats with the wave; there's no force to make it surf. This is because the water in the wave, and the block of wood floating on the wave, describe a circular path. When the block is on the steepest part of the wave face, it's on the part of the circle moving up, accelerating forward toward the center of the circle. In the reference frame of the block of wood, there's a centrifugal acceleration directed back into the wave. Now think of the apparent gravity felt by the block of wood: It's a combination of Earth gravity straight down, and this centrifugal acceleration from the circular motion of this part of the wave. So you end up with what feels like gravity at right angles to the surface. Buoyancy is exactly opposite, because the water in the wave is moving with the same circular motion."

She ended it there, as if her point had already been proven.

"And?" I typed back.

"And there's no forward force causing the block to surf! It just floats there as the wave passes underneath."

"But then," I typed, "what makes a surfer surf?"

"That's the famous 'Froude paradox',"

The jet ski tows the surfers in at Mavericks.



VIKAS KAPURS

she answered. "If a surfer — or a fast sailboat — is moving at the speed of the wave, then it's not going around in the circular motion of the water in the wave. It's moving in a straight line, and the gravity it sees goes straight down. But the water on the face of the wave still sees apparent gravity at right angles to the surface, and since buoyancy force is opposite gravity force, the buoyancy force is also at right angles to the surface, so the buoyancy force is tipped forward and has a forward thrust component. Point is, this only works for an object moving at the speed of the waveform, or at least a reasonable fraction thereof."

Lee must have become impatient waiting for me to acknowledge that I understood her explanation because she sent a follow-up before I responded: "That's why, in a sailboat, you can only catch waves with a wavelength longer than the boat, but not too much longer. If you're sailing along at a fast hull speed, you're going about as fast as a wave as long as the boat or just a little longer. A wave twice as long as the boat will be going 40% faster — square root of two — so it's surfable. A wave 10 times as long as the boat will be going about three times as fast, so the boat usually isn't fast enough to catch the wave. Unless the wave is really steep, or unless there's a breaking crest in which some of the water is essentially surfing down the wave, and that can accelerate the boat right up to wave speed so the ride can begin. I mean, I'm a purist about these things too, but I gotta give

MAX EBB

the big wave surfers a pass when they need a tow-in to go fast enough to surf a giant wave. There's no other way."

"OK, back to the America's Cup. I was rooting for the Kiwis in the last two A-Cups, but I really think they got too far out of the box with these foiling monohulls. Those beasts have no relationship to the kinds of boats we sail, and like you say, the race will be all about design, boat speed and luck. No tactics after the start, and not even much strategy on a course that's too narrow to bang a corner for a wind shift. If they want an exciting test of sailing strategy, they could just televise an intercollegiate team race in FJs. Or any high-end keelboat event, for that matter, where the boats are mostly in displacement mode and the gains are all tactical and strategic."

"I dunno," Lee answered. "The over-the-top technology is what makes it interesting for us geeks. The best two cup races ever, from what I've read, must have been in '88 and 2010. Those were the plain 'Deed of Gift' contests. No

rules except 90-foot waterline, although I think they made a mistake allowing powered winches."

"I'm with you on that," I replied.

"It would be interesting to see what a Deed of Gift boat would look like today," Lee continued. "It's not clear what size would be fastest — it might not be the full-size 70-foot waterline monsters from 2010."

*"Darn right I don't like it.
Maybe I'm just too
much of a purist."*

"But those foiling cats from '13 were dangerous," I typed. "I can almost see why they wanted self-righting monohulls."

"They were only dangerous because the control system was crippled by the rules," Lee proposed. "Tipping the whole foil strut fore and aft is a very silly and slow way to control angle of attack,

IMHO. Open design would have allowed much better control. Think balanced control surfaces that could work much faster without needing all that stored power."

"Well, for this year, we're stuck with the monsters we have," I typed with a virtual sigh. "Do you think there's still room for further development of the class?"


"I see a lot of spray drag," Lee typed. "This could probably be minimized by adding just the right amount of twist to the struts where they penetrate the surface, to keep the angle of attack close to zero, and adding a very sharp elongated entry. But I don't think the rules allow that much freedom to change the strut design."

"Ah, but we need the spray," I replied, "so the TV audience can see how fast they're going."

"After the start," Lee predicted, "it's still going to be like watching grass grow."

"But at least it's very fast-growing grass," I answered.

— max ebb



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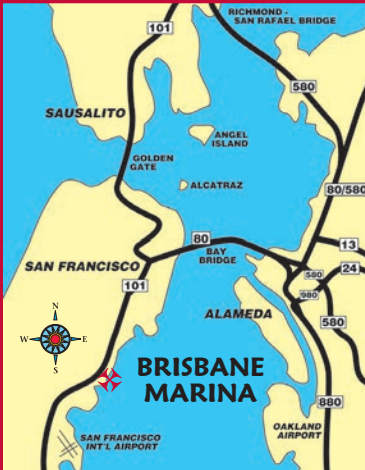
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THE RACING

In our first edition of 2021 we visit EYC's Jack Frost, TYC's Wild Turkey and first Midwinter Race, and BYC's December Midwinters. Sequoia YC reports on their Winter Series and Redwood Cup and recaps the summer and fall of racing south of the San Mateo Bridge. Box Scores wraps up a couple of fall series, and we end with Race Notes.

Jack Frost in December

Put on a mask
Come out and play
It's another epic day
On good ol' S.F. Bay

Well, at least it was on Saturday, December 5, the second day in Encinal Yacht Club's Jack Frost Series. This annual once-a-month program is a winter highlight primarily on the Berkeley Circle but also wandering off to permanent marks.

You can count on the race committee to bang off two races and usually get you home in time to watch the second half of the Bears game. You are welcome to enjoy that game with your favorite beverage at the EYC clubhouse with their legendary hospitality, and maybe a dip in the pool, but, alas, not so much this year — and I bet you know why.

With masks securely fastened and crews physically distanced — isn't that what it is folks, *physical* distance? Heck even once this is over, I wouldn't care if some folks just continued to keep their distance. OK, *social* distance, whatever.

The fleet is as diverse as the Bay community, from 40-ft custom-built carbon-fiber rocket sleds to canned tuna — make that Santana 22s — the gang's all here. Big boats go first on the longer course, and four fleets are evenly split between two one-design classes (Tuna 22s and Olson 25s) and two PHRF grab-bag fleets. Bring whatcha got; they'll find a fleet for you. Clear communication on the VHF, no silly semaphore to confuse those not flag-savvy.

A big righty shift right after the first start turned it into a drag race to the first mark, no tacking required. A jibe set at the mark led to a screaming spinnaker reach to the leeward mark. Well now, those who haven't sailed an asymmetric spinnaker on a tight reach might be surprised how much they can limit leeward visibility. Those vessels reaching upwind with a massive A-kite bearing down on them were quick to voice their concern as they struggled with the decision to stand on their course or simply hit the hyperdrive and scam. The start/finish line was restricted, but some folks either forgot until their competitors hailed a

friendly reminder or figured maybe no one would notice.

The MadMen aboard Dorian McKelvey's J/111 didn't have much to be Mad about, and some appeared to be of the fairer gender (can I say that?) as they continued to stymie notable Bay Area phenom Will Paxton and his merry crew aboard the J/125 *Velvet Hammer*.

The '80s-vintage 30-somethings in Fleet 2 were led by the Hobie 33 *Vitesse Too*, one of the few monohulls ever produced by the beach-cat kings. The balsacored ULDBs could not be stopped, with *Gig* and *Waterworks* rounding out the podium. Fleet 3 was led by my favorite boat because I own one, the Express 37. Larry Baskin and the boys earned a bullet aboard *Bullet*. Second was the far-out Farr 38 *Mintaka 4*, the first vessel of any heft to climb the podium. The Catalina 38 *Harp* played her way to third — now yer talking real heft.

The alphabet boat *Tchoupitoulas* led the mighty *Zingaro* with notable Will's pa on the helm, and *Carlos* skipped in for the trey. If you have been anywhere near the race course you'd likely be betting *Sketch* won the toilet-seat 25 fleet, and you'd be right in the first race, but they broke their string of bullets in the second trip around the cans. *Shadowfax* continues to find ways to increase their performance and keep the pressure on Captain Gruver and his venerable and underrated sidekick John.

The second race of the day featured an even bigger right-hand shift and

lighter winds, and I was ordered below and to leeward, where I proceeded to fall asleep and drool on my foulies till I had to go forward and squirrel down the kite. I must not have snored as much as I have a reputation for, as I was not pelted by as many empties as I'm used to, or maybe as the crew slalomed through the boats reaching back and forth they were too busy to drain them.

If you're like my mother, who used to say, "Don't jibe or you'll capsize!" you would have enjoyed this day on the water.

Believe it or not, 2020 is supposed to end on schedule. Assuming the fine folks at Encinal can shake off the New Year's blues, come join the fun on January 23, 2021 (rescheduled from January 2). I think I will too!

— andy schwenk

TYC Wild Turkey Race

Though Black Friday 2020 was unlike any other Black Friday in contemporary times for large swaths of the American populace, for the racers out of Tiburon YC it was almost business as usual. That's because rather than hit the malls on the day after Thanksgiving, TYC hits the water for a fun race.

What better way to compensate for the indulgences of the previous day's feast than with some physical activity, in the sunshine, out on the water? Perhaps with some turkey sandwiches in the cooler.

November 27 had it all: sunshine, plenty of boats (including visitors from Richmond YC on the opposite shore of the North Bay), beautiful scenery (views of Mt. Tam never get old), friendly rivalries, spectator boats from TYC's powerboat fleet, pandemic-adapted race management — the only thing missing was wind.

Race chair Cam Tuttle ran the start of the pursuit race from aboard the Hoehlers' J/105 *Joyride*, which would be the last boat to start. The start, at the north entrance to Paradise Cay, went off pretty well, with some boats late. The windward mark was the little one that marks the south entrance to the Paradise Cay neighborhood, and boats had no trouble getting to it in the building ebb.



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

December's racing stories included:

- Vendée Globe • America's Cup dates
- Impromptu Jules Verne 'Race'
- Solution to Max Ebb's Rules Quiz
- Jimmy Spithill Joins USA SailGP Team
- Pandemic Adjustments Reappear
- Race Cancellations amid Surge
- Previews of December, Holiday and January Races, and more.



LATITUDE / CHRIS

Boat partners Roe Patterson and Peter Schoen doublehanded their Moore 24 'Mooretician' in TYC's Wild Turkey Race on November 27.

Making the next mark on the 3.5-mile triangle course was the problem. With boats first reaching then running broadside to the current, the red/green buoy proved impossible to reach for almost everyone.

Joyride and the Moore 24 *Mooretician* did appear to get past it — by going far past it and into the cone of Red Rock. It wasn't what you could call a "mark rounding." They might or might not have been able to make it back across to the next mark, at the entrance to the Larkspur ferry channel, without getting swept downcurrent of it. But by that time it was getting late and entries had been dropping out all afternoon. In the end no one finished.

TYC's race schedule continued the following Saturday with the first of four races in the Bob & Esther Mott Midwinter Series.

"Conditions before the 1 p.m. start were 8-10 knots of northwest breeze and about a 2-knot flood," reports Cam, who served as race committee from aboard *Joyride* again. "I called for Course 4 reverse, a 4.2-mile roughly triangular course. Twelve competitors started in three scoring divisions: one singlehanded entry, seven in crewed PHRF, and four in a crewed Ultimate 20 class hailing from Richmond YC. Neither doublehanded entry made it to the startline that day.

"As the highest-rated boats rounded

the first mark, and the lowest were just starting, the breeze began to weaken. By the time the last starters were approaching the first mark, it was less than 5 knots. And there it stayed for the next hour and a half as the whole fleet put their best light-air sailing skills to work making progress on the course against the incoming flood.

"It was nearly 3 p.m. by the time Lon Woodrum's Olson 25 *Lion*, Bill Hoehler's J/105 *Joyride*, and Phil Kanegsberg's Ultimate 20 *U Decide* were practically all overlapped leading the fleet to the last mark before the finish. A sudden and decisive wind shift to a firm westerly breeze coming out of the Trestle Glen saddle gave the advantage to *U Decide*, which was able to pull ahead on a close reach to the TYC mark and a beam reach to the finish line, crossing comfortably first.

"*Lion* reached the TYC mark second, with *Joyride* in hot pursuit, but *Lion* was ultimately overtaken by *Joyride*, which finished overlapped but with her bow out in front to take second across the line. Ten seconds later David Woodside came streaking into the finish on his Ultimate 20 *Uagain* to cross fourth overall and second in the Ultimate 20 class.

"Participation is up at TYC races, and the feedback from competitors is that the pursuit race format is enjoyable, as it puts the competitors together on the course rather than at the start line, the finishes are more exciting as competitors cross closer together, and you know where you placed right away (no wait-

ing for the RC to crunch the corrected times)."

See www.jibeset.net for standings and www.tyc.org for more info on TYC.

— latitude/chris

Sailboat Racing in the South Bay

When the COVID shutdown of spring 2020 occurred, naturally no organized sailboat racing happened. All the clubs respected the government mandate to stop everything except essential services, and sailboats did not count. But as time went on, the government started to become more selective and allow activity that had a low likelihood of transmitting the coronavirus. San Mateo County declared that certain activities could occur with only household units, or social bubbles.

Sequoia Yacht Club, The Club at Westpoint and Spinnaker Sailing were among the South Bay groups that started limited activities. In particular, Sequoia started its usual Sunset Races and a weekend series dubbed the Quarantine Cup, then this winter the Winter Series and Redwood Cup Series. The Club at Westpoint ran its summer Friday Fun Series, Coyote Point YC ran its Barth Memorial Race, and Spinnaker Sailing started its Sunset Racing.

Skippers and crew respected the need to be safe and not spread COVID-19. The vast majority of boats were sailed single- or doublehanded. A few boats formed social bubbles and had three to five crew. Gone were the days of eight people on the 40-footers, or in-

THE RACING

SEQUOIA YACHT CLUB



THIS ROW ANJA BOG



Racing in the South Bay, clockwise from top left: The Beneteau Oceanis 361 'Marnie Kai' sails in The Club at Westpoint's Friday Fun Series; 'Ohana' in Sequoia YC's Sunset Series; the Sabre 36 'Osprey' in Sequoia's Quarantine Cup with the San Mateo Bridge in the background; Stan Phillips and crew on the Farr 30 'Frequent Flyer' in Quarantine Cup Race #2 on July 18.

viting someone to sail once or twice. The social bubbles I knew wore masks and respected distance as much as possible, even though not required, just to be extra-safe and not let an activity spread COVID within a social bubble.

The Sunset Races, a Wednesday night beer can race series that I have been doing as crew for eight years, started July 8, and continued nearly every week (except for one smoky Wednesday) until October 7, when darkness calls for a stop every year.

For the first series of seven races, in the Crewed division, Tim Anto won on *Daredevil*, a Melges 24, with Mark Wommack sailing *Mistral*, a Beneteau 36.7, to second place. In the most popular division, with 10 entrants, Doublehanded, Eric Jessen won first place sailing *Imagination*, a Bavaria 40, while Hans Spanjaart took second on *Drop Beer*, a Beneteau First 10. The Singlehanded winner was Paul Morgan-Watts of *Selene*, a Pearson 323.

For the second series in the Sunset Races, the Crewed Division was

topped by *Daredevil* (again). *Imagination* jumped ship from Doublehanded to take second, and *Mistral* took third. The Doublehanded crown went to *Revelry*, a Catalina 42 sailed by Rick and Petra Gilmore when they returned to sailing partway through the series. Second went to *Drop Beer* again. *Selene* reprised first place in Singlehanded.

For weekends, race captain Anja Bog ran a six-race season called Quarantine Cup. These were mass-start-style with NCPHRF ratings used to handicap the boats in the eclectic group of sailboats gathered. For Race #2, Anja took video and photos, and put together a fun video posted in the Sequoia YC newsletter *The Friday Blast*.

For the Crewed Division, Stan Phillips sailed *Frequent Flyer*, a Farr 30, to first place, with Mark Isfeld sailing *Marnie Kai*, a Beneteau 46, in second. Jeff Stine and Erik Jessen won the Doublehanded Division on *Osprey*, a Sabre 36, with Anja Bog and Peter Weigt sailing *Ferox*, a Pogo 36, to second. In Singlehanded, Dan Lockwood sailed *Ohana*, a

Catalina 36, to first-place honors.

The Club at Westpoint put on a series of four races on Friday evenings. One race was very unusual. With the wildfires burning out of control, Race #3, on August 28, had an apocalyptic feel, as the race committee boat followed the fleet of one boat while it sailed to first and last place. That high level of participation earned *Marnie Kai*, skippered by Mark Isfeld, the first-place honors for the series.

With winter having arrived, evening races are not practical, so weekend series are all there are. Sequoia YC is sponsoring two race series on Saturdays. The Redwood Cup is a pursuit-type race (like the Sunset Series), where start times are determined by handicap, and the first to finish wins.

Starting and finishing at Redwood Marker 20, sailing out to the main Bay for some marks, and returning can be a challenge when winds are light. The first race, on November 21, was an example. After sailing slowly in light 5-knot winds to the end of Redwood Creek Channel, the boats headed for Bay Marker 12. Against a 1- to 1.5-knot current, sailing upwind to Bay 12 was a challenge. With winds slowing to 3 knots and a good current to fight, four boats found



ALL PHOTOS THIS PAGE SEQUOIA YACHT CLUB

themselves going backward, and simply could not make the mark, dropping out one by one.

Five boats rounded the windward mark and headed up the channel. See the picture above of two of them going beam to beam as they turned west to head for the finish in 3 knots of wind. They were *Sweet Grapes* on the left and *Osprey*, which eventually pulled ahead. They were in different divisions, but no one cared as they battled to finish as quickly as they could. The five finishing boats pulled across the finish line at or just after sunset. *Osprey*, sailed by Jeff Stine and Erik Jessen, took first in the Shorthanded Division, and *Drop Beer*, sailed by Hans Spanjaart, finished first in the Crewed Division.

The other series is the Winter Series, five Saturday races. The Winter and Redwood Series alternate, with a race every two to three weeks. The Winter Series has a proper start and uses Time on Time to calculate finish times and produce a winner. It starts in the Bay proper (not Redwood Creek), and thus has more ability to race around the South Bay marks. The first race on November 7 had two upwind marks and two downwind spinnaker legs, with a beam-reach sprint at the end. There

More from the South Bay, clockwise from top left: Jeff Stine and Erik Jessen on 'Osprey'; Brian Miullen and Justin Boitano on the J/70 'Seeing Double'; the course for Sequoia's Winter #2; 'Sweet Grapes' and 'Osprey' in Winter #1.

was more wind than expected, a nice 8-15 knots, and the race ended a bit earlier than planned after about 1.5 hours.

The second race, on December 5, was called to be longer, 10.4 miles, but the race committee worried it would be too long. With wind close to predicted, it took a nice 2.5 hours. This course (see picture above) was designed to be a bit different than usual. With a really long downwind leg, boats could enjoy a nice spinnaker ride. But so no one got bored, there were three marks to go around on the way to the last mark, Y. Due to shallow water, most boats cannot sail west past these marks, so boats were expected to call a downwind layline, head for each mark, and jibe around it. This would keep the sail interesting, while still allowing for a long spinnaker run. For the first leg downwind, most boats did jibe twice as expected, the second time around the SYC S mark. But the wind had turned northerly (the expected direction was 315 degrees), and most boats were able to sail the rest of the downwind leg without jibing at

each mark. Oh well, sailing is natural, and you sail with the wind you have, right?

It's been a crazy year, with COVID and wildfires putting a damper on the sailing season. But sailboats are well separated from one another, and with careful selection of crews and protections, we can continue to enjoy nature with sailing races. Nothing beats a sailing race for clearing the workday blues and clearing your head. I am grateful that others agree, and that this healthy activity can continue.

— mark isfeld, race captain, winter series

Berkeley Midwinters in December

On December 12-13, Berkeley YC ran the second of four 2020-21 Midwinter Races on the Olympic Circle.

Since the latest Alameda County health orders played havoc with the fully crewed boats, making it almost impossible for the bigger ones to participate, the series scoring rules were amended to allow a throwout race. Race committee had also needed to pare down to just three households.

THE RACING



GLEN FARFEN



Berkeley Midwinters on Saturday, December 12. Left: Ben Tallarigo's Santa Cruz 27 'Sunshine Express' is a one-household participant. Right: Doublehanded start.

The weather was looking problematic. We worried and fretted. But wishful thinking prevailed! We were able to have a race each day. (Because Sunday's weather was looking particularly iffy, I called on some additional help from the 'old ones'. Christine Weaver also promised to consult her contacts in the firmament. Since we desperately needed the rain, we only asked for a small break during the day. I can report with glee that we were successful! The paper with the start and finish times stayed almost dry.)

Now some details of the sailing: On Saturday, 28 boats started and finished the 8-mile windward/leeward course. The wind was about 10 to 12 knots from the ENE and stayed that way for most of the race. As predicted by the National Weather Service, it did die down a lot for the smaller, slower boats. But there were no DNFs.

John Rivlin's *Peaches* won the 10-boat Express 27 division. *Salty Cat*,

David Rasmussen's *Wyliecat 30*, topped Crewed Division C. John Gulliford's *J/24 Phantom* took Crewed Division D. The Doublehanded Division was won by one of the three visiting J/70s, Peter Cameron's *Kangaroo Jockey*.

In spite of the rain (or because of it?), 20 boats came out to enjoy Sloppy Sunday. The wind was about 8-10 from the southeast. We set up a slightly shorter course than Saturday's, hoping to get all the folks around before the second and wilder storm hit. We lucked out.

Will Paxton's *Express 27 Motorcycle Irene* prevailed over that division. In Crewed Division 1, the only participant was Tim Stapleton's *J/80 PK. Antares*, Larry Telford's *Islander 30 MkII*, took first in the PHRF Over 171 Crewed Division. The six Singlehanders were topped by Paul Sutche's *Cal 20 Sláinte*.

Find standings at www.jibeset.net.

— bobbi tosse

Race Notes

As pandemic cases surged in the first half of December, more activities shut down. Several Bay Area counties joined new regional stay-at-home orders voluntarily, ahead of a state mandate. This led to the cancellation of some, but not all, races in the region. **RegattaPRO's Winter One Design** on December 12 and Island YC's **Island Days** out of Alameda on December 13 were among the races called off or postponed. (RegattaPRO added a March race date to their schedule.) Sequoia YC in Redwood City canceled the December 19 **Redwood Cup** race but added a **Single Household Fun Race** on that day in its stead.

Corinthian YC also canceled their new **Resolution Regatta**, scheduled for New Year's Day, and Encinal pushed back the January 2 edition of **Jack Frost** to January 23.

SoCal sailors Nevin Snow and Dane Wilson won the 49er class at the **Skiff North Americans**. East Bay sailor Lucy Wilmot and Floridian Erika Reineke

CYC FALL SERIES (6r, 1t long course; 10r, 1t short course)

PHRF 1L — 1) **Kuai**, Melges 32, Daniel Thielman, 7 points; 2) **Swift Ness**, J/111, Reuben Rocci, 11; 3) **Nuckelavee**, Melges 32, Mark Kennedy, 18. (11 boats)

PHRF 2L — 1) **JR**, Moore 24, Rich Korman, 9 points; 2) **Abigail Morgan**, Express 27, Ron Kell, 10; 3) **Youngster**, IOD, Ron Young, 13. (10 boats)

PHRF 3L — 1) **Liquid Asset**, Ranger 33, John Rook, 7 points; 2) **Nancy**, Wyliecat 30, Pat Broderick, 8; 3) **Surprise**, Catalina 34, Peter Birnbaum, 15. (8 boats)

J/24 L — 1) **Evil Octopus**, Jasper Van Vliet, 9 points; 2) **Hot Water**, Anthony Jacuzzi, 10; 3) **Little Wing**, Robin Van Vliet, 12. (7 boats)

CAL 20 L — 1) **Lady Bug**, Bill Patridge, 5 points. (1 boat)

PHRF NON-SPINNAKER L — 1) **Jarlen**, J/35, Bob Bloom, 8 points; 2) **Katester**, Sabre Spirit 36,

BOX SCORES

Byron Reeves, 12; 3) **Q**, Schumacher 40, Glenn Isaacson, 16. (9 boats)

J/88 S — 1) **Ravenette**, Brice Dunwoodie, 13 points; 2) **Pelagia**, Sergey Lubarsky, 21; 3) **Butcher**, Dave Corbin, 25. (6 boats)

J/70 S — 1) **IFA**, Scott Sellers, 16 points; 2) **Son of a Son**, David Fried, 20; 3) **Kangaroo Jockey**, Peter Cameron, 26. (5 boats)

Full results at www.cyc.org

SDYC HOT RUM SERIES (3r, 0t)

DIVISION 1 — 1) **Stark Raving Mad VII**, Swan 601, Jim Madden, 11 points; 2) **Pyewacket**, Andrews 68, Roy Disney, 12; 3) **Palaemon**, J/145, Rudolph Hasl, 15. (15 boats)

DIVISION 2 — 1) **Abacus**, Flying Tiger, Tim

Chin, 7 points; 2) **CC Rider**, J/120, Chuck Nichols, 11; 3) **Minotaur**, SC37, George Roland, 15. (22 boats)

DIVISION 3 — 1) **Sizzle**, Hobie 33, Bill Hardesty, 9 points; 2) **Scotch Bonnet**, Melges 24, Tony Beale, 11; 3) **Kea**, Beneteau First 36.7, Chick Pyle, 11. (22 boats)

DIVISION 4 — 1) **J-OK**, J/105, Jim Dorsey, 9 points; 2) **Zuni Bear**, J/105, Dave Viereggs/Rich Bermann, 12; 3) **Sweet Karen**, J/105, Jeff Brown, 15. (24 boats)

DIVISION 5 — 1) **Wani Racing**, Ericson 35 MkII, Karen Busch, 5 points; 2) **Bluebird**, Moore 24, Ryan Georgianna, 10; 3) **Valkyrie**, Moore 24, Aaron Sturm, 10. (33 boats)

DIVISION 6 — 1) **Póg Mo Thóin**, Star, Marleigh Henehan, 7 points; 2) **Gaucha**, Tartan 3700, Chuck Peinado, 7; 3) **Uno Mas**, Dufour 40, Will Stout, 7. (4 boats)

Full results at www.sdy.org



GLEN FARFEN



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topped the 49erFX division at the regatta on Biscayne Bay, hosted by Coconut Grove Sailing Club. The 29er class didn't make it to the regatta, which was sailed on December 10-13.

At the **Paris 2024 Olympic Games** (with sailing taking place off Marseille on the French Riviera), the sailor quota will be 330, down 20 from the 350 at Tokyo.

New among the sailing events will be

Left: Scott Sellers' J/70 '1FA' in BYC's Saturday race. Right: 'Wind Dance', the signal boat for BYC's Midwinters, on Sunday, December 13 in the rain. Course 2 (a two-lap windward/leeward) is signaled.

Mixed Kiteboarding (Formula Kite) and the Mixed Two Person Dinghy (470).

The International Olympic Committee is still reviewing the Mixed Two Person Offshore Keelboat Event due to concerns about the safety and security of the athletes.

Events retained from Tokyo 2020

2021 are Men's One Person Dinghy (Laser); Women's One Person Dinghy (Laser Radial); Men's Skiff (49er); Women's Skiff (49erFX); Men's Windsurfing (iQFoil, a change from the RS:X); Women's Windsurfing (iQFoil); and Mixed Multihull (Nacra 17).

— latitude / chris

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WORLD

*This month we hear from delivery skipper, PNW native, retired foredeck, acceptable at the yacht club, invaluable offshore, and 49 Hawaiian trips — so far — veteran Andy Schwenk about chartering in the **Pacific Northwest**.*

Chartering the Pacific Northwest — Pine Trees Not Palm Trees

Let's take a hypothetical journey... Imagine you're all cooped up and have been for some time, and you've heard of this land not so far away: "the Sal-ish Sea." Really, that's what it's called. I'm sure Peter Puget would be all disappointed, and well, everybody with Cleveland Indians jerseys or apparel for that football team outta D.C. is too, but it's still a magical place no matter what you call it.

No airline ticket required. According to the Google folks, simply hop into the family truckster, step on that pedal on the right, and 16 hours later you've arrived. Remember to slow down in Oregon and Washington, as folks drive slower up there and those CA plates are easy for the state police to spot. Arrive in Anacortes or Bellingham, skipping the peaceful protests in Seattle and Portland, because this trip is all about sailing, not political activism.

Up north, yacht chartering is still allowed and hopefully will be in summer 2021. The native summer starts the weekend after Labor Day, when kids are back in school and there's way less rain than in May or June. Well, they used to be back in school. I'm more certain about the rain thing.

Either do your own thing or take your favorite couple to pal around with. Get a deal for a week on a 36'-40' boat and make damn certain it has a terrific tender. If you enjoy peace and tranquility, insist on a rowing dinghy and, to make sure the oars fit, take it for a spin. If you wanna haul ass and see more territory,

Close to home yet far away. The San Juan Islands offer a serene escape.



ALL PHOTOS STEPHANIE SCHWENK



or your rotator cuff ain't what it used to be, make sure the outboard starts easily the first time. Yes, for cruising the American San Juans, the tender is as important as the mothership unless you are simply hopping from marina to marina, in which case you'll miss most of the good stuff and you don't need a dinghy.

The base of operations will need a heater, a genoa, a clean bottom and not much else. Winds are light and passages are 10-15 miles daily. Of course, you'll be fighting current and it will feel like 35 miles unless you read this to the finish. When you look at NOAA chart 18421, you will see how the entire area is shaped similarly to the porcelain goddess in the head. When the tide is going out, which is usually stronger due to the amount of rainfall and numerous rivers, all that water mass wants to get out to sea. Look at the chart and imagine all the blue stuff headed west — don't fight it, ride it. The opposite is true on the flood. So you average 4 knots under sail? That's either 2 knots or 6 knots to the good. Some areas, 8 or nil ... Use the force, Luke ...

Don't let the snow fool you. It's far in the background while there's warm summer sailing in Fidalgo Bay in the foreground.

The islands offer prodigious whale watching, hikes to lighthouses, and mausoleums. When the tide goes out, up to 15-ft exchanges twice a day, the table is set with clams and oysters. Be on the lookout for microbreweries and sturdy women. Heck, when crab pots are wrapped up in the prop, you can even go for a quick dip. It's refreshing and healthy for your skin.

Tidepool wading for the young and old is world-class, but make sure all those creepy crawlers get back to their little homes just like you would want for your family.

Some people will tell you a night on the hook or on one of the hundreds of mooring balls that dot the islands, followed by a night on an island served by the ferry, makes for a good mix. The ferry goes to only five of the 400 or so islands, and only 128 islands have names. Your chances of having to listen to a generator all night or helicopter swapping out crews are slim. A friendly seal looking for a handout or hand-feeding a "wild" deer ashore is almost assured.

Fun fact: Orcas Island is not named after the killer whales, the largest of the dolphin family; rather it's an Anglicized version of a Spanish explorer named Horcasitas.

OF CHARTERING

Whether starting with Anacortes Yacht Charter or San Juan Sailing out of Bellingham, the banana archipelago that is the American San Juan Islands is literally minutes away. Technically you are already there.

Pelican Beach on Cypress Island is a great place to start. Hike to Eagle Cliff or a serene mountain lake. Once home to a school for wayward young men, the ruins at the south end of the island still remain. After coffee and something crumbly, slip away through Obstruction Pass or pick up a mooring ball and have lunch.

Quick lesson on the simple art of picking up mooring balls: Approach with the wind, if any, in your face. There won't be any at Obstruction Pass State Park. (I could tell you of summer solstice there in 1985 but I'm not sure on the statute of limitations on a few issues, so let's focus on mooring balls.) Simply cleat your bow

line off to both cleats, leaving 20-ft slack in between, motor up slowly, drop the loop, and drift on back. Voila! You have lassoed that sucker! If you plan to stay overnight, use the dink to tie off properly to reduce chafe. But, sheesh, it's hard to lie on your belly and shout commands to the afterguard, so try this sailor trick and have a snack instead.

Sail up East Sound to historical Rosario Resort and have a fine meal or play slap and tickle in the hot tub once it gets dark.

The next day, anchor out at Barnes and Clark or sail to the most northern point, Patos Island, right on the edge of Boundary Pass. If you are scuba-certified or a lighthouse fan, you are right at home. You'll see the lights of Vancouver and Grouse Mountain overnight. Check the tide and start early or late on this sleigh ride.

Sail down Boundary Pass and choose



Summer breezes in the Pacific Northwest are known to be light but that doesn't mean you can't find occasional spirited sailing. This is near Guemes Island, next door to Anacortes.

Stuart Island for another night on the hook, or historical Roche Harbor on San Juan Island. Normally you would hop across to Canada, but I'm guessing that won't happen this year, so the good ol' USA will have to do. If you are on the whale-watching tour, take the

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WORLD OF CHARTERING

outside lane to the west of San Juan Island south to Richardson Bay on the south end of Lopez or the inside track through Cattle Pass. This is an old fishing village pretty much wiped out by the 1974 Judge Boldt decision regarding local fishing quotas. Protected from southerlies and off the beaten track.

Choose the Spencer Spit or West Sound Marina for your final night — depending on whether you're ready for a beach walk or an ice cream bar.

The San Juan Islands have changed a bunch since I was a kid. All the islands now have a traffic light or two (well, maybe not Shaw). Speaking of Shaw, Blind Bay is a rock garden and so is Mosquito Pass. I guess now, in the



STEPHANIE SCHWENK

With do-it-yourself room service, you can enjoy it any way you like.

day of electronic gizmos, you can be all brave, but still, the charter company will give you a chart with a bunch of red areas highlighted, so be careful.

Get yourself a new Waggoner Guide and flip through it. Then, when you're

ashore and standing naked in the shower stall, you'll know whether you need a debit card or quarters for hot water. And make it snappy! The San Juan islanders store water all year in reservoirs and cisterns for the summer crowd. The increasing population has folks digging deeper wells every year, so go easy on that precious, delicious fresh water.

Yes, the coronavirus has put a hitch in our giddy-up, and fair winds and following seas to those folks who crossed the bar.

To all the rest, get out there and get 'er done! Unless you do, as Warren Miller would tell you, you'll be a year older when you do!

— andy schwenk

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CHANGES

Churchill once said, "Attitude is a little thing that makes a big difference." The cruisers whose stories appeared on these pages in the past year certainly confirmed that. Despite many trials and tribulations due to the COVID pandemic, cruisers' can-do attitudes coped with and in many cases triumphed over significant roadblocks — like **Rio's** story this month of 'land, land everywhere, but no place to step ashore'; and Krista Swedberg's longest nonstop sailing voyage ever aboard **Europa**. We also catch up with past contributors in our annual **Where Are They Now?** feature, and even manage to shoehorn in a few **Cruise Notes**.

Rio — Tartan 4300

George Greenberg
A Difficult Year
Steamboat, CO

This has been a difficult year for everyone, and life aboard *Rio* has been no exception. We left Phuket, Thailand, on



Wei and George met in Thailand. He has lived all over the place, including the Bay Area for a time.

February 25, and arrived at Cyprus on June 14 — almost four months at sea and we never got off the boat onto land. Our original destination was the Maldives. My crew, Nick, an experienced sailor, was supposed to crew with me to Cyprus. My other crew (and fiancée), Wei, is from China. She had no real previous sailing experience except a few island hops in Thailand with me. But on our two-week passage from Phuket to the Maldives, the coronavirus happened and we were refused entry — despite having contacted an agent and been assured all was well. They gave us 24 hours to provision, top up diesel fuel, and leave. Wei was supposed to fly back to China from the Maldives, but the airport was closed, so she had to carry on with us.

Five-hundred miles from Djibouti, our engine quit and we didn't have the spare part to fix it. We sailed day and night through strong winds, light winds and no

This big boy was caught during 'Rio's' passage across the Indian Ocean.



wind. On one dark, windless night, we got attacked by black sea birds that were super-aggressive. I pulled one of the nasty birds out of Wei's hair with my hand. We chased them off with the boat hook.

Upon arrival in Djibouti, we were told that their port — and country — were also closed. We were instructed to follow a Djibouti navy vessel to a special quarantine area in Maskali. We had to anchor at night while under sail. In the morning, we swung onto a shallow reef. I dove under the boat to check for damage, but it wasn't too bad.

We got a tow from Jean-Michel on the French boat *Tiama* out to deeper water. Another friendly sailor, Selim on the Turkish catamaran *Murat Ries*, had the spare part we needed to get our engine up and running again.

Late in the afternoon, Djibouti port control said we could come into the port. Nick had already been talking with the US Embassy to get permission to fly back to the States, which he did as soon as he could. Wei and I had to stay on the boat.

With the help of local agents, we provisioned the boat for the next leg — which we decided would be to Port Sudan. We enjoyed more time with Jean-Michel and Selim, as well as other cruisers whose schedules had also been upset by COVID.

A weather window opened on May 3, and Wei and I set off for Port Sudan just before noon. We arrived a week later, but our call to the agent went unanswered due to the Ramadan observance. While we motored around looking for a place to anchor, our engine quit again. So we continued the search under sail, only to find the water was too deep everywhere we looked. Then (of course) the wind quit. Another mariner to the rescue, this time in the form of Captain Karim and crew on the freighter *Princess Nabiha*. They took us alongside and wanted to send an engineer from the ship to check out our engine problem, but it was not possible because of quarantine on the ship.

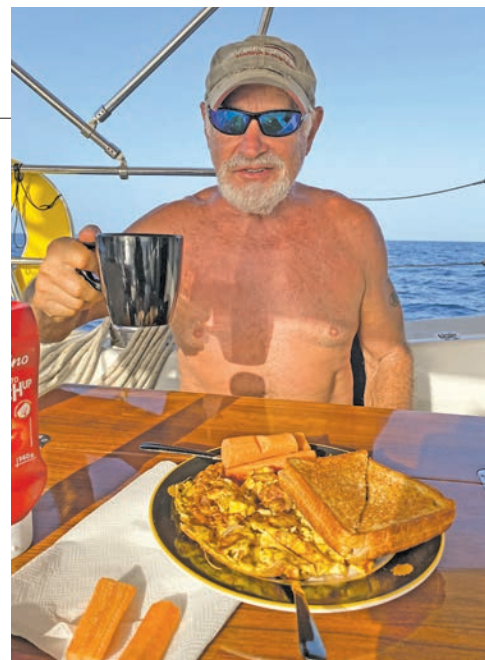
Our agent finally contacted us and came out with a crew to check our engine, which was determined to have air in the fuel lines — and a dead battery. They came back the next day with a battery and some provisions, and towed us to a mooring. The engine was soon running again, and the next day they returned



once more to top off our fuel tanks.

The next morning, it was off to Port Ghalib, Egypt. As we approached, radio calls to the port once again went unanswered. We did get a call back from Robert, another sailboat owner in the marina, saying that the port was closed. He suggested we tie up to a mooring a mile and a half south of the marina, which we did. It turned out the whole harbor was to be on holiday for Ramadan for the week. We were allowed to come into the marina for a one-time provision and fuel stop (again, through agents ashore who shopped for us), but were told that our propane tanks could not be filled. We did manage to get SIM cards for our mobile devices — important so we could check weather and communicate with our families.

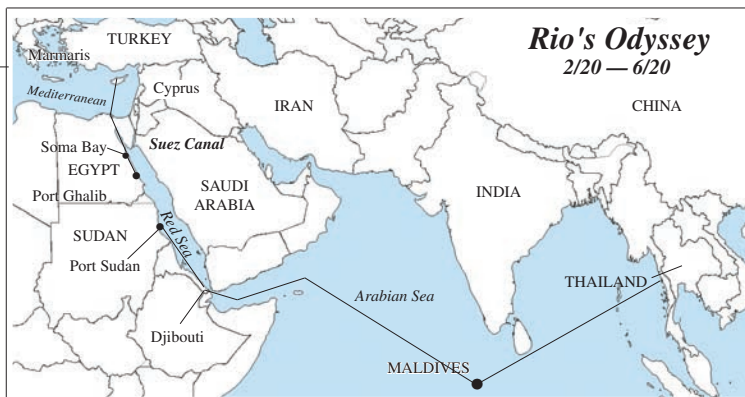
After a couple of restful days on the mooring, the wind came up with gusts



'Rio' in the Maldives. Above left: The 120-mile Suez Canal is one of the world's busiest waterways. Center: Breakfast in the Red Sea. Right: This spectacular waterfall is in Antalya, Turkey.

into the 20s. We headed back in to the protection of the marina to try to tie up at the dock where we had provisioned, but they wouldn't let us! After some negotiation (accompanied by Wei crying and me declaring 'force majeure'), they finally agreed to let us anchor in the nearby channel. The wind blew four days straight and the gauge read 30+ most all the time. Despite the roly ride, we were able to cook with our electric cooker, and I was able to trace and fix an autopilot glitch — a small broken wire. As soon as a weather window opened, we upped anchor and headed out. Next stop: Soma Bay.

According to Red Sea Passage Group on Facebook, two boats had been anchored



in Soma Bay for the past two months, *Aldivi* and *Thor*. We sailed through the night and arrived off the coast in the morning. The wind had started to pick up again, so we were happy to get there. We anchored in 36 feet and let out almost all the chain.

Alejandro from *Aldivi*, flying a Mexican flag, came over in rough water with his

son Diego to welcome us to Soma Bay. We told him about our trials in Port Ghalib and he said not to worry, that everything would be OK here. Later that same day, a small Boston Whaler approached *Rio* and Abdo introduced himself and informed us that whatever we needed, he could get for us. His English was very good. He soon took off with our 'shopping list' and returned later with everything: propane, fruit, vegetables, bread, eggs, cheese — all very fresh. He even found us a watermelon, Wei's favorite, and some jerry cans of diesel.

That night the wind was back up again — way up, like 40 knots, with some pretty big wave action. I was on anchor watch for much of the night. There wasn't much we could do except hope for a break in the weather so we could get moving again.

It blew 40 for four straight days. When it finally let up, Abdo returned with more great provisions, and this time he brought along his brother, who was about the same age. The two of them showed us pictures of nearby reefs with beautiful clear water and great diving. We were tempted to stay and check it out, but when *Aldivi* and *Thor* told us they were planning to take advantage of the good weather the next morning to go the rest of the way up the Gulf and through the Suez Canal — and would we like to join them? — it was a no-brainer. We got things prepared and in the morning we were ready to go.

Aldivi led the way through the reefs. We were second and *Thor* brought up the rear of our little fleet. We were happy to be going again. We were bucking a bit of a headwind, but not too strong. In the afternoon, the breeze picked up, but thank-

fully remained in 'only' the 20-knot range. The autopilot was working, the sunset was pretty, and we felt good as the nautical miles ticked away. Wei had made some banana bread with walnuts and chocolate the day before, and

as night fell and the stars came out, we enjoyed it with coffee and music. Lights from the towns and villages along the coast passed to port. We could also see the other two boats. David was way up ahead off our starboard side, solo-sailing *Thor*, and Alejandro and his family on *Aldivi* were off to port.

ALL PHOTOS RIO EXCEPT AS NOTED

CHANGES



George and Wei (in Marmaris) have a whole new appreciation of 'life ashore'.

The farther north we got, the more shipping traffic there was, as well as more derelict oil platforms scattered about. Because of Wei's lack of experience, I felt it was best if I stayed awake in case something came up. But by day two of no sleep and just the few cat naps I could manage during the day, I was starting to feel it.

The second night we passed close to a gigantic abandoned oil platform, and with its flashing lights and alarm-like sound, my tired mind suddenly envisioned a giant movie robot — it was like Megatron himself was after us!

Wei was doing what she could, keeping me supplied with food and coffee at all hours. In the wee hours that night, she made me some hot noodles, and with clear seas ahead, told me to lie down for five minutes. I immediately fell asleep — and into a horrible nightmare that we were heading for a breakwall! I awoke with a start, hit standby on the autopilot and grabbed the helm to steer away ... from yet another hallucination. Wei helped me to snap out of it and we got back on course.

As we got closer to the entrance of the Suez Canal, anchored ships showing various lights lined both sides of the gulf. At night it looked like the Las Vegas Strip.

The morning of the third day was hot and mostly windless. All three of us were drifting along in calm air as we made radio calls to the port and our agents for permission to proceed into the canal. Once we got the go-ahead, we were so

excited — for me it was a longtime dream coming true!

We were first guided to a small dock at the 'Suez Yacht Club'. The first evening, we got invited over to Eric and Pam's Oregon-based catamaran *Pied-A-Mer* for a dinner party hosted by Capt. Heebi, aka the 'Prince of the Red Sea'. We also got to finally interact with Alejandro and his wife and kids on *Aldivi*, the Mexican boat, and David of *Thor*, who is from Spain. It was a fun get-together!!

Early the next morning, *Thor* and *Aldivi* took off for Ismailia, the halfway point when transiting the canal. Wei and I rafted alongside *Pied-A-Mer* and stayed a few more days. We made friends with KarKar, our local go-to guy, who helped us out with everything from fuel and provisions to getting some Egyptian currency to pay for stuff. My 70th birthday was coming up on June 10, and Wei and Pam planned a surprise party for me on *Pied-A-Mer*. I knew about it, but it was still really great. Even Capt. Heebi said he would come. KarKar was a huge help, too. He got lots of food and even had barbecued chicken made for the party. There was a banner, balloons, a candle-covered cake, and even a crown for me. It was a great way to celebrate this milestone of my life.

The next morning at 4:30 a.m., our pilot came aboard and we headed out to Ismailia. It was an amazing experience transiting the Suez Canal. We arrived at Ismailia and got tied up that afternoon at 4 p.m. We spent two nights there, then got another pilot to go the rest of the way through the Canal.

When we arrived on the Mediterranean side, we dropped off our pilot and set our course for Cyprus. We caught a nice tuna with our fishing gear — and caught some nice fishing gear with our propeller! My first dip in the Mediterranean was over the side and under the boat to cut the line loose and bring it aboard.

When we got to Limassol Marina in Cyprus on June 14, we were finally able to check into a port for the first time since February. And, after a COVID-19 test and minimal quarantine, we were able to go ashore and enjoy many freedoms again.

— George 9/15/20
(updated 12/20)

Rio is currently on the hard in Marmaris, Turkey, where George has been catching up on maintenance and repairs. At this writing, Wei had flown back to China to visit family. The couple plan to tie the knot when she returns to the boat this spring. COVID permitting, Rio will then head out to explore Greece, Italy and Croatia next summer; winter in Spain; then head back to the Caribbean.



RICHARD SIMKO



**Europa — 131-ft Bark
Krista Swedberg
The Epic Corona Voyage
Santa Cruz**

Krista's 'Changes' feature a year ago was a bit different than most. The Santa Cruz native, who grew up sailing and cruising aboard her family's *Islander 40* (including participation in the 2001 *Baja Ha-Ha*), set her cruising sights on bigger rides, specifically tall ships. A year ago, her story was about crewing aboard the

IN LATITUDES



Krista at the helm of 'Europa'. Above left: The Epic Voyage crew (Krista second from right, back row). Center: 'Europa' back home in the Netherlands. Top right: rolling along in a blow.

105-year-old, 125-ft Dutch gaff ketch Tecla from Alaska to Salinas, Ecuador (and later to the Galapagos). When we checked in for an update, we again received something a bit different than most 'Changes' . . .

Ringin' in 2020 was quite the celebration aboard Tecla. We had just hit 50° South in the Atlantic, completing

our doubling of Cape Horn and leaving us about a day out of our destination of Stanley, Falkland Islands. Shortly after arrival in Stanley, we were greeted with 50 knots of wind and a dragging anchor, something all too common even in summertime.

I flew home to Santa Cruz after four months of sailing the full length of the Pacific and into the Atlantic, and Tecla began her first Antarctic trip.

After a month with full nights of sleep

(what a luxury!), I rejoined the three-masted bark *Europa* in Ushuaia, Argentina, as bosun for the rest of their Antarctic season. *Europa* was scheduled to spend 2020 crossing the Pacific to Australia, but of course that all changed. We returned to Ushuaia from a three-week Antarctic excursion on March 15 to the first ripples of the COVID-19 pandemic.

The guests, or "voyage crew," were luckily all able to fly home the day before Argentina closed its borders. We took the ship to anchor, where discussions began about what we would do.

Maintenance in the absence of sailing continued as usual. Two weeks later, the decision was made to sail for our home-port of Scheveningen, in the Netherlands. It would come to be known aboard as the Epic Corona Voyage.

On March 27, we set sail down the Beagle Channel and began the longest nonstop voyage that either *Europa* or I have made. With 19 crew of 12 nationalities, we sailed the ship 10,180 nm in 81 days, along the traditional S-shaped offshore route (with all ports being closed, there was nowhere to stop anyway) — and only had to resort to using the engine once, just west of the Azores.

As a rule, we use the engine as little as possible on *Europa*, and indeed during this long trip there wouldn't be a lot of fuel for motoring after planning what the generator would use. The input from the home office was that it would be great PR to sail the whole way, but the ultimate decision was of course left with our fearless leader, Captain Eric.

At the start there was no problem sailing where we wanted to go. The Southern Ocean bid us farewell as we rode what became known as "The Epic Low" of Beaufort Force 8 for about a week, which included our best sailing day of 190 nm. One gains a true appreciation for the raw force of nature in those 8-meter waves — one of them managed to bend in a steel freeing port. Eric polled us regularly about the engine as the weather changed, but we were able to continue sailing without serious setbacks until we were north of the equator.

Then we hit some serious calms in the humid tropics, the maintenance projects dragged on, and we were given an arrive-by deadline of June 18. Constantly adjusting the sails in less than 5 knots while the current pushes you in the wrong direction wears on your mental state, particularly while your subconscious is wondering about the pandemic ashore. We hauled lines, ground away rust, and

ALL PHOTOS KRISTA SWEDBERG EXCEPT WHERE NOTED

CHANGES



KRISTA SWEDBERG

Next time that you feel grumpy about reefing or furling, imagine doing it 100 feet up.

which felt a bit sad on one hand, but was also a huge relief. No more drifting; we were finally going in the right direction! At that point we were a couple of hundred miles west of the Azores — not a bad run under sail alone, so it was still an achievement.

We kept busy setting, furling, trimming, and repairing sails; grinding, priming, and painting steel; scraping, sanding, and varnishing woodwork; as well as myriad other maintenance projects and daily chores. We also had a few birthdays, swim stops, non-work 'Sundays at Sea,' and even an engagement.

Tecla, also homeward bound from Cape Town, had an epic offshore trip, too. At one point, *Europa* and *Tecla* were a few hundred miles apart, and we kept each other entertained with Sail-Mail emails.

As with all long voyages, there were good days and bad days for each of us, accentuated by the backdrop of the pandemic ashore, which we only heard about through SailMail updates.

With mixed feelings, we brought *Europa* alongside in Scheveningen on June 16, entering a world different from the one we had left, and facing an uncertain future.

Before I knew it, I was on a nearly empty plane repatriating to the US. I've been back in Santa Cruz since, and it definitely took some time, both to recover from the long trip and to work through

the shock of life ashore in the midst of COVID. In an effort to embrace land life, I worked on a local organic farm, helping in fields of apples, veggies, flowers — and gophers. That all wrapped up for winter last week, and though it's been fun, I'm not sure farming is my next career!

In a counter-effort to keep my feet wet, I've also been captaining for Nomad Sailing Charters here, and that has been fantastic. It is much less stress when you can go out for the day and leave the boat to come home after work!

I've acquired a new appreciation for this part of the world, and sharing that and the incredible wildlife here has been a joy, in addition to working for good friends. 2020 has been a weird one, but honestly I am greatly thankful for all the experiences and the friends I've made and things I've learned.

— Krista 11/29/20

Tecla and Europa are still in the Netherlands undergoing maintenance, and are hoping to resume trips in summer 2021.

Where Are They Now?

Cruisers are folks on the move. Their appearances in *Changes in Latitudes* are just snapshots in time. By the time their stories appear here, the folks who wrote them are often many miles and oceans away on other adventures. As 2020 finally (or should that be 'thankfully?') slips into the rearview mirror, we thought it



Above: 'Epic' in the slings at Puerto Peñasco. Right: Grandpa Brian reads to grandson Andrew.

would be fun to catch up with some of the 2020 contributors and see what they're currently up to . . .

— After last year's Zihuatanejo Sailfest (which they reported on in our April issue), Brian and Sheri Timpe of the Seattle-based 36-ft Shionning 1000 cat *Epic* thought it would be fun if Brian's brother, who lives aboard his Nordhavn powerboat in Craig, Alaska, could escape the cold, dark winter for some warm, fun Mexico cruising. So when Sheri flew back to Seattle, Cork Timpe made the trip south to



Z-Town — and Brian had new crew!

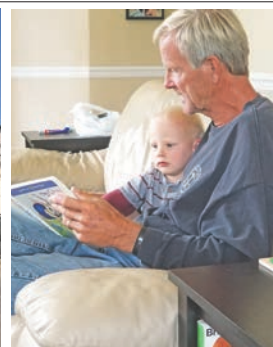
"The brothers had a great time heading north, anchoring in La Cruz and Mazatlan; visiting longtime friends Fred and

Judy on *Wings*; eating ribs at Fat Fish, and provisioning for the sail across to La Paz," writes Sheri. "I was supposed to fly down and switch places with Cork around April 1."

As it turned out, that would be a sad April Fool's joke. With Seattle being one of the early hot spots for COVID, "No one in La

Paz wanted a visitor from Seattle." When Cork flew home, Brian was left to solo-sail *Epic* up to Puerto Peñasco, where he likes to haul out and have Salvador and his crews paint the boat.

"It was not easy and communication was through text messages," says Sheri. Brian rarely uses the boat's two 'engines' — 9.9-hp Mercury outboards on either hull — and he never did install autopilots or any other kind of self-steering. (He's one of those irritatingly skilled guys who sails into and out of anchorages and has even sailed into marinas with no engines running.) So there were long days with



BOTH PHOTOS EPIC



ALL PHOTOS VICTORIA

Above: Motoring into Hout Bay (Cape Town) after rounding the Cape of Good Hope. Inset above: Phil makes friends with one of the locals at a penguin colony a short walk from the False Bay YC. Left: Emma and Phil in the Indian Ocean.

little news of what was going on on both ends. Sheri did learn that Brian had been able to get provisions in Loreto, but heard on the morning Net that the cruisers that followed had to order on WhatsApp and get deliveries out to their boats.

Epic arrived in Puerto Peñasco about the same time as Lucy and John Knappe on *Maraki*. The port captain required that both boats quarantine for 14 days outside the harbor. But a week later, when the forecast called for big wind, both boats were granted permission to tie up inside. Officials came down, asked questions, took temperatures — and released them to get hauled out! With the boat in good hands, Brian caught a flight home.

The Timpes stuck close to home in Seattle all summer, "Babysitting our only grandchild once a week and not going anywhere." In early November, Brian headed back to the boat, which splashed on the 16th with nice new bottom paint, thanks to the Cabrales Boatyard crew!

"Brian has sailed up the Colorado River in years past, and headed there (yes, *that* Colorado River — it empties into the Sea of Cortez about 50 miles NW of Puerto

Peñasco). It's a very sheltered spot, but not for monohulls. *Epic* only draws 27 inches, so even with the large tide changes, he is good. It's secluded and protected, but the water is too muddy to run a watermaker! It is one of the last places to find cell service until you reach Santa Rosalia, so that's been nice. I plan to join him in Loreto after Christmas."

Like all cruiser plans, and especially cruiser plans during the pandemic, this Plan A is subject to change at any moment. For one thing, a granddaughter is due right about Christmas, and if they left sooner and had to return, they'd need to quarantine ... "blah, blah, blah" is how Sheri summed it up. Assuming Plan A does happen, they'll stay in the Sea of Cortez "and fly back to Seattle when there's a vaccine available."

— "We've been in South Africa just shy of a year now, and just moved the boat for the first time in nine months after an effective stringent lockdown that began in March," writes Emma Casey of the Amel Sharki 39 **Victoria**, which she and Phil Zygmunt have been cruising together for the last three years. (Their February *Changes* 'Sailing Back In Time' was about cruising in Mozambique.) "Simon's Town and the False Bay Yacht Club started to feel like home, with time enough to make true friendships, become regulars at the

coffee shop, pour ourselves into rock climbing and boat work, and have a routine. Despite the pandemic, this was just the pause from transience we needed.

"Setting aside the fact that the economy is foundering, inequality is boggling, and cruising clearance formalities are a bureaucratic nightmare and a half, this country has so much to offer: great climate, not too many people, abundant wildlife, any outdoor activity you can think of, cheap thrills for the epicure — the list goes on.

"From the port of Richards Bay, we took thrilling game drives in a tiny rental car; from Durban we hiked the lush Drakensberg Mountains in search of ancient cave paintings; and from Simon's Town we dusted off our rock climbing gear and spent more time scaling Table Mountain and the surrounding sandstone cliffs than on the boat."

Emma says there is much uncertainty among foreign yachts regarding if/when to leave and where to go. "All of our plans are fluctuating daily, contending with extreme weather systems at the bottom of this continent, and news of openings and re-closures of neighboring countries. Yachts have been left out of many of the new travel regulations and protocols." Fortunately, countries that made sweeping port closures to pleasure craft (principally with cruise ships in mind) are finally starting to revise their rules, take sea time into account, and test on arrival.

Emma says she and Phil are itching to get moving again. "It's time to move on, narrow that gap between us and family, and forego the luxuries of landlubbing to better appreciate them on the other side." Their next planned stop is Namibia, then on to St. Helena and across the pond — "Where the welcoming authorities told us over the phone, 'Make sure you have plenty of beer aboard, as you may have to quarantine seven days on anchor.'"

— Happy endings are the best. And Duane Heil and his Oakland-based Bene-teau Sense 50 **Grateful** were certainly due one. The last *Changes* story we ran on them detailed



Duane and Tracy.

a narrow escape from destruction-by-seawall when they were caught by a brutal blow in Bodrum, Turkey, on New Year's Eve. Then,

CHANGES

last spring, after sailing thousands of sea miles from Greece to the Canaries, the boat suffered "full engine failure" while circling Fuerteventura (one of the Canary Islands). Then, while on the hard waiting for the replacement engine to arrive from Barcelona, COVID hit — and all shipping stopped.

"So there we were, me and first mate Tracie Storie, social distancing in Pasito Blanco, Gran Canaria," says Duane. A couple of dozen other cruisers in the anchorage next to the marina were also 'sheltering in place.' It wasn't long before everyone got friendly.

"During the three-month lockdown, we all got well acquainted and relied on each other for essentials. Car rentals and food shopping were a community project. At times, the military got a little extreme, and once even prohibited the cruisers from getting water! Since *Grateful* was still on the hard (right next to the quay), about 2 a.m., we rigged a super-long hose, ran it out into the anchorage with a dinghy, and each boat took turns filling up their water tanks ... *Don't tell anybody!*

"When the lockdown ended in May, I



decided to throw a party. May 20 was one of the first days we could have a 'gathering' after almost three months of isolation. Among the attendees were Maria and her daughter Sophia from Italy, who were on a 32-ft sloop. Maria just retired as a traveling reporter, bought an older Beneteau, and is getting her ready to see the world. Tracie from Wales — who spent a year as my first mate aboard *Grateful* — was there, celebrating her birthday, too!! Then there were the Germans, Barbara and Jonas and their three kids, Malte, Fridi and Laura. They bought a 30-ft cat and sailed it from Greece to the Canaries. Can't forget Lolita from Lithuania, who lives with Lars on a 45-ft Bavaria. Hans used to run

The "Grateful aboard 'Grateful'" party last May. (Masks were not required in the Canaries until August.) Inset: Marine surveyor, professional skipper — and old watch mate — Mike Pope.

one of the largest fleets of charter boats in Croatia, sold it all out two years ago and is now a full-time cruiser. The list goes on: 19 in total for a party aboard *Grateful* that lasted 12 hours.

"One of my favorite lockdown mates was Mike Pope on the Hinckley Pilot 36 *Strummer*. Back in the day, like 40+ years ago, Mike and John Riise (your faithful *Changes* editor) jumped onto a ketch out of Greece and sailed her to America. I heard many great tales about those days, including that a cheetah and chimp spent

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GRATEFUL

some time aboard — at the same time!

(Don't believe any of them. — Ed.)

— After completing their first Ha-Ha in 2019, Greg and Jean Carter spent the holidays in La Paz aboard their Bay-based Farrier 39 **Ravenswing**. They had a nice run to Puerto Vallarta with friends aboard in February. But the lovely cruising in Banderas Bay was cut short when COVID-19 concerns made them decide to face the pandemic at home in Novato. Jeanne quickly flew home, while Greg sailed the boat up to Puerto Escondido alone.

"Five decades into sailing and that was my first solo long-distance trip!" he notes. It wasn't all bliss. On the second night of a wet, bumpy uphill ride, he was screaming

to the heavens that the boat was for sale, very cheap! "But *Ravenswing* and I found our singlehanded groove in the Sea of Cortez, and had a beautiful trip the rest of the way to Puerto Escondido."

His April 6 Alaska Air 737 from Loreto had seven passengers, four dogs and plenty of good chocolate from empty first class.

In September, Greg and son Colin flew back to the boat (which they found in fine condition with clean bottoms, thanks to Cristiani Services). They sailed to La Paz, and prepped for the long bash home.

But in this ever-turbulent year, that plan quickly changed.

"We had been in Baja one week, and were impressed by everyone's COVID-19 safety measures. There's so much to see in the Sea, and we'd only just begun. Hmmm, what if we moved the boat way north in the Sea so we could drive back and forth from Novato ...? So with plenty of food and too much gas, we turned

around and had a great two-week, island-hopping trip up to Puerto Peñasco. Highlights were the north end of Espiritu Santo/Isla Partida, fantastic snorkeling on Isla San Marcos facing Santa Rosalia, and a day spent up close with seals and sea lions on the granite rock island in Refugio Bay on Guardian Angel Island. 2020 has brought the world so much grief, but three peaceful weeks on the boat with our 30-year-old son was such a gift!

"The last sailing day was a fantastic 100-mile beat at 8-10 kts all day, working the

shifts to sail a no-tacking port layline to the harbor.

"We needed a king-tide high to fit her 27-ft beam into the just-wide-enough top of the Cabañas travel lift bay. We are so grateful for Salvador's family welcoming and handling ocean-capable boats with care. We're doing some upgrade and maintenance work to finish the year, and will relaunch in January to explore the



Greg on the "morning commute" at Isla San Marcos.

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CHANGES

mainland side of the north and middle Sea of Cortez. We're posting up a series of cruising videos on cartersboat.com, for anybody who needs a visual fix from the Sea!

— Peter Hejno and Tom Watkins "breathed a huge sigh of relief" as their Alameda-based Beneteau 361 **Bohemia** slid to a halt in their temporary new home at Marina de La Paz. "Neither of us could remember the last time we had to 'park' her anywhere other than a wide-open anchorage!" notes Peter.

"Since our splash into the world of liveaboard cruising last January (part of which they documented in our February issue), it's hard to imagine we've had a full year enjoying the wild and remote Sea of Cortez. We departed La Paz back in March, just as COVID was beginning to get serious, but decided continuing with our planned remote itinerary in the Sea of Cortez would be the best course of action. We spent the first two months in complete isolation, partially by choice but also because we saw so few other boats until we reached Loreto, 200 miles north. From there we formed a little bubble flotilla and made some fantastic friends.



BOHEMIA

Just three of the 10 whale sharks foraging around 'Bohemia' at Ensenada El Quemado. "Watching these majestic creatures up close was not only a highlight of our cruising adventures so far, but one of the most amazing experiences of our lives," says Peter.

"A highlight of the northern Sea was undoubtedly getting up close and personal with a group of 10 whale sharks that completely surrounded and dwarfed our little boats, casually swimming between our bow and anchor rode like we weren't even there! We swam with turtles, manta rays and sea lions, in empty, picture-perfect bays and islands. Looking back, the Sea of Cortez has really surpassed our expectations of remoteness and natural beauty. We can't wait to continue our journey deeper into the Mexican Riviera next year, documenting it as always on our YouTube channel, *Sailing Bohemia*.

Cruise Notes

• The last word we had from organizers just before the January *Changes* wrapped up was that **Zihuatanejo SailFest** — scheduled for February 8-14 — *would* happen, albeit in a somewhat abbreviated fashion. See www.porlosninos.com for more information.

On the other hand, the last report we got from **Barra de Navidad's Cruise-In Week** (normally held the weekend after SailFest) is that that event will *not* happen in 2021. Hopefully, both of these fun and worthy events, which raise money for their respective schools and communities, will be back in full force in 2022.

• We don't singlehand too often ourselves, but guys like Lee Johnson of San Diego seem like they can't get enough of it. Back in October, the veteran of the 2018 Singlehanded TransPac departed Avalon aboard his Valiant 32 **Morning Star**, and exactly three weeks later, sailed into Hilo, Hawaii — a total of 2,442 nm at an average speed of 4.8 kts. "We saw a wide range of sailing conditions, but no hazardous weather," he reports. "For nearly a week, we had periods of little

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WALK ON

Some like it cold! In last month's 'Changes', Chad and Carolyn Carvey shared some of their ongoing adventures in Alaska. Later, they sent this photo we just had to share. This is their Devilliers 43 steel cutter 'Walk On' at Le Conte Glacier on November 12. In answer to the obvious question, Chad reports that the main heating on the boat is handled by a Dickinson Newport diesel heater, "with propane-powered heater buds if needed."

wind alternating with utter calm, and scarcely did 65 nm/day for the first six days. Then for the next 12, we averaged 132 miles per day, with a best 24-hour run of 145 nm. Sustained winds seldom exceeded 20 kts."

"In short, it was a lot of fun, with hours and days steeped in the beauty of ocean wilderness and the joy of adventure. As importantly, much was learned about

doing this sort of thing — which is good, because I'm counting on more of it."

• "The 31st of October has been the most important day of my year," wrote **Lin Pardey** in a tribute to longtime partner **Larry**, who passed away in July after spending the last four years in special facilities with Parkinson's dementia. "It came to be so because Larry was born on Halloween. He suggested we get married on October 31st so he wouldn't forget our anniversary. We

decided to keep to tradition when both of our boats reached completion in time for a Halloween launching — *Seraffyn* touching saltwater for the first time on Halloween 1968; *Taleisin* two days after Halloween 1983. Thus, it seemed fitting to hold a celebration of Larry's life on Halloween." And so it was that on what would have been Larry's 82nd birthday, a group of longtime friends celebrated the

well-known sailor, author and all-around good guy at the Pardeys' home on Kawau Island in New Zealand. Larry's ashes were scattered the next morning in the ocean. For more on the celebration, go to <https://pardeytime.blogspot.com/>

• Finally, a big round of thanks and appreciation to the readers of *Latitude* in general and *Changes in Latitudes* in particular. We wish you all good health, a prosperous future, and fair winds in 2021 and beyond. If you're 'out there' now, or plan to head out this year, please think of us like the big ol' cockpit of a well-traveled ketch: a wonderful place to tell your stories.

— latitude/jr



LATITUDE / LADONNA

Lin and Larry Pardey. "Larry kept every promise he made," says Lin. "On our first date, he said, 'Stick with me, baby, and you'll go a long way.' He definitely lived up to that one."

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22 FT MACGREGOR 1972. On trailer (with new tires, lights, and wiring), sleeps 3, large battery, electric motor, speed and depth instruments, never-used inflatable dinghy, new winches. Anchor and chain, Porta-Potti. \$2,500. Porterville, CA. (559) 542-2684 or (559) 368-3027 or scrose2@gmail.com.



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 outboard. 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 www.sailingworld.com/sailboats/t-590/ www.tboat.com/T590/T590.html. Overall the boat is in very good condition. The deck is bright white and the nonskid is perfect. The gunwales have some dock rash. The topsides and hull are in great condition, having recently been wet sanded to 3000 grit. The carbon mast and standing rigging are in exceptional condition. The square top Doyle main is new, as is the rudder cover. The spinnaker is serviceable, but not race-worthy. The rudder is in good condition. The galvanized trailer, with LED lights, is in very good condition. The boat is very similar to a Viper 64, yet with a 32% lower displacement \$8,200. Santa Clara. (408) 605-1590 or bmclarney@mcclarney.com.

21 FT AQUARIUS SAILBOAT 1969. known as 'Sea Urchin,' is a fiberglass, monohull sailboat, with trailer, both in good condition, and needing some cosmetic care. Comes with sails and gas motor. Boat has only been dry-docked. Currently located in Yreka, CA. \$2000 or best offer. Photos available upon request. Need to sell by January 15th. \$2,000. Yreka, CA. (510) 919-1110 or marie_hopper@sbcglobal.net.



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24 FT J/24 1987. J/24 'Callisto' - hull 4275 VIN TSP44275H687. Current California registration CF2882TU. Located at a marina in the California Delta by Rio Vista. 6 hp Tohatsu, runs great. Topsides and bottom repainted 2018. Complete set of sails and several extras. Additional photos available to interested parties. I've owned her for about 15 years. Most years I sailed her in San Francisco Bay. Lots of extras and ready to sail. \$9,500. California Delta. (916) 208-3606greule@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. Down-sized to smaller boat. \$9,500. Phoenix, AZ. (602) 938-0711 or aakcar@msn.com.



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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 saltydogfritz@yahoo.com, www.thecruisinglife.net.



27-FT ST. PIERRE DORY, 1990. Beautiful gaff-rigged schooner with Yanmar diesel, built in Nova Scotia. Featured in *Wooden Boat 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.



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.

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 kyleayates@sbcglobal.net.



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.

27 FT ERICSON 1973. \$5,500/obo d/t health. Atomic 4 engine, all equipment. Old but in good order. Lovely boat to sail. Great bay boat, comfortable. \$5,500. Alameda, CA. (510) 357-2808 or 2maguires@comcast.net.

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. 'Friskey' is a 30-ft sloop built in 1978. Rigged for speed, with two spinnakers, two mains, two jibs, and a carbon fiber spinnaker pole. She has been in quite a few races in San Francisco Bay. This boat has had a single owner for the past 10 years, and in that time has been re-powered with a brand-new Beta 16 diesel, and had her standing rigging completely replaced. \$13,500. Burlingame, CA. (310) 968-7804 or frank@2garcia.com.



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31 FT VAN DE STADT BLACK SOO 1968. ULDB 'Starbuck' 27.5 LWL 4500lbs. Symmetrical and asymmetrical spinnakers. New Tohatsu 3.5. X5 and ST2000 autopilots. Plotter w/AIS. E-rudder. Solar. 95AH Lithium battery. Double-axle trailer. \$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 tracyslottatude@gmail.com.



30 FT NONSUCH ULTRA 1988. Perfectly maintained cruiser with an exclusive one sail is handled easily and comfortably. It is powered by an MD4 35hp Universal diesel with 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. \$52,000. Email rosari.balogh@gmail.com.



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. Email 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, photos.app.goo.gl/WxQK2TqN99N8Ug588.

30 FT WYLIECAT 30 1995. After many years of sailing adventures on the Bay and from Mexico to Canada, 'Uno' is looking for a new 50% partner. Well equipped and maintained and until this year always dry sailed. Yanmar sail drive and new bottom. Always competitive and easy to sail shorthanded or with crew. Ideal solution to social-distance sailing! \$35,000. Alameda. (510) 504-3409 or bmeyer_co@sonic.net.

33 FT CAL 33 1989. Well maintained racer/cruiser located in Redwood City. Less than 700 engine hrs. Autopilot w/cockpit mount. Sails: main Dacron, genoas 120 and 150%, etc. Please contact for additional information and images. \$40,000. Redwood City, CA. (650) 460-4823 or john.927grace@gmail.com, https://tinyurl.com/y5lwnf5b.

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 outboard. Recent survey value \$23,000. \$15,000. Balboa Yacht Club. (714) 662-3467 or (714) 936-4304.



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.



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 Cynthiaabronte@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, Carnival is for sale by the original owner. A legend in the annals of Monterey Bay yacht racing, Carnival 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, Carnival is also an able weekend cruiser and daysailer. And best of all, the new owner will have the option to keep Carnival 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.



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 a fun and quick 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. \$11,000. Tiburon, CA. (415) 412-6961 or john@summersailstice.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.

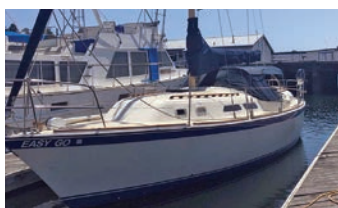


38 FT BALTIC 38DP 1983/ 2013 REFIT. After a complete rebuild and modernization of one of "the World's Best Sailboats," Yacht Freyja is now available for sale. Complete website on this sailboat. Aqua Tech Yacht Services has redesigned deck layouts, modernized sail handling for shorthanded sailing. Navigation and audio/entertainment systems are like none other including wireless technology. This yacht is kept in "near-perfect condition" owned by a marine tech. and boat shows like it! \$120,000. Dana Point, CA. (949) 466-3156 or aquatechyacht@gmail.com, www.baltic38freyja.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.



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 double-hand. 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, www.islander36.org/buysell.html.



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.



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.

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 comcas



36-FT LANCER 36, 1979. Bill Lee design. (Google Bill Lee, Lancer 36). Three-time Mexico vet. All maintenance current. Boat is currently set up for singlehanded coastal cruising. Handles like a dream. Call for pictures/info. Turnkey. \$45,000. Grand Marina, Alameda CA. (209) 679-3044 No text.

39-FT FREYA, 'CANDIDE', 1978. 'Candide' is a Hawaii and Mexico vet. Yanmar diesel, ProFurl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. \$49,000. Brisbane. (650) 728-9528 or (650) 773-3834 or hogancanoes@aol.com.

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>.



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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 PPIRB, 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, www.myggen.com/moustique.



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 johnnaya9001@gmail.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.



36 FT SAMSON C-PETREL 1984. Traditional ferrocement cutter-rig sailboat. Veteran of 3 South Pacific cruises. Ready to cruise. Hank-on sails, 12V system, Yanmar diesel 40hp, ice box, solar panels, Monitor, SSB, 2 dinghies, radar, GPS. \$22,500. Vallejo Yacht Club. (916) 704-0298 or penelopecdj@yahoo.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. Main two jibs and spinnaker in good shape. Bottom painted less than year old. 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. \$29,000. Fortman Marina, Alameda, CA. (510) 846-2087 or cuttime@live.com.



37 FT EXPRESS 37 1985. Express 37, ready to race! Survey available on request. For more information and more photos, visit Sailing Anarchy website. \$50,000. Long Beach, CA. (310) 904-9177 or dmonk@usc.edu, <https://tinyurl.com/y7suk4he>.



37 FT ROBERT PERRY VALIANT ES-PRIT 1981. If you're looking for a day-sailer, 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.



38 FT DOWNEAST 1978. 'Dulcinea' is a Mexico, East Coast and Bahamas veteran. Cutter-rigged with cruising geny; stern arch with 2 Kyocera solar panels, GPS and VHS antennas. SSB/Ham backstay antenna. Garmin chartplotter, Furuno 32-mile radar, 10ft Avon RIB, 15hp & 3hp outboards. Four-man Avon liferaft with EPIRB. Bristol shape by one owner for 38 years. \$48,000. Long Beach, CA. (760) 964-8198 or svdulcinea@aol.com.



35.5 FT BRISTOL 35.5 1982. In the water & READY TO CRUISE - mid-January in La Paz, BCS, Mexico So many extras, very comfortable liveaboard, will take you anywhere in the world! See URL for pix/vids \$38,500. La Paz, BCS Mexico. 52 (624) 161-7728 or jennifer@summersails.net, <https://tinyurl.com/y5d27juc>.

36 FT CASCADE 36 1977. Cascade 36 ketch-rigged sailboat, Hull #14. This was originally a kit boat built in Oregon and finished in San Leandro. She sails very well but needs extensive work, as she has been sadly neglected for the last several years. She has three roller-furling jibs, a main, and a mizzen sail. There is a large inventory of accessories and spare parts. For details contact Glen. \$10,000. San Leandro Marina. (541) 274-9268 or glenr99@gmail.com.



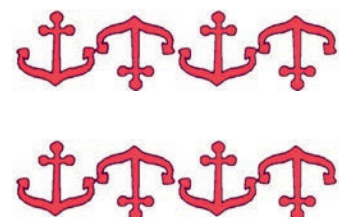
36 FT WD SCHOCK NEW YORK 36 1983. 1983 WD Schock New York 36 racing sailboat for sale. Performs very well and is a fun boat to sail. Slip is in Oakland Marinas and is transferable. Hull is in great condition with fractional rigging on running backstays. Freshly painted top, bottom paint and nonskid. Recently renovated interior. Volvo Penta D-20 with less than 100 hours (very good condition). Working depth, compass, wind speed and boat speed nav equipment. Recently patched mainsail, brand-new 100% and slightly used 75% headsails. Running water, intact stove (not currently connected to propane). I am happy to send a video/photos/show boat. Please see more pics on website. \$23,000. Oakland/Alameda. (262) 443-8368 or spencerhaas@gmail.com, <https://tinyurl.com/yxhmcdd3>.



38 FT 1969 HARDIN SEA WOLF KETCH 38 1969. Natasha has cruised the world. Old growth teak, Sitka spruce masts, kauri spreaders, newly broken in engine. Westerbeke Diesel 450hrs, 135gal fuel, 120gal water, Generator, Watermaker, SSB/Ham Radio, Monitor Windvane, SPARES. \$60,000. Berkeley, CA. Email 13seamonsters@gmail.com.



36 FT ISLANDER 36 - FREEPORT - PLAN B 1978. Rare - B Plan with Pullman Berth - Hull #44. This Islander 36 is a well-rounded live aboard sailboat with impressive cruising capabilities. Very comfortable for sailing, dock life & live aboard. Outfitted for single handed sailing - perfect for the serenity of sailing the San Francisco Bay! Well-loved and diligently maintained, many upgrades, low engine hours, 2nd owner, all services records. \$60,000. Coyote Point - San Mateo. (831) 578-1506 or mrgz76@gmail.com.





37 FT HUNTER 1989. 1989 Hunter Legend 37. New standing rigging and bottom paint August 2018. Sailed regularly often singlehanded, sails and running rigging in good shape. Queen size bed aft cabin and V-berth, shower, head, TV, wheel helm. Currently berthed in a great transferable slip at Coyote Point. Very recent survey available. \$40,000. Coyote Point. (801) 647-8335 or davebernard81@gmail.com.



38AWL FT INGRID 38 CRUISER '79. Ingrid 38 in ferro-cement; Blue-water cruiser, Cutter rig, aluminum spars, New standing rigging(2017), 55hp Westerbeke diesel, working sails, tiller Auto-helm, Aries vane-steering, tools and spare parts, lite on electronics. Text for more information. \$12,000. Noyo Hbr, D-13 Ft Bragg, CA. (907) 602-3523 or cliffw@att.net.



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.



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 sjaloha@hotmail.com, westsail.com/Westsf.htm.



38 FT MORGAN 382 1979. Completely equipped with cruising and safety gear. Ruggedly-constructed solid fiberglass hull. Keel-stepped mast. Full keel. Proven seaworthiness, a true ocean-going rig. Inverter, possible solar. Full navigation electronics. Dripless shaft seal. A true value. Turn-key and ready to go! Designed by Ted Brewer. She is a well-equipped, comfortable cruising yacht with accommodations for seven. \$16,500. San Rafael, CA. (916) 495-1429 or oceanleo12@gmail.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 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.tmore@gmail.com.

43-FT HUNTER LEGEND, 1995. Dos Leos is a 2011 Baja Ha-Ha veteran. Includes a new 10-ft Aquapro RIB dinghy and new 5hp Yamaha OB. Well cared for and well equipped for cruising. \$75,000. Mazatlan Marina, Mazatlan Sinaloa, Mexico. (830) 431-1965 or rpcart007@yahoo.com, www.hunter-legend.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.

44-FT SPARKMAN & STEPHENS SWAN, 1973. Rare original from factory, light blue hull without teak decks! Cruising-/racing-ready. Southern Cross Cup winner, 1973. Several top-10 finishes in Sydney to Hobart races. 2000 Pacific Cup, 3rd in class. New Yanmar and gearbox (+/-800 hrs), 5,000 watt generator, Spectra watermaker, 540 watt solar, wind generator, Garmin and B&G instruments and autopilot, top-down roller asymmetric spinnaker, all lines led aft. 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&G electronics in 2015. Powered by Pisces 40hp. Schumacher rudder. All Anderson SS winches. New varnish. Downwind dream machine. Multiple headsails and kites. She's rigged as a racer, but has all the amenities to go cruising. Charge controllers. Cold plate. Force 10 3-burner. Spin pole, reaching strut, multiple tillers cruising and racing. Sunbrella cockpit awning, matching winch covers. All Cal 40 downstairs. New head 2020. Seraph sails like the angel she is. Come see her in beautiful Pt. Loma, San Diego. \$38,000. San Diego. Email chris.winnard@engelvoelkers.com.



49 FT JEANNEAU SUN ODYSSEY 2004. Let your cruising dreams become a reality! Lovingly cared for and never chartered, Lady A is turnkey, clean, technically sound and ready to cruise. Everything is included down to the bed linens, pots and pans, tools and spare parts! Three cabins and two heads. Solar, wind generator, new sails, new bimini, even new batteries! 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 rgranafel@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 gregorydavids@gmail.com, <https://hylas47forsale.blogspot.com/>.



50 FT HUDSON FORCE 50 1978. Center cockpit, Lehman 80, aft queen with windows, good condition. \$90,000. Berkeley. Email Toparfit@yahoo.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 (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 gmgeneral@hotmail.com, cranialmining.com/formosa.

40 FT C&C 121 2000. The 121 is the flagship of the C&C Express Series and possesses that elusive combination of great performance and big, luxurious accommodations; the perfect dual-purpose boat! Ridiculous sail inventory. www.sailboatdata.com/sailboat/cc-121 SF Bay Craigslist for more information. \$125,000. SF Bay Area. Email candc121@yahoo.com.



42 FT CATALINA 42 1994. Kept in Tahoe until brought to Alameda in 2018. 50 hp. Queen Pullman berth, guest stateroom, 2 heads. Main, Furling jib, Asymmetrical spinnaker. Rigging replaced in 2018. Many other upgrades. Dinghy/davits/motor - 5 hours. \$124,000. Alameda, CA. (408) 667-2138 or theerwagen@yahoo.com, <https://tinyurl.com/y2rdcgku>.

51 & 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 dnuutts@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 Jomarco 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 gemma7@aol.com, <https://tinyurl.com/yb3lvoyt>.

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.

MULTIHULLS



37-FT PROUT SNOWGOOSE 37 CATALAN, 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.



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 zkajla@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.

28 FT CORSAIR MARINE AFT-CKOCKPIT 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.



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.





55 FT TRIMARAN, HORSTMAN-IN-SPiRED 1989. Must sell majestic, comfortable liveaboard, 62' LOA X 27' W. New-ish sails: Norseman System main; furling genoa. Dinghy/outboard. 800W solar, Outback VFX2812. 15kW Westerbeke generator. Needs motor(?). Refrigerator, large freezer. Watermaker. 2 kayaks, Brownie's Hookah, fishing equipment. 3 heads, sleeps 6+. Custom SS lifeline, large brass portholes in V-berth, teak table in large covered cockpit. Includes 20-ft Novurania Equator 600 w/trailer in dry dock. \$80,000. Panama City, Panama. (775) 350-4935 or (775) 782-7035 or bsseevers@msn.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 drive, 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

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.



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.

PARTNERSHIPS



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

EQUITY PARTNERSHIP FOR SALE. 1/4 equity partnership in well-equipped 1995 Beneteau 44-ft sailboat moored in prime Sausalito slip. Boat has been well maintained with much new equipment, including new sails, new paint, electronics, etc. Cost is \$25,000 initially for quarter ownership, then \$350 per month for recurring expenses and maintenance. Terms are negotiable. 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 doublehanded. Use: Daysailing, local ocean races, Farallon Patrol, Hawaii?? Equity or non-equity OK. (415) 244-8050 or harmon@shragge.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, Unique Partnership. 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. Control lines led to the cockpit making for easy singlehanded or crewed sailing. \$12,000 (OBO) for half ownership, then approximately \$350/month for recurring expenses and maintenance. via email preferred. \$12,000, OBO. South Beach Marina. (415) 657-6669 or pamanddave@cocca.ca.

CO-OWN 41 FT BENETEAU. in SF Marina, West Harbor, Golden Gate Views from Slip. Meticulously maintained 41-ft Beneteau sailboat located off Marina Blvd, by Gate 13. 2 cabins, 2 heads. Looking for a 50% owner who wants to get out on the Bay and sail, believes in the importance of investing in maintenance, and appreciates the amazing location of West Harbor. One-time fee for 50% of the boat plus monthly costs. \$65,000. SF Marina, West Harbor, Marina Blvd, Gate 13. (415) 244-5422 or cmtozzi@gmail.com.

DEHLER 34 FT 1986. Racer/cruiser, tiller, sound shape. Docked right next to the Giants' Oracle Park. \$175-300/month + annual maintenance (\$500-1000) depending on the flexible schedule option. Parking included. Stable no-equity partnership. Text/Call Val. (650) 670-5300. South Beach Harbor. (650) 670-5300 or valtaft@gmail.com.

SEA OF CORTEZ OPPORTUNITY. 2007 46 Beneteau. Equipped and ready to sail. \$30,000 to \$60,000 buy-in for 1/4 to 1/2 interest. I have previous experience and references. Boat is in La Paz for Sea of Cortez adventures. Call or email Ted. Sea of Cortez. (805) 305-0517 or ted@californiameridian.com.

NON-EQUITY TARTAN 3100 SAUSALITO. We are looking for a third partner in our lovingly maintained Tartan. 10' inflatable with 5 HP included. Dogs are welcome. \$400 per month + shared expenses. Survey, pics, and specs are available on request. Sausalito. (510) 517-0753 or glharbison@gmail.com.

BERTHS SLIPS

LIVEABOARD BERTH AVAILABLE AT GALILEE HARBOR. A liveaboard 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, 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, www.redwoodcityport.com/marina.

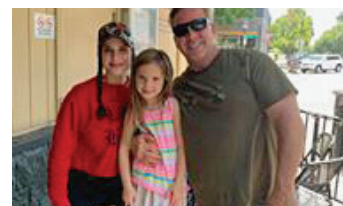


50 FT SLIP + COMMERCIAL PERMIT + BOAT - HAWAII. Rare opportunity to own a 50ft slip in Hawaii's newest marina, Kawaihae Harbor on the beautiful Kohala Coast on the Big Island of Hawaii. Permit can be used for fishing (as is currently), or diving, snorkeling, marine animal watches (humpback whales), sunset tours, weddings, or any other creative commercial adventure on the water you might dream of! Email for more information and a detailed PDF. Kawaihae South Harbor, HI. Email kazoo@shanachie.org.

BUSINESS ADS

23 FT WESTERLY 1972. DELIVERIES - SEA TRIALS - CAPTAIN SERVICES - TRAINING Deliveries Nationwide. Expert with larger recreational and commercial vessels. USCG Master 100 Ton Power and Sail - USCG Qualified Instructor Learn more at www.bayvessel.com Captain Paul Verveniotis - (650)-814-6469. 6508146469 or paul@bayvessel.com, www.bayvessel.com.

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

ADVENTURE SAILING. Join us for an ocean passage in 2021. (707) 953-0434 or andy@sailingbiz.com, www.sailingbiz.com.

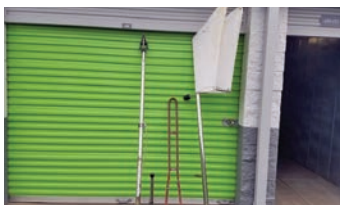
OFFSHORE INSTRUCTION. John and Amanda Neal provide documented ocean passagemaking instruction aboard 'Mahina Tiare III', their Hallberg-Rassy 46, drawing on their combined 732,000 miles and 87 years experience.. (360) 378-6131 or john@mahina.com, www.mahina.com.



SHORT-/LONG-TERM CREW WANTED. Individual or one-berth team. Classic, elegant, comfortable, fully equipped, bulletproof 55-ft trimaran. Currently in Channel Islands. South to Mexico mid-January. Late spring OFFSHORE passage to San Juan Islands. See detailed information at svSurrender.com. Email svSurrender@yahoo.com, www.svSurrender.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, tropics2021.com.

GEAR



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.

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.



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 boatybills@gmail.com.

DIXON PACIFIC DIESEL HEATER, STOVE AND OVEN. New condition, never been used 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.

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.

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. Hawaii. (808) 868-9926 or svwildthing@gmail.com.

JOB OPPORTUNITIES

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>.



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, rubiconyachts.com.

YACHT SALESPERSON. Yachtfinders/Windseekers 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.

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, www.clubnautique.net.



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, vesselassistsanfrancisco.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.

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.

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 contact Rich or Bob by phone or email. Redwood City Marina. (650) 363-1390 or office@spinnakersailing.com, www.spinnakersailing.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, www.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 résumé and cover letter: info@bayareamarineservices.com. (415) 203-6305 or alison@bayareamarineservices.com, www.bayareamarineservices.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.

JOBS WANTED

PRIVATE TRAINING. Is your new yacht still more than a handful? Perhaps I can help. I have a USCG 1600 ton sail license since 1979. Private lessons onboard your boat can make a difference. Jim. Aloha. Bay Area. (831) 251-4656 or capthomer@hotmail.com, www.ponocharters.com.

MISCELLANEOUS

HUGE FIRE SALE. Double-spreader tapered mast with three halyards, 4 Barient winches, 4 North sails, all the standing and running rigging, and all hardware for 26ft - 28ft boats. \$6,000. Los Banos, cal. (209) 704-4982 or cblair1015@yahoo.com.

NON PROFIT

DONATE YOUR BOAT. The Bay Area Association of Disabled Sailors strives to make sailing accessible to people with disabilities. BAADS is always on the lookout for donated boats to support its mission. Help an all-volunteer organization while receiving a charitable tax deduction. (415) 532-9831 or boatdonations@baads.org.

WANTED

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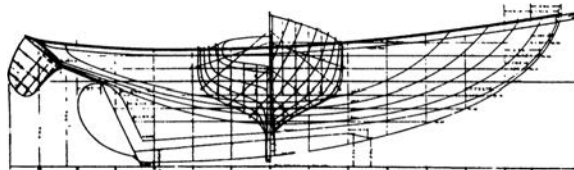
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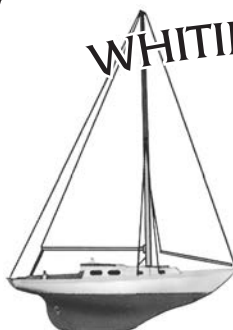
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Berkeley Marina38, 68 www.cityofberkeley.info/Marina	Division of Boating & Waterways 31 www.dbw.ca.gov	Helmut's Marine Service63 www.helmutsmarine.com	List Marine Enterprises40 www.listmarine.com
Blue Element Sailing15 www.sailing-jworld.com	Downwind Marine42 www.downwindmarine.com	Heritage Marine Insurance.....45 www.heritagemarineinsurance.com	Loreto Mexico.....83 loretobcstourism.hiptraveler.com/en
Blue Water Yacht Harbor59 www.bluewateryachtharbor.com	Doyle Sails.....6 www.doylesails.com	Hood Sails27 www.hoodsails.de/en	Makela Boatworks103 www.makelaboatworks.com
Blue Water Yacht Insurance103 www.bluewaterins.com	Electric Yacht.....45 www.electricyacht.com	Hotel Coral & Marina.....93 www.surfnet.com/coral	Marchal Sailmakers.....104 www.marchalsailmakers.com
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Brisbane Marina73 www.brisbaneca.org/marina	Emeryville on the Bay29 www.sfonthebay.com/list-38	Ishkeesh Marine Services107 www.ishkeesh.com	Marina de La Paz73 www.marinadelapaz.com
Cabral's Boatyard90 www.cabral'sboatyard.com	fisheries supply co.....59 www.fisheriessupply.com	Iverson's Design44 www.iversonsdesign.com	Marina El Cid.....103 www.elcid.com
Club Nautique20 www.clubnautique.net	FlopStopper.....104 www.flopstopper.com	Jeff Brown Yachts11 www.jeffbrown-yachts.com	Marina Riviera Nayarit.....62 www.marinarivieranayarit.com
Compass Canvas69 www.compass-canvas.com	Forespar59 www.forespar.com	Keenan Filters36 www.ktisystems.com	Marina Village.....34 www.marinavillageharbor.com
Cruising Specialists22 www.boats.network/cruisingspecialists	Gianola Canvas Products.....72 www.gianolacanvas.com	Kissinger Canvas42 www.yelp.com/biz/kissinger-canvas-concord	Mariners Insurance.....30 www.marinersinsurance.com
Cruising Yachts39 www.cruisingyachts.net	Gold Coast Yachts.....43 www.goldcoastyachts.com		Modern Sailing School & Club ..35 www.modernsailing.com

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Neil Pryde Sails 37 www.neilprydesails.com	Raiatea Carenage Services 91 www.raiateacarenage.com	Spaulding Marine Center 25 www.spauldingcenter.org	Vallejo Marina 63 www.cityofvallejo.net
North Sails 19 www.northsails.com	Richard Boland Yacht Sales 106 www.richardbolandyachts.com	Spaulding Marine Center 104 www.spauldingcenter.org	Ventura Harbor Boatyard 104 www.vhby.com
NW Marine Trade Association / Seattle Boat Show 37 www.nmta.net	Richardson Bay Marina 83 www.richardsonbaymarina.com	Spectra Watermakers 45 www.spectrawatermakers.com	West Coast Multihulls 83 www.westcoastmultihulls.com
Outboard Motor Shop 43 www.sea-power.com	Rubicon Yachts 7, 8, 9 www.rubiconyachts.com	Spindrift Marine 38	Westlawn School of Yacht Design 41 www.westlawn.org
Pacific Crest Canvas 26 www.pacificcrestcanvas.com	Sail Sport Talk Radio 69 www.sailsporttalk.com	Starbuck Canvas 40 www.facebook.com/Starbuck-Canvas-Works-218242278203285	Westwind Precision Details 69 www.boatdetailing.com
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Propele Electric Boat Motors 37 www.electricpaddle.com	Seacoast Marine Finance 73 www.seacoastmarine.net	TMM Yacht Charters 81 www.sailtmm.com	
Puerto Los Cabos 90 www.puertoloscabos.com	Seattle Yachts 13 www.seattleyachts.com	Trident Funding 4 www.tridentfunding.com	
Punta Mita Beachfront Condos... 82 www.latitude38.com	SAMS 72 www.marinesurvey.org	Twin Rivers Marine Insurance..... 23 www.boatinsuranceonly.com	



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