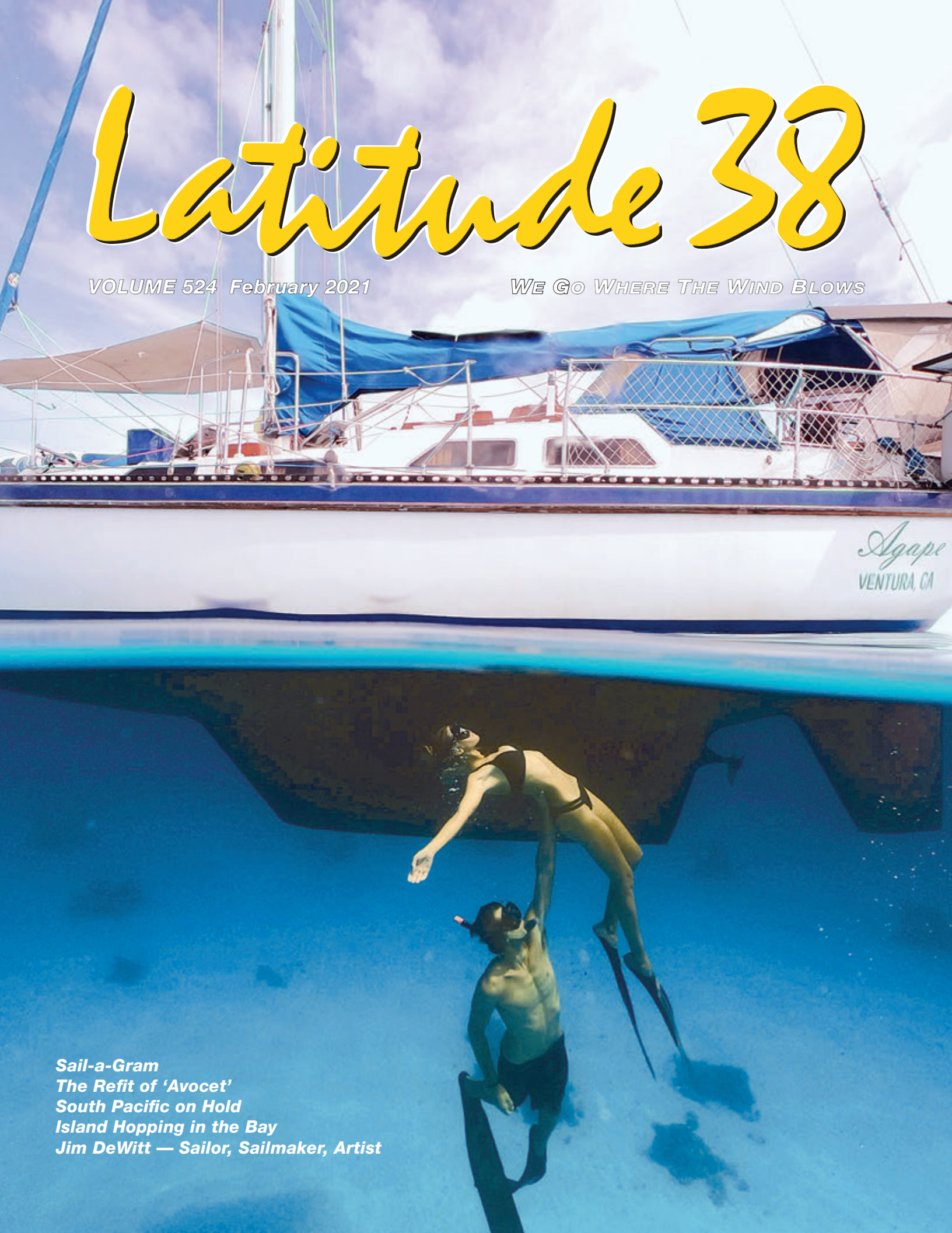


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VOLUME 524 February 2021

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Cover:

Rachel Moore and Josh Shankle left Ventura in 2016 aboard their Tayana 42 *Agape*. They've been quarantined in paradise for months so had time to capture this shot. Rachel says, "It was a super calm day and we used a dome port on our GoPro Hero 7 camera. I took an example shot of how I wanted it framed and had our friend snap the shot."

Their story leads off this month's Changes.

Photo: Rachel Moore / *Agape*

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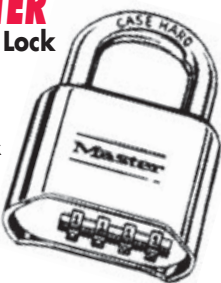
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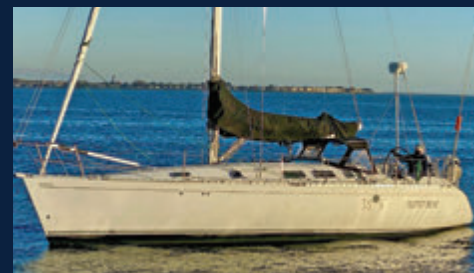
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# CALENDAR

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

Event organizers — Please send updates to [calendar@latitude38.com](mailto:calendar@latitude38.com). We'll post changes on the web version of *Calendar* at [www.latitude38.com/calendar](http://www.latitude38.com/calendar).

## Non-Race

**Feb. 2** — Groundhog Day.

**Feb. 3-24** — Wednesday Yachting Luncheon Series, StFYC, 12:30-1:30 p.m. Online via YouTube during SIP. Info, [www.stfyc.com](http://www.stfyc.com).

**Feb. 12** — Virtual Chantey Sing, online via Zoom, 7:30 p.m. NW Seaport, [www.nwseaport.org](http://www.nwseaport.org).

**Feb. 14** — Valentine's Day.

**Feb. 15** — Presidents' Day.

**Feb. 15, 22** — Women's Sailing Seminar: Down & Dirty diesel class with Meredith Anderson. \$20. IYC, [www.iyc.org](http://www.iyc.org).

**Feb. 27** — Full Snow Moon on a Saturday.

**Mar. 9-11** — NOAA Mariner's Decision Support Services Workshop, 7 a.m.-1 p.m. PST. Virtual conference hosted by the National Hurricane Center. Free, but registration is required. Info, [andrew.latto@noaa.gov](mailto:andrew.latto@noaa.gov).

**Mar. 14** — Spring forward one hour for Daylight Saving Time, 2 a.m.

## Racing

**Jan. 9-Mar. 17** — Winter Weather Window Timed Race in Santa Cruz. Race whenever you can inside the race window and you can get a crew together that complies with current county health regulations. SCYC, [www.scyc.org](http://www.scyc.org).

**Feb. 6** — Double Up and Back. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Feb. 13, Mar. 13** — Santana 22 Team Racing. SCYC, [www.scyc.org](http://www.scyc.org).

**Feb. 27** — Single- and Doublehanded Corinthian Race. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

**Feb. 27** — PHRF Warm-up #2 in Moss Landing. Elkhorn YC, [www.elkhornyachtclub.org](http://www.elkhornyachtclub.org).

**Feb. 28** — Tune-up Race. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Mar. 6** — Mercury Series on the Estuary begins. EYC, [www.encinal.org](http://www.encinal.org).

**Mar. 6** — John Pitcher Memorial Regatta. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Mar. 6-7** — California Dreamin' Series #1. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Mar. 6-7** — BAYS Winter Regatta. SFYC, [www.sfyf.org](http://www.sfyf.org).

**Mar. 6-7** — Islands Race. NHYC/SDYC, [www.sdyf.org](http://www.sdyf.org).

**Mar. 13** — Rites of Spring. OYC, [www.jibeset.net](http://www.jibeset.net) or [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**Mar. 13** — Spring Shorteez Regatta. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Mar. 13** — Long Distance Race. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Mar. 13** — Londerville Regatta. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Mar. 13-14** — Intercollegiate/High School Regatta. StFYC, [www.stfyc.com](http://www.stfyc.com).

## Midwinter Series

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

**BERKELEY YC** — Midwinters: 2/13-14; Champion of Champions: 2/28. Sunday Fun Races: every Sunday through March except when it conflicts with the above. Info, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**CAL SAILING CLUB** — Year-round Sunday morning dinghy races, intralclub only. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**CORINTHIAN YC** — Midwinters: 2/20-21. Info, [www.cyc.org](http://www.cyc.org)



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# CALENDAR

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**COYOTE POINT YC** — Winter Sails: 2/14, 2/28, 3/14, 3/28. Info, [regatta@cpyc.com](mailto:regatta@cpyc.com), [www.cpyc.com](http://www.cpyc.com) or (650) 773-6414.

**ENCINAL YC** — Jack Frost Midwinters: 2/6, 3/6. Info, [www.encinal.org](http://www.encinal.org).

**ISLAND YC** — Island Days: 2/14, 3/14. Info, [www.iyc.org](http://www.iyc.org) or [www.jibeset.net](http://www.jibeset.net).

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

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

**MONTEREY PENINSULA YC** — Perry Cup for Mercurys: 2/6. Info, [www.mercury-sail.com](http://www.mercury-sail.com).

**OAKLAND YC** — Sunday Brunch Series: 2/7, 2/21, 3/7, 3/21. Info, (510) 390-1620, [oycracecom@gmail.com](mailto:oycracecom@gmail.com) or [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**SANTA CRUZ YC** — Midwinter Series: 2/20, 3/20. Info, [www.scyc.org](http://www.scyc.org).

**SAUSALITO YC** — Chili Midwinter Series: 2/7, 3/7. RegattaPRO Winter One-Design Invitational: 2/13, 3/13. Info, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**SEQUOIA YC** — Winter Series: 2/13, 3/13 (St. Patrick's Day Race). Redwood Cup pursuit race series: 2/27, 3/27. Info, [www.sequoiayc.org](http://www.sequoiayc.org).

**TIBURON YC** — Bob & Esther Mott Midwinter Series: 2/6, 3/6. Info, [www.tyc.org](http://www.tyc.org).



PAT MCINTOSH

## In the Tropics

**Feb. 5-7** — Caribbean Multihull Challenge. St. Maarten YC, [www.smyc.com/caribbean-multihull-challenge](http://www.smyc.com/caribbean-multihull-challenge).

**Feb. 8-14** — 20th anniversary Zihua Sailfest, Zihuatanejo, Mexico. Fundraiser for education. Info, [www.porlosninos.com](http://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](mailto:cruisingnotes@yahoo.com).

**Mar. 4-7** — St. Maarten Heineken Regatta. World-class racing. St. Maarten YC, [www.heinekenregatta.com](http://www.heinekenregatta.com).

**Mar. 9-14** — Superyacht Challenge Antigua. Antigua YC, [www.superyachtchallengeantigua.com](http://www.superyachtchallengeantigua.com).

**Mar. 18-21** — St. Barths Bucket Regatta. St. Barth YC, [www.bucketregattas.com/stbarths](http://www.bucketregattas.com/stbarths).

**Mar. 19-25** — Newport Beach to Cabo San Lucas Race, 800 miles down the coast. NHYC, [www.nhyccaborace.com](http://www.nhyccaborace.com).

**Mar. 23-27** — Banderas Bay Regatta. Friendly racing for cruisers in Mexico. Vallarta YC, [www.vallartayachtclub.org](http://www.vallartayachtclub.org).

**Mar. 26-28** — St. Thomas International Regatta in USVI. St. Thomas YC, [www.stthomasinternationalregatta.com](http://www.stthomasinternationalregatta.com).

**Mar. 29-Apr. 4** — BVI Spring Regatta & Sailing Festival. Royal BVI YC, [www.bvispringregatta.org](http://www.bvispringregatta.org).

**Mar. 31-Apr. 6** — Antigua Classic Yacht Regatta. Antigua YC, [www.antiguaclassics.com](http://www.antiguaclassics.com).

**Apr. 11-17** — Les Voiles de St. Barth. St. Barth YC,

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## CALENDAR

[www.lesvoilesdestbarthrichardmille.com/us](http://www.lesvoilesdestbarthrichardmille.com/us).

**Apr. 16-18** — St. Croix International Regatta. St. Croix YC, [www.stcroixyc.com](http://www.stcroixyc.com).

**Apr. 23** — 73rd Newport to Ensenada Race starts. Deadline to enter is 5 p.m. on 4/8. NOSA, [www.nosa.org](http://www.nosa.org).

**Apr. 24-30** — Round Antigua Race and Antigua Sailing Week. Antigua Sailing Association, [www.sailingweek.com](http://www.sailingweek.com).

**May 11-15** — Tahiti Pearl Regatta. International fleet racing. Info, [www.tahitipearlregatta.com](http://www.tahitipearlregatta.com).

**June 19** — Singlehanded Transpacific Yacht Race to Hanalei starts from Tiburon. SSS, [www.sfbaysss.org/shtp](http://www.sfbaysss.org/shtp).

**July 13-17** — 51st Transpac Race to Honolulu starts from Los Angeles. Transpac YC, [www.transpacyc.com](http://www.transpacyc.com).

**July 16-18** — Tahiti-Moorea Sailing Rendez-vous. Latitude 38 co-sponsors. Info, [www.tahiti-moorea-sailing-rdv.com](http://www.tahiti-moorea-sailing-rdv.com).

Please send your calendar items by the 10th of the month to [calendar@latitude38.com](mailto: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.

### February Weekend Tides

NOAA predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
2/6Sat	0615/6.2 LOW	1328/-0.1 HIGH	2046/4.2 LOW	2146/4.6 HIGH
2/7Sun	0053/3.0 HIGH	0714/6.4 LOW	1427/-0.5 HIGH	2146/4.6 LOW
2/13Sat	0102/5.2	0611/2.1	1211/5.7	1836/-0.3
2/14Sun	0133/5.2	0654/1.9	1254/5.3	1910/0.2
2/15Mon	0202/5.2 HIGH	0739/1.8 LOW	1338/4.8 HIGH	1943/0.8 LOW
2/20Sat	0509/5.2 LOW	1242/0.9 HIGH	2025/3.8 LOW	2118/4.1 HIGH
2/21Sun	0010/3.3 LOW	0607/5.3 HIGH	1339/0.5 LOW	2118/4.1 HIGH
2/27Sat	0459/1.8 HIGH	1109/6.2 LOW	1734/-0.7 HIGH	1810/-0.4 LOW
2/28Sun	0027/5.3	0543/1.4	1157/6.0	1810/-0.4

### February Weekend Currents

NOAA predictions for SFB1202 .88 mile NE of the Golden Gate Bridge  
LAT/LON: 37.8292° N 122.4620° W

date/day	slack	max	slack	max
2/6Sat	0048 1500	0436/2.8F 1800/2.6F	0724 2130	1030/2.2E 2342/1.0E
2/7Sun	0154 1606	0536/2.8F 1900/3.0F	0824 2230	1136/2.2E
2/13Sat	0218 1400	0500/1.7E 1724/2.0E	0806 2048	1100/2.9F 2342/3.4F
2/14Sun	0300 1448	0542/1.7E 1800/1.8E	0854 2118	1148/2.7F
2/15Mon	0942 2142	0024/3.3F 1236/2.3F	0336 1536	0624/1.7E 1842/1.6E
2/20Sat	1406	0354/1.7F 1730/1.6F	0654 2130	0954/1.3E 2312/0.5E
2/21Sun	0048 1500	0454/1.6F 1830/1.8F	0742 2212	1048/1.4E
2/27Sat	0054 1242	0336/1.5E 1548/2.3E	0630 1924	0954/3.1F 2230/3.5F
2/28Sun	0130 1330	0412/1.8E 1636/2.3E	0718 1954	1042/3.2F 2312/3.6F

Source: <https://tidesandcurrents.noaa.gov>



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\* Includes membership initiation fee. Required dues of \$82/month are not included.

## LETTERS

### ↑↓ YES, I'M A PIRATE — IN THE TIME OF COVID

I should be aboard this week. It's only taken 20 years to regain my sea legs. Sure, varicose veins and age spots freckle my skin, but the skin I'm in has a lucky chance to rediscover the things I loved deeply about life afloat.

I arrived a few weeks ago. Antigua and Barbuda had advertised a Digital Nomad Visa, and the two-year time signature would give me an escape hatch from the wild world of American dysfunction in the time of COVID-19. Jumping through the hoops of immigration paid off. My new home will be these gorgeous islands of the Leewards to explore.

My new life as a returning cruiser? It feels much like it did 20 years ago aboard *Far Niente*, my Catana 431, but without a 6-month-old at my hip. My new boat, *Mahalo*, is a 40-ft Wauquiez sloop, hull #4. Her design comes from the sharp pencil of Ed Dubois for Henri Wauquiez in France. This will be the fourth French boat I've had the pleasure to own, with two previous Catana 431s and my current Mowgli dinghy, which I sail summers on unsalted Saugatuckian Lake Michigan and Hutchins Lake in #fabulousfennville.

So what's it like traveling in the time of COVID? I had a Santa Cruz friend refer to me as Trumpian. But I don't disregard the real threat of a pandemic. Instead I view travel during this time as a calculated risk. Precaution is key, mask-wearing and hand-washing a theme. In the state of lockdowns it's a victory in intentions and credit to the advent of the new Digital Nomad Visa to facilitate arrival to Antigua, dreams of scuba diving the carrot I needed.



CHRISTINE CURRIE

*Christine Currie said that traveling in the time of COVID is a matter of "calculated risk." Her destination of Antigua shows the obvious rewards.*

This time last year I found myself in Auckland with a few rigging jobs and a WWOOFing gig on the North Island in the lovely Bay of Islands, kicking fenders seeking a boat. My initial COVID lockdown was in Keri Keri, and my last year sequestered mostly in New Zealand and the Great Lakes state of Michigan.

There's a gift in time and mental bandwidth to have a two-year visa. My crew is now in college, and reintroducing my sons to the beauty of Antigua is something I look forward to. Quoting my favorite pirate, Jack Sparrow, nicely summarized the romance of sailing: "That's what a ship is, you know, not just a keel and a hull and a deck and sails, that's what a ship needs but what a ship is — what the *Black Pearl* really is — is freedom."

I am a bit of a pirate. I'll move aboard this week my two little duffel bags and 150 lbs of tools and dive gear. The boat shows pride of ownership and is packed full of cruising gear. There's a Spectra watermaker and room for a dive compressor. I'll spend the season learning her systems and doing a bit of brightwork on her teak and holly floors. Her bilges are clean and the wiring shows an attention to detail from the





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## LETTERS

organized mind of an engineer, her last owner.

I've learned that you can tell a lot from a boat by simply peeking into the nav station — all the records, logs for engine hours and maintenance. I'm in for a steep re-entry curve, but what else is one to do as the globe gets back on track? World goes sideways, go sailing, I say.

Christine Currie, KF6YFG  
s/v *Mahalo*, Wauquiez 40

On the hook, Jolly Harbour, Antigua

### DISPATCHES FROM EARLY IN THE PANDEMIC

I navigated the Andrews 70 *Mr. Bill* in the 1,000-mile San Diego to Puerto Vallarta Race in March. The race started on March 7, before the COVID-19 shutdown, and it took us five days to reach PV. I spent a week in Mexico getting the boat ready for the return delivery. We left PV on March 16, and made it to San Diego on March 23. It was 2 a.m., and we were approaching the San Diego entrance, when a bright spotlight lit us up. I went below and listened to the radio. It was the Coast Guard. They said to stop. They were coming alongside; they asked us where we were coming from. We said Puerto Vallarta, Mexico. They told us the border between the US and Mexico had closed to all non-essential traffic yesterday, March 22, and we had to go back to Ensenada.

I told them that we were a documented US vessel, and that we had three crew aboard who were all US citizens with their passports. We were heading to the Customs dock, and they could follow us in. Luckily, they let us go in, and followed us to the dock.

I went through Customs, which is now online on an app called CBP ROAM, then moved the boat to the fuel dock to get enough diesel to power to San Pedro.

When the fuel dock opened, I walked up the dock and into the fuel dock kiosk. The attendant yelled at me, "Six feet! And where is your mask?" I didn't know what he was talking about. We had come home to a changed world!

John Jourdane  
*Mr. Bill*, Andrews 70  
San Pedro

### HANDHELD-GPS ROUTE NAVIGATION SECRETS FOR COVID-TIME CREWS

After resuming racing last year with a greatly reduced COVID-era crew (usually two), using GPS routes for around-the-buoys race navigation moved from 'nice idea' to 'must do' category. Like many tiller-steered smallish race boats, mine has its compass, wind and water instruments on the mast, and the GPS is handheld. Storing each course on our chart as a route of waypoints representing the marks and start/finish was straightforward, but making the routes work for sailboat racing was much more difficult.

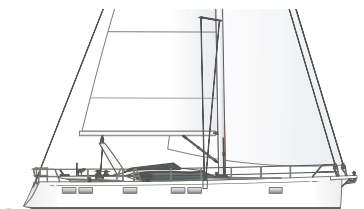
My GPSMAP 78sc showed maps of each course just as expected, but the GPS did not navigate courses as shown. It often started with the last leg, and even when starting the course correctly, got lost close to 100% of the time. Calls to Garmin support got nothing useful. The customer support had never heard of such a problem, and all emails disappeared into a black hole.

A lot of tests on land with three Garmin models allowed me to stop and look through other GPS pages to see what was happening and pointed me toward some literature. The picture became clearer. Land and 'marine' GPS models all act similarly, and sailors need to know 'secrets'\* to make them work:



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## LETTERS

1) The GPS will start a route on the nearest leg, which may be the first, last, or some other leg depending on where you are when the route is activated. GPS routes for courses with start/finish lines often start on the last leg, unless you carefully pick your location before activating the route. Alternately, when creating a route, place the route start/finish away from the race course start/finish. Put it toward the last mark of the course far enough so the pre-start maneuvering area is a "first-leg-is-the-nearest-leg" area.

2) For route leg-to-leg transitions, do not use the default 'Auto'. It is a 'nearest leg' rule and can actually be dangerous for cruisers. For buoy racers, it will cause the GPS to get lost almost 100% of the time. All mariners should use the 'Distance' option and racers should set the 'Radius' high enough to allow for maximum mark location errors in the racing area.

\*'Secret': Non-obvious needed information left out of user documentation.

Doug Hosford  
*Chaos Theory*, Olson 30  
Dana Point

### ↑↓ WHITALL STOKES ROUNDS CAPE HORN

Interesting comparison [of Whitall Stokes' around-the-world-attempt] with Jerome Rand's solo nonstop circumnavigation in 2017-18 on a Westsail 32 named *Mighty Sparrow*. Of course, Rand's voyage began and ended in Gloucester, Massachusetts, rather than the West Coast. Best of luck to Captain Stokes! Anyone wanting to vicariously share Rand's experience, check out his *Sailing into Oblivion*, a book guaranteed to quell any desire to sail the Southern Ocean.

At least for me.

Steve Garrity



WHITALL STOKES

*Whitall Stokes rounded Cape Horn on December 26. Not long after, the need to make repairs forced Stokes to abandon the nonstop part of his attempt; he tried for Ushuaia, Argentina, but was not allowed to dock or anchor, because of COVID concerns. He eventually made it to Puerto Williams in Chile — not far from Ushuaia.*

### ↑↓ ALWAYS KNEW HE WAS DESTINED FOR SOMETHING GREAT

Whitall was my first roomie at college. I always thought there was a better-than-average chance he would do such a feat. One way to isolate, I guess.

Bill McEachen

### ↑↓ WHEN TALL SHIPS MEET IN THE YARD

Thank you, Captain Skoriak, for writing this article. [The December 11 'Lectronic' *Matthew Turner* Meets 'C.A. Thayer' at Haulout]. You have been a longtime supporter of Call of



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## LETTERS

the Sea, and a steadfast volunteer during the *Matthew Turner's* construction.

Our educational tall ship made it into and out of drydock before the current COVID-19 lockdown, and is now back at the Bay Model/Army Corps of Engineers Pier in Sausalito, hunkering down during this darkening pandemic, and looking ahead to a brighter spring.

Steven Woodside  
Sausalito



JOHN WOODY SKORIAK

*No, these two tall ships — the 'C.A. Thayer' on the left and the 'Matthew Turner' on the right — are not preparing to joust. Both of these Bay Area vessels just happened to be in the yard at the same time. Their meticulous maintenance will keep them sailing for the next century.*

### ↑↓ SAILING FOR ANOTHER 100 YEARS

I'm glad to see the *Thayer* getting closer to being totally ready to take on another 100 years. I was at the Ribs to Ribs benefit and will never forget the up-close look at how she was put together.

Vince Casalaina  
*Blue Horizons, Snipe*  
Point Richmond

### ↑↓ IS THE COAST GUARD BOARDING BOATS AGAIN?

About a week ago, I encountered the Coast Guard checking boats near Richmond. They pulled me over but did not board. The next day, they were accompanying a boat into the harbor with the Coasties aboard. Have not seen them boarding boats in many years. Be on the lookout!

Craig Russell  
*Aquarius, Jeanneau Sun Odyssey 40*  
Emeryville

### ↑↓ IS THIS COAST GUARD DOCUMENTATION SOLICITATION (SOME HAVE CALLED IT A SCAM) STILL GOING ON? YES

I almost fell prey to a company that charges almost three times the actual cost of renewing your USCG documentation and thought others should be warned.

What better place to warn boaters than *Latitude*?

If you read their letter to the end, they do identify their letter as a solicitation, and themselves as a private company, which I suspect protects them from being prosecuted as scammers, but the letter and website are misleading enough that I'm sure they reel in many unsuspecting boaters.

[The "official" letter starts like this:]

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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 enjoyed having it and all the other sails you had made for us. We flew the A3 for over 8 hours the other day with only one jibe, it was just great. As always thanks for the help.

John Dinwiddie  
S/V Tabu Soro  
Hans Christian 38t

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## LETTERS



**You might see this official-looking seal atop an official-looking letter about an official matter. But Vessel Documentation Portal is a private service charging private-service money.**

With an official-looking seal in the background of the letter, you might think it was from the USCG.

You would be wrong.

This is a private company that wants to charge you \$75 for your USCG Documentation renewal when you can do that renewal online with the USCG for \$26. They sent the letter out a couple of weeks before the official letter from the USCG arrived, presumably hoping that the recipient would renew through them before the USCG made contact. The official notification from the USCG reads, "VESSEL RENEWAL NOTIFICATION APPLICATION FOR RENEWAL." Renewing through the Coast Guard's system is easy, and instructions are provided in the official letter.

Jeff Stine  
Osprey, 1985 Sabre 36  
Redwood City

### ↑↓ A TIMELY REMINDER TO CHECK YOUR TIDE CHART

Thanks for this timely reminder to check the tides now since the next few days will be the most extreme of the year. Normally I am in SoCal, but tomorrow I will be taking a Sunday drive to check out Humboldt Bay as close to dark as I can see anything. I expect much of the bay will be 'land'. The lowest is Tuesday [-1.87], but it will be an hour or so after dark. Not a good time to be stuck in the mud.

Mark Howe  
Adrenalin, Santa Cruz 50  
Point Richmond

*Readers — Mark is referring to the December 7 'Lectronic West Coast Tide Corrections: Are They Correct?*

### ↑↓ CORRECTING THE CORRECTIONS

Good eye for catching subtle details!

I suggest referencing NOAA Tide Predictions at: [www.tidesandcurrents.noaa.gov/tide\\_predictions](http://www.tidesandcurrents.noaa.gov/tide_predictions). There is a tremendous amount of valuable information published on this website, including graphs comparing actual tidal height measurements with predicted heights.

The NOAA prediction application confirms the approximate 60-minute difference in high tide times between Point Arena and the Gate. Your tidebook offset is not an error.

I suspect the difference in max and minimum tide at the Gate and other coastal locations is the time delay or damping effect with S.F. Bay and interior water volume change per foot of surface elevation change at the bridge. Tidal elevation change has to fill or drain the Bay interior volume before the elevation will change at the bridge. Filling or draining takes time, about 60 minutes' difference from Point Arena.

Marcus Crahan  
Dauntless, Hinckley 52  
Newport Beach



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## LETTERS



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*Is it a boat? Yes. Is it sailing? Yes. Is it dramatically different from anything we saw even 10 years ago? Oh, hell yes. Is it 'pretty' or 'classic' in the way that the Js, 12-Meters or even IACC boats were? Certainly not.*

### ↑↓ **THE AMERICA'S CUP IS BACK, IT COSTS MONEY TO WATCH ON TV, AND IT'S IN FOILING BOATS. LET THE DISSSENT BEGIN**

I read a couple of comments on Scuttlebut about folks who paid the money to watch the AC. They were sorely disappointed, as there was a large graphic on the page showing the course and only one camera on each boat to cover the race. Not sure they can get their money back.

Craig Russell

His second letter this *Letters*

### ↑↓ **THE UPSIDE**

I'm recording and watching the Cup for free on NBC Sports at 10 p.m. PST, channel 220 on DirecTV. The upside to the foiling era: lead changes. Rarely saw that in the slow boats.

Steve Rienhart

Cascade, Antrim 27  
Alameda

### ↑↓ **THE DRAG-RACE CUP?**

The races are generally boring: long drag races with one boat way in the lead the entire time. They need to force more interactions between the boats. Maybe a shorter course with many laps.

Sam Lord

*Sam and Steve — We're going to have to go with Steve here. There are certainly more lead changes in the foiling era than in the 'lead-mine', non-foiling days, when the boat that won the start would win the race some 90% of the time. So have we traded slow, boring laps around the racecourse for lightning-fast laps?*

### ↑↓ **UNIMPRESSED**

Unimpressed so far. The only positive is that it's a good excuse to go to the local sports pub!

David Hume

Hawaii

*David — There were pubs open in Hawaii in late December?*

### ↑↓ **A LIST OF ACCOLADES AND GRIEVANCES**

America's Cup, Day 1 of racing social-media posts:

- One broken boat
- US and Kiwis fast



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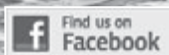
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## LETTERS

- Crew work sloppy for the Italians
- 632 posts from Kiwi fans telling everyone they have already won the Cup
- 137 posts by Americans complaining about paying for NBC to watch the Cup
- 68 posts complaining about the coverage
- 27 posts by Brits guaranteeing that Admiral Ben is secretly playing possum and will actually win the Cup, even though the Kiwis have already claimed it as their own
- 16 posts from boomers lamenting the good ol' days of 'real' sailing

Dion Watchorn  
New Zealand

### ↑↓ 505 OR AC75?

I'd rather watch 505 racing. Boats are still cheap, rules make it reasonably fair, and it's fast and furious if in the right location.

Barry Spanier  
Rosie G  
Berkeley

### ↑↓ I LIKE THE OLD BOATS, BUT I ACCEPT THE NEW

Would love to see the old majestic yachts race, but understand the need for an event that takes sailing to another level. Because of the current Cup racing, we have to understand what impact it has on everyday sailing. Better gear, sails, design, etc.

Peter Veasey

### ↓ MINIMAL IMPACT

It is very hard for some of us old-school salts to embrace this billionaires' race. In my humble opinion, it has a minimal impact on the majority of regular cruisers and sailors around the world.

Will James Sooter  
Latitude Nation

### ↓ WHEN THE CREW JUST PUMP OIL

I'm no purist, but while the tech's interesting to watch, it has little trickle-down effect on regular sailing. Windsurfing evolution is probably more responsible for much of the changes, such as carbon swept-back canting rigs, riding on foils, cambered sails, etc. But we've gained nothing from crew responsibilities being reduced to pumping hydraulic fluid.

Jim Gossman  
ReGale, West Wight Potter 18  
Benicia

Ah, the America's Cup, that sacred time when, once every four years, the sailing community comes together to bitterly debate the current iteration of the battle for the oldest trophy in sports, and to consider what it might mean for the sport and lifestyle as a whole. This is not a new argument. We've heard echoes of the letters you just read pretty much since the birth of the foiling era in 2013 — and you've probably read echoes of this response. (We certainly hear echoes as we're writing it.) Let's not forget that controversy has been woven into the fabric of the America's Cup for decades.

Since the Australians revealed their winged keel in 1983, the Cup has been an arms race in design and technology. Although we're not huge fans of the foiling era, and although we'd prefer to see more traditional boats at least somewhere in the Cup's months-long festivities, we think that the AC's quest for



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and wild; when it is calm and serene;  
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*— Martin Buxbaum*



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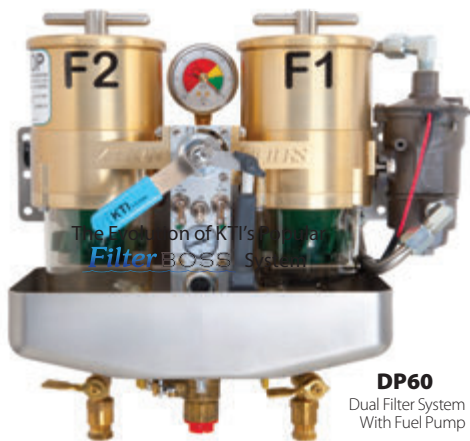
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## LETTERS

innovation is a good thing, because we believe it does trickle down to the rest of sailing in small, nuanced ways.

In early 2018, we spoke with several California foil designers and manufacturers, including the Newport Beach-based Morrelli & Melvin; nearly everyone in the industry credits the America's Cup for innovations in large cruising catamarans, as well as other sailboats, windsurfers and kitesurfers.

"Who cares?" the owners of 25- to 45-ft cruising boats — the majority of sailors — might rightly ask. Well, foiling may one day trickle down to even the most 'ordinary' of boats. "You could easily argue that foils justify themselves not just for performance, but also for cruising comfort," Nils Erikson, the technical and sales director for Gunboat Catamarans, told us. (Check out The Foiling Feature in the January 2018 issue of Latitude.) Foils can reduce both pitch and heave, making even the most conventional boat more stable and comfortable. And, as one reader pointed out, it's not just foils; the technology trickles down to sails, gear, materials, etc. Yes — initially, it's limited to high-end sailing — although foils for surfboards and kiteboards are a relatively affordable niche — but the hope is that the technology tide eventually raises all ships.

It would be so easy to throw the old salts a bone (and bring in more views and money). The Js were wildly popular when they raced at the 2017 Cup in Bermuda. How about a fleet of 12-Meters, and every Olympic-class dinghy? The foiling boats are awesome, they really are, but use the spotlight on the new to show the world the entire sailing universe. (COVID probably erased any extracurricular regattas this year.)

And while you're at it, let the Cup teams have some fun on a bunch of different boats. Let's make sure they can do more than just pump oil!

### ↑↓ MORE MOORE 24 MEMORIES

I owned hull #13, a yellow boat that, back in the '90s, was on the Moore website until it crashed.

I miss that boat so much.

I've never had more fun sailing, ever. I would race on a Sunday and after the race go for a sail. If you own [a Moore 24] don't sell it, as you will regret it. I am surprised that someone isn't building more of these, maybe with an open transom, modern rudder and updated keel.

James Duncan

Lamenting the days as a Moore 24 owner



Two Moore 24s downwind through the Delta in summer 2020.

Readers — James' comment was throwing it way back to the July 22, 2020, 'Electronic Latitude, Seven Moore 24s



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## LETTERS

Happen to Sail to Stockton on the Same Day.

### ↑↓ **MORE MEMORIES OF THE CLASSIC SCHOONER VIVEKA**

I sailed on *Viveka* in '77, when we broke both masts off Molokai trying to make Oahu in record time in the Lahaina Labor Day race, knocking off Peter Fonda's *Tatoosh*. I was back next year, on my honeymoon, when four of us broke the boom one week before same race in Hawaii. Merl [Petersen, *Viveka*'s former owner] had the boom fixed in time for the race. Stupid me arranged a new ride! Fortunately, I saw Merl on his boat for his 90th birthday.

Gordon Fischer



LATITUDE / JOHN

*The recently restored 'Viveka' sailing on San Francisco Bay in November 2020.*

### ↑↓ **CLASSIC SOUTH OF THE BORDER**

I spotted *Viveka* recently (December 23, 2020) in Ensenada at Cruiseport Village Marina. Stunning.

Mark Anderson

### ↑↓ **KUDOS**

Good on *Viveka* getting a refit, compliments of Rutherford's Boat Shop in Richmond, and finally setting back out to sea. Just to reassure her fans and survivors, to keep things right, some of Merl's ashes are aboard and he'll remain quietly in charge for years to come.

Ray Conrady

### ↑↓ **SAN JUAN SAILING WAY BACK IN 2009**

How did I become a certified sailor 12 years ago without a boat? I have been sailing since 1987, when I started bumming rides from people who have sailboats and would take on a novice who was enthusiastic and had enjoyed San Francisco Bay since my childhood.

I finally decided to bite the bullet and buy a boat but wanted to know how to sail properly and have some practical experience from a licensed captain and fundamentals of sailing under my belt. Having read *Latitude 38* for years, I saw an ad for San Juan Sailing School in the Northwest, and saw the best deal in town: Seven days, six nights, food and a boating education in the San Juan Islands.

The learn-n-cruise program involved certification, practical experience and tests that would give me a better rate on insurance and confidence that I needed to be my own captain. I had never been to Bellingham, Washington, let alone the San Juan Islands and Canada, but this seemed to be an opportunity that would be an adventure and vacation with four strangers and a master captain on a old 43-ft Hans Christian ketch.





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## LETTERS

After flying into the Bellingham airport, I was met by a van with food and crew to take me to the docks. After arriving, I saw what looked like a ton of food boxes and luggage for five people. I could not imagine where all this was going to be stowed! The ports of call were somewhat determined based on our needs, weather and wind. After seeing the salon of this big, old-school keelboat with beautiful teak and brass I was already captivated! My fellow students included a younger husband and wife and her sister, so I was the odd one out but got a little quarter berth for my sleeping compartment.

This was in June, so the weather was supposed to be the beginning of summer, but that's another story when you're going to Friday Harbor, Lopez Island and Victoria, British Columbia, and looking for wind on the Straits of Rosario, Haro or Georgia! Luckily there were beautiful photo opportunities of what nature has to offer in the Northwest to someone who was there — but, with my eyes wide open and following orders!

As I was concerned about passing all my tests, both written and practical, I did not want to waste too much time being a tourist and enjoying the adult beverages and food on board and at the selected ports of call.



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*Although summer cruising in the San Juans is typically characterized by light (or nonexistent) wind, there aren't many West Coast destinations that can beat that view.*

This was an experience where we rotated jobs and positions on the boat, from navigation to cooking, mechanics and piloting! Yes, there were times when we could enjoy the calm waters and kayak at night or in the early morning and mingle with other boaters. There were also moments of freezing-cold winds and navigation that required attention by everyone!

To make a long story short I would do it again in a heartbeat with my wife and charter of a two bedroom two bath condo on the water with newer comforts, warmer weather and more time to roam around the wonderful ports of call! Now that I'm retired, I have the time, and, once this COVID-19 pandemic passes, this is on the top of my bucket list! Meanwhile, I will sail the San Francisco Bay and the coast on my 1976 Islander 36, a classic plastic and enjoy my fellowship with other sailors.

Robert DaPrato

Bella Luna

Emery Cove Marina

↑↑ IN LATE DECEMBER, THREE OF THE LARGEST CRANES IN THE WORLD WERE DELIVERED FROM CHINA TO THE PORT OF OAKLAND, SPARKING A HEALTHY DEBATE ABOUT TRADE AND GLOBALISM



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## LETTERS



LATITUDE / JOHN

*The post being discussed is the December 30 'Electronic Latitude,' 'Delivery Day for the Port of Oakland Terminal Cranes.' This ship arrived in San Francisco Bay from China two days before the New Year.*

So Oakland had the cranes built in China and shipped on a Chinese ship just to unload countless tons of Chinese products. We're doomed.

Bill

### THE PROPER SOLUTION

[Responding to the letter above:] Works for me. Boost to the Bay Area economy. Otherwise the ships just go someplace else. You can't solve fundamental national trade problems by erecting artificial local barriers. (The proper solution is to invest in education, workers, manufacturing and exporting. That's how Germany became a world manufacturing powerhouse despite high labor costs and a strong social safety net.)

John Navas

### TRUTH IN BOTH SENTIMENTS

I think Bill and John are both right. Interestingly, the biggest container cranes on the West Coast used to be built on Blanding Ave. in Alameda. This waterfront site now is vacant awaiting condos. The Germans provided two cranes to the port in the '80s. They did the design and the hoist machinery. The large structural pieces were fabricated in Stockton and then erected on site by a local contractor that did that type of work all over the US.

The Chinese targeted this industry with cheap labor and a logical and clever business plan. They combined a steel fabrication company (which also erected the container cranes on their factory site) with a shipping and shipbuilding company that provided ships specifically designed to haul container cranes — and then self-insured the delivery voyages (probably with the resources of the Chinese government).

The cranes are loaded onto the ship with the wheel trucks oriented athwartship for efficiency in loading and offloading. The downside is that there is more risk of accidentally downloading in a storm. Hence the need for self-insurance (and good weather forecasting), as independent insurance companies wouldn't insure such a method.

Another interesting fact is that even though these cranes are built in China, they are still designed by an excellent engineering company on Grand Ave. in Oakland that originally designed for the company in Alameda.

The outstanding Chinese business model would probably run afoul of anti-monopoly, antitrust-type regulation if it were set up in this country. And the Port has to waive its stringent hire-in-Oakland program that local contractors must attempt to fulfill. But, as stated by John, the port needs to be competitive and can't solve national problems.

Steve Grogan  
Alameda

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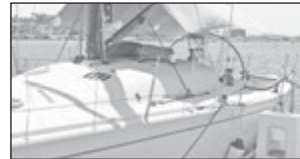
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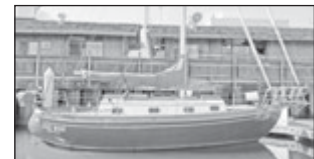
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## LETTERS

### ↑↓ **DEBATING A NEW FERRY LINE IN BERKELEY, AND WADING INTO PUBLIC-TRANSPORTATION POLICY**

Having ridden the ferries in the late '40s and early '50s, I loved them — Jack London and the *Sea Wolf* notwithstanding. It would be a great tourist attraction, as well as relieving current freeway congestion.

Ken Brinkley  
Planet Latitude

*Readers — Ken is referring to the two-part 'Electronic Latitude series The Pros and Cons of a New Ferry Line at Berkeley Marina, published on December 21 and 23.*

### ↑↓ **LAND VS. WATER TRANSIT**

Over-the-water mass transit is not nearly as practical as land-based systems. Land-based buses have flexibility for peak and non-peak hours by adding and deleting reasonably sized units. While watercraft can utilize basically free routes, they can be restricted by weather and require expensive terminals. Those terminals also become choke points in peak times, and would need additional parking, street upgrades and other ancillary services. To be even a modest success would require an enormous initial outlay, and right now is not a good time. [The Berkeley ferry project] needs to be shelved while resources are used elsewhere and possible alternatives considered. I am not convinced that this has been thought out well enough.

Mike Bravo

### ↑↓ **WETA, THE BAY AREA'S LARGEST COMMUTER FERRY LINE, PLANS TO ADD AROUND SEVEN FERRY LINES IN THE BAY AREA. HOW MANY WILL BE HYBRIDS?**

I see the City and/or developer is building a new pier on the west side of Treasure Island for ferries to run between the island and the San Francisco Ferry Terminal. Any news on who will be in charge of that, and whether that will be a higher-tech boat than the rest of the S.F. fleet?

Tom Gandesbery

*Tom — There is no word on the type of boats being considered for TI, but there has been strong lobbying for wind-assist and low-emission vessels on the route.*

### ↑↓ **ON THE QUESTION OF WHICH IS THE MOST EFFICIENT MODE OF TRANSPORTATION:**

While it may have been true (based upon an older-generation 25-knots ferry) that the ferry outperforms a single-occupant car efficiency at 20 miles per gallon (mpg), it is certainly not true of the newer and larger 32-knot WETA vessels. The passenger miles per gallon (pmpg) for the entire WETA is just 13, with the Vallejo route the most efficient at 17 pmpg; the least efficient route at 5 pmpg or lower. Also, the newer WETA vessels had to be lengthened about 8 feet to accommodate a couple of tons of emission filters, making the 'cleaner' diesels burn even more fuel. Diesel Free by 2033? Great slogan, but...

The average car efficiency now stands at 26 mpg for a single-occupancy vehicle (combined city and highway), not 20 mpg, and if you have two people, then it's 52 pmpg. If you have a Prius hybrid (55 mpg), you can get 110 pmpg with two passengers. And so on. Ferries also have the problem of many commute lines where the vessel returns from a full run essentially empty, so the highest utilization over both legs might achieve 50% capacity. Whereas a single car does not return empty, but with the same passenger load. That






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## LETTERS

ferry is still burning 300 gallons per hour on that essentially empty return trip.

Now, include all-electric vehicles that can get 110 mpg (e = electric equivalent) with two passengers, and you are up to 220 pmpg. This is far better than any diesel-powered ferry could ever achieve, and approaching the efficiency of the BART system of 270 pmpg.

We have run into public transportation gurus who do not like to admit that the single-passenger car is more efficient than most of the public transportation systems. In Napa, where I live, the VINE (aka Napa Transportation System) runs 40- to 50-passenger buses with one or two people on board — and one of those is the driver! Essentially, it is a single-passenger vehicle



*The new generation of Bay Area ferries, such as this WETA vessel, have the cleanest diesel engines ever to hit the water — but they're still guzzlers. Traveling at upward of 30 knots, these boats can burn some 300 gallons of diesel in an hour.*

that gets 6 mpg; with two people on board, that is 12 pmpg — worse than the ferries. And *no one* aspires to take the bus; they would rather bike or take Uber. Napa is an ideal town for bikes. Transportation gurus are trying to build a big-city-style transportation system in a rural county, and as always they are fighting the *last* war. That system costs 16 million per year to produce an untold thousand of tons of greenhouse gases (GHG). It's sheer madness.

An all-electric Uber-/on-demand-type service could take 10 times more passengers directly to their destinations, when they wanted to go (no waiting at bus stops) for half the cost of the empty buses, and with 30 times less GHG emitted.

At least people *love* the ferry! Nobody likes to wait for the bus.

A detailed wind study showed that the all-electric ferry to Alcatraz was going to get 75% of its motive power from the wind; the rest would have been electric — it would have blown BART out of the water for efficiency. But just as I do not want politicians designing the health care system (leave that to the experts like Kaiser Permanente), we need some new thinking for the ferry system. Otherwise, WETA will have some serious white elephants to sell off before 2033.

Jay Gardner

President, Adventure Cat Sailing Charters  
President, Wind+Wing Technologies

### ↑↓ THE TRICK OF TRYING TO REDUCE EMISSIONS

I salute the need to reduce driving to the ferry. What's the point of trying to reduce carbon emissions if people still drive the bulk of the way, especially since we seem to constantly encourage driving by upgrading facilities for cars? Not removing the natural speed bumps on University [Avenue, leading into Berkeley Marina] would be an easy — and cost-saving — place to start.

Additionally, I'd like to note that it would be wrong to assume everyone arriving by foot to the ferry has driven to the marina. Some people walk or use a bicycle, and we already subsidize parking enough through taxes or

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# LETTERS

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I. Sargin  
Berkeley

## ⬆️⬆️ **ELECTRICITY'S MARITIME FUTURE**

Hybrid systems can effectively provide propulsion and electrical power generation. Check out these systems: [www.hybridmarine.co.uk/index.php/products/seagoing-hybrids](http://www.hybridmarine.co.uk/index.php/products/seagoing-hybrids). I'm sure there are others. The increasing energy density of batteries at ever lower prices means electricity's maritime future is bright.

Cal Mann

## ⬆️⬆️ **THEY ALREADY HAVE ELECTRIC FERRIES IN NORWAY. LOTS OF THEM**

For what it is worth, the Red and White fleet already has a hybrid ferry. Secondly, either Blue and Gold or Red and White has a "wind assisted" ferry; it sports two vertical-axis wind turbines mounted on the top. I'm sure they can't create much energy, but at least she is running in the San Francisco Bay and may offer some data.

Thirdly, Norway has been operating a large battery-powered ferry since 2015.

The electric ferry *Ampere* entered into service in early 2015. It crosses the Sognefjord about 34 times a day (17 round trips) and has a capacity of 360 passengers and 120 cars. The 6-kilometer crossing takes 20 minutes. The 1,000 kWh Li-ion battery system of the ferry is charged at each quay for about 10 minutes.

Lastly, it would seem that the proposed run from Treasure Island for sure, and likely Richmond, and Berkeley, would be ideal for battery-powered ferry boats.

Armand Seguin  
Vallejo

*Readers — We'll admit that we went into this story with a bias. We wanted to believe that the ferry — and by association, mariners and the maritime trades — could solve the Bay Area's transportation problems. Through the course of reporting this story, a singular fact was reinforced: Ferries, in their current diesel form, are the least efficient mode of transportation in terms of miles per gallon per passenger. Ferries' diesels are getting cleaner, but as a whole, transportation — from car to municipal rail to bus and ferry — represents around 60% of California's carbon dioxide emissions.*

*Armand — We took a spin on Enhydra, the Red and White Fleet's 600-passenger, 128-ft lithium-ion battery plug-in, in 2019 when the Sail GP fleet was in town. Because it's a sight-seeing boat, Enhydra cruises the Central Bay "in all electric-mode at 7 knots for two-plus hours, consuming less than 8 gallons [of diesel] per hour," according to Red and White, which aims to have its four-vessel fleet emissions-free by 2025. Enhydra doesn't have to do the speeds and distances that commuter ferries must, and is in a different class of vessel and ferry service altogether.*

*Is there a comparable electric vessel that can do the 30-ish knots over 20-plus-mile routes? Yes, there are a few boats out there, but large ferry agencies prefer to develop vessels that are hyper-specific to the routes they serve.*

*The Water Emergency Transportation Authority, or WETA, recently received a \$9.1 million grant from a California state agency for a new all-electric vessel and related shoreline charging infrastructure on the Mission Bay and the downtown San Francisco ferry terminals. Could this be the breakthrough prototype that opens the door for hybrids on the Bay? "That's why we're so excited about this vessel," a spokesperson for*



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## LETTERS



*The 137-ft 'Rygerelektra', a sightseeing vessel, has been called the world's fastest electric passenger ferry, with a top speed of 23 knots and a range of 50 miles while traveling at 17 knots. (At 18 knots, 'Rygerelektra's range falls to 40 miles, illustrating one of the rubs with electric-hybrid vessels.)*

WETA told us. "Then we go from there, and build additional smaller and bigger ones."

But wait a minute — are hybrid ferries even the right answer? Speed, unfortunately, is inversely related to what hybrids do best. "Remember that power is proportional to speed cubed, so you only have to slow down a little to get a lot of efficiency back," wrote Paul Kamen. "Hybrid power makes no sense for an application that requires steady, continuous power output. The low-carbon output from demo projects is a consequence of lower speed, not hybrid power. Hybrid is great for cars because they require frequent power surges. But that's not the case for boats and ships."

Don't forget about wind-assist vessels. Wind+Wing Technologies has lobbied several of the Bay Area's public and private ferry services to consider wind. (The aforementioned Morrelli & Melvin have been involved in design.)

As green as California proclaims, and legitimately strives, to be, getting public-transportation agencies to wean themselves from the proven reliability of diesel is a monumental task. It will take time, but we hope we can all agree that the Bay Area should have cutting-edge vessels worthy of its maritime and technological heritages.

Vessels are just part of the consideration for cities to make, and every city is different. In Berkeley, the ferry is inextricably tied to the Marina's shuttered pier; the city wants to partner with WETA to rebuild the structure, which would also serve as the new ferry terminal. For cash-strapped Berkeley, the appeal of a partner with deep pockets is obvious.

Is it possible to build the best ferry line for the city while coupling an unrelated municipal need with the project? (If WETA doesn't start a new line in Berkeley, then the pier will likely sit, decaying as is, indefinitely.)

What will a ferry line that's good for the city look like? It generates revenue, it serves a proven demographic, and it mitigates its footprint as much as needed. The ferry terminal will take up water on one of the most well-used corners of the Bay. A ferry will also take up parking, which is already in short supply. "People love ferries, and I do too, but a Berkeley-to-S.F. ferry only works as a relatively high-priced 'boutique' service," Kamen said.

If Bay Area ferries truly were the culmination of California's environmental policy ambitions and the Bay Area's technical savvy, then some ferry lines in some cities might make sense, and could relieve some congestion. Traffic is itself a multiplier of inefficient uses of time and resources. How many vehicles and how much congestion can we possibly tolerate? (FYI: The Bay Area adds some 55,000 vehicles to the road each year.)

As long as we're having the conversation, how many human beings can we possibly tolerate? It's a little headier than transportation policy, but at some point, humanity must look at its growth, and sincerely ask what it can sustain.



# LETTERS

## BAADS MOURNS THE LOSS OF LONGTIME MEMBER FERNANDA CASTELO

The Bay Area Association of Disabled Sailors (BAADS) is very sad to report that one of our longtime members, Fernanda Castelo, died on December 12, 2020. She was 64. Fernanda was an active sailor in both our keelboat and small-boat programs, where she was a fierce competitor and good friend. She competed in many races in different classes (Liberty, 303, RS Venture, Martin 16 and assorted keelboats) in San Francisco, San Diego, Newport, RI, and beyond. She was also the proud skipper of the winning boat for South Beach Yacht Club's Red Bra Regatta in 2018.



CHRIS BARRINEAU / WWW.CHRISBARRINEAU.COM

*Fernanda Castelo was one of the most passionate sailors we've ever had the pleasure of meeting.*

Fernanda was instrumental in BAADS' involvement with the America's Cup held in San Francisco in 2013. She organized a spirited racing day between Oracle's top sailors and our own intrepid skippers. Fernanda was also a driving force of a three-year campaign for the Richmond Yacht Club to install a portable Hoyer lift so that sailors with mobility disabilities could transfer onto boats. After the lift was installed, RYC hosted an inclusive US Sailing instructors' course. She also inspired other yacht clubs to install their own lifts.

BAADS and SBYC will be holding an Eight Bells ceremony for her sometime in the following weeks when it's safe for us to gather together.

Sail on, sailor! Rest in peace, our friend.

Kathi Pugh  
Commodore, BAADS  
San Francisco

*Readers — We first met Fernanda at the Richmond boat show in 2017. She was kind and unassuming, but unabashedly stoked about sailing. She died of cancer. Our hearts go out to her family and the BAADS community.*

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

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## LOOSE LIPS

How often do we see a sailboat on the back of a truck? A large-looking catamaran at that. Imagine being in the small white car beneath the port-side hull — though fortunately it looks unoccupied. We can only guess at the skill, patience and forethought that would have gone into maneuvering and securing 'M' *AlyséOci* onto her trailer. And let's not forget the skill of the truck driver. Several readers were wondering if he had taken a wrong turn. "Why did I take this short cut?" — William Parsons. "I don't think we are in Venice!" — Thomas Burke. Of course some readers took a laid-back approach. "Relax, I got this." — Phil Kinnison. However, as usual, there can be only one overall winner, which you will find immediately below the photo, followed by our next favorite top 10.



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**"Damnit, John! You gave them our house address for delivery instead of the marina's!" — Kent Carter**

The next top ten:

"But, darling, you said catamarans don't lean!" — Rich Brazil

"We're gonna need a bigger street." — Sean Casey

"Oy! I said rent a CARAVAN for the trip to Brighton Beach!" — Ron Harben

"Ah, what's up, Dock? I knew I should have taken a left turn at Albuquerque!" — Ericandkerry Meier

"The ad said 'easily trailerable.'" — Greg Torok

"In 2021, Vinny creates an entirely new trend in real estate for penthouse apartments." — Kelvin D. Meeks

"Before deciding to build a boat in your backyard be sure to check development plans in your neighborhood!" — Brad Kerstetter

"Measured twice. Don't worry, it'll fit!" — Peter Schoen

"Ernesto was having trouble finding moorage for his new catamaran." — Don Cavers

"Says here we have to tack at the next light ... George!" — Jeff Collier

And judging by the angle of the catamaran in the photo above, our quote this month might be quite appropriate ...

**"A**ny damn fool can navigate the world sober. It takes a really good sailor to do it drunk." — Sir Francis Chichester

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## prada cup — expect the unexpected

What have we learned so far in the Prada Cup Selection Series? That after three years in the making, it has come down to three weeks of critical racing. When it comes to competition for the oldest trophy in sports, expect the unexpected!

Every day of racing has been unpredictable, challenging, and downright bizarre. Races to date have either been filled with minefields of light-air puffs — with the winner of two of those three race days determined by 'lottery' — either by popping up on their foils first and being fast enough to connect the dots or just trying to survive big pressure blasts that seemed to come out of nowhere.

With just over a month to go until the 36th America's Cup Match is set to commence, the British INEOS Team UK find themselves on top of the leaderboard and will wait until February 13 for a worthy opponent.

It will either be Challenger of Record Luna Rossa Prada Pirelli, with Francesco Bruni and Jimmy Spithill sharing the steering duties, or the wounded warriors from American Magic as they return to racing with their patched-up AC75 *Patriot*.

"We don't get desperate; it's more excitement. There is a

real incentive for all of these teams to win," remarked Spithill. "There is a lot on the line. And American Magic? There is no doubt in my mind they will be back. They were very quick leading into it. For now, we can't worry about them."

The racing to date has gone horribly wrong for American Magic, though *Patriot* has shown herself at times to be the fastest boat in Auckland when they are not making mistakes, or when they're up and foiling, or when they are not upside down! But time is running out for the Americans, who have to win a best-of-seven series on a short turnaround or they will be eliminated.

The day they capsized, American Magic had sailed a brilliant race against the Italians after stumbling at the start. They had arrived late after a last-minute sail change, but by the time they were bearing down at more than 40 knots toward that fateful gate, helmsman Dean Barker, over objections from tactician Paul Goodison, went for a somewhat aggressive move by launching a bear-away jibe at the top of the course in a squall, which is one of the diciest maneuvers you can pull off. The high-risk maneuver offered no reward.



This page: It took Herculean efforts to keep 'Patriot' afloat. Right page, top to bottom: The fateful moment when 'Patriot' lies on her side and the full extent of the damage is just being realized; American Magic's shore, production, design and sailing teams worked 24 hours a day to get 'Patriot' ready for the semifinals; American 'patriotism' and support on full display.



## prada cup — continued

COR36 / STUDIO BORLENGHI



Terry Hutchinson

After *Patriot* capsized, she almost sank. If not for the heroic efforts of the American Magic crew, all the other teams, especially the Kiwis, and the New Zealand coastal authorities, the foiling monohull would surely have been on its way down toward Davy Jones' locker at the bottom of the Hauraki Gulf.

But thankfully that didn't happen. *Patriot* made it back to the team's compound bruised and battered, but not completely broken.

There has been much discussion about the communication processes that take place with the different teams. Everything happens lightning-fast, and it takes mere seconds for disaster to strike. Each team has a different lay-out on their boat and mechanism with which to communicate. There has been speculation that communication issues on *Pa-*

*triot* about which gate they should have taken may have contributed to the accident.

"I only see 50% of the race, but I have complete faith in Dean and Goodie," said American Magic skipper and CEO Terry Hutchinson. "I have raced with them enough to know that at certain times my voice is not needed, and if there was a strong enough opinion one way or the other, I would certainly jump in and try to overrule it, but it wasn't required in that situation."

"The big difference about these boats compared to traditional boats is that the visibility is so poor," said Giles Scott, tactician for INEOS Team UK. "We run a split crew, so being able to put the boat in the right position does just require clear and precise comms. The tactical role on board our boat is very much split between Ben [Ainslie] and I, so we need to be on the same page."

"What we ended our debrief with was: When we make the decision, we make the decision," said Hutchinson. "We live and die by those decisions, and we can critique them afterward and make sure we get better from it."

For *Patriot*, the priority has been patching up that gaping hole in her side, installing a brand-new foil-canting system, rebuilding the hydraulics, and piecing together miles of electrical wiring so that their Frankenstein of a fast boat can do the impossible by performing some magic and coming away with a miraculous turnaround. We'll see.

In light of American Magic's capsize, regatta director Iain Murray has instigated a couple of changes to the rules. By implementing an expanded inner-city racing zone with its fan-friendly viewing opportunities, Murray has combined the priority Course C that runs from North Head out to Rangitoto Island and cannibalized parts of Courses B and D to keep the competition closer to the friendly confines of Waitemata Harbour and off the hazardous Hauraki Gulf. The open racecourse areas away from the city have gotten the better of these blazingly fast but extremely fragile foiling monohulls, which have proven vulnerable to increases in wind and waves.

A new safety rule will see a boat instantly ruled out of the race the moment it capsizes to allow quicker rescue assistance, as it seemed that American Magic languished on its side for an inordinate amount of time before chase boats and rescuers arrived by its side. Up until then, the rules dictated that a boat would only be disqualified when it received outside assistance.

"It was pretty hairball. I was trying to eject out of my spot, and we ended up with knives out, cutting our way out," said Hutchinson. "The first priority is getting the crew out, and fortunately we were all out, I think probably within a minute. [Being trapped] underneath the mainsail is unnerving, to say the least."

"It has become very clear to everyone that when a boat capsizes, it's 99% out of the race," said Murray. "We are trying to bring the safety forward to make it as efficient as we can. After reviewing what happened when they took nearly five minutes for that assistance to be given, we felt there was a four-minute window of opportunity that help could have been directed straight at the yacht."

"We want to get there and get a head count and make sure everything is all right. Our target is to do that within a minute, and we want to render assistance straight away. It's a small change to the rule, but automatically it allows people to get on the job."

So, it is all on for the Prada Cup. May the best team win, and may the winner reap the rewards. The losers will have a lot of explaining to do!

— mark reid



GILLES MARTIN-RAGET



SAILING ENERGY / AMERICAN MAGIC



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## making dreams come true

*When 25-year-old Liz Clark solo-sailed south from Santa Barbara in 2005 aboard the Cal 40 Swell, she had little idea what lay in store beyond surfing and exploring new places. Almost 16 years later, she has become an author, motivational speaker, environmental advocate, and an inspiration to many — especially to other young women hoping to fulfill their own dreams of adventure. Liz gets lots of letters and emails from young people, but this one was so eloquent and heartfelt, she asked us if we would share it so that the author might find her perfect mentor, like Liz, who was so fortunate to find hers in Dr. Barry Schuyler. Liz is currently taking a break from cruising to focus on her environmental activism from her land base in French Polynesia, where Swell is moored out in front.*

Liz Clark,

My name is Rachel Morris, I have a big dream and I am hoping you can help me make it a reality. I am sorry if this is long or if you receive many of these kinds of emails, but I have a driving feeling that I need to send this on the off chance that you can help me.

I want to sail. I want to sail so bad my stomach gets butterflies just thinking about it in my small apartment in the mountains of North Carolina. I am 22 years old and teach second grade at an alternative school in Asheville. I have recently graduated from the University of North Carolina at Chapel Hill with a degree in Neuroscience and Psychology, and before July 2020, had never sailed before. But this dream has been deep in my bones, floating around my head and up in the stars for my whole life.

My greatest role model was my great aunt, Nina Ann. She sailed all around before getting breast cancer and moving her boat to Lake Norman, NC, to receive chemotherapy. My very earliest memories are there, aboard her boat called *Pure Joy*. I would sit in her lap in the cockpit, wearing her red baseball hat, while she told me how she would teach me to sail once she got better. Unfortunately, cancer won the battle before that happened. She died when I was five. I have been wearing a red baseball cap and searching for the perfect sailing mentor ever since.

I rejected any typical path to learning to sail due to the deep desire for some older person to take me under their wing and teach me. This May, with inter-generational sailing magic on my side, I got the craziest last-minute opportunity to hop on board a Swan 48 to compete in the Spirit of Bermuda Rally. My first time sailing was a mad dash to Bermuda and back, beating upwind the entire way there. Baptism by fire. I began to love fighting my way through making dinner for everyone. I got better at tacking and slowly gained confidence going forward, even in large seas. I grinned through the 48 hours we played 'dodge squall' and cried during my night watch when I saw bioluminescence for the first time. Being offshore was the most exhausting, exhilarating, fulfilling thing I have ever experienced.

A few weeks after returning, I began teaching second grade; my bruises from hitting my shins against everything on deck were still in full force. I have been teaching completely outside due to the pandemic. Watching the kids adjust to the changing seasons and the rainy weather reminds me of some of the discomforts of offshore sailing, but there is also such joy in getting to be together during a time in the world when many are alone and confined. While I love teaching in this small mountain town, I can't help but to spend most of my free time craving the water. I know so little about sailing. I wouldn't even say that I know how to sail, but I have never wanted something so badly. As this school year comes to an end, I am preparing to make some big moves, but need some direction.

The idea of living on a sailboat always felt like a faraway dream to me, like something that could never happen because I didn't know anyone who did it. I didn't even grow up knowing anyone who knew how to sail. But it's been this life source for me, dreaming about it. Of course, there was the large possibility that I would actually get there and hate it. Or that I would be too weak or uncomfortable. But since completing the trial run that was the Spirit of Bermuda Rally, I can't stop thinking about it. I loved it, and there is nothing else I want to be doing right now.

continued on outside column of next sightings page

## dial up the latitude

Need to look up something *Latitude 38* published in 1977? Now you can do that in your jammies. We've posted all 524 issues online in their entirety. You no longer need to put actual clothes on and drive to Mill Valley to rummage around in our dusty basement (you haven't been able to do that since March 2020 anyway, due to you-know-what).

Better yet, anyone can peruse the back issues to their heart's content for free, with no need to sign up for anything or log in.

To get started, go to [www.latitude38.com](http://www.latitude38.com), click on "MAGAZINE" in the light blue bar at the top of the page, scroll down past the current issue and the blue "Subscribe" bar, and you'll find tabs for all 44 years.

**Spread:** Rachel Morris on her way to Bermuda. "I clearly did not have proper foul weather gear, but managed to laugh hard all day in my demolished old rain jacket from high school." **Right page, top:** Rachel as a toddler with Nina Ann. **Bottom:** Liz Clark's mentor, Dr. Barry Schuyler, helped her get started on 16 years of voyaging on her Cal 40 'Swell'. **Inset:** Liz Clark's book 'Swell' inspires other would-be adventurers.





## wayback machine

This is an image of our first-ever cover on the issue that came out in March 1977. (We notice it doesn't have a date on it.)

Have fun in the archives! Now you have something safe to do on a rainy, COVIDy winter afternoon.

— chris



## dreams — continued

I am reaching deep into the depths of my being, moving through the initial discomfort of asking for help, and stepping into the idea that we are one and here to help one another manifest our lives. Now in this place of invigorating vulnerability, is there anyone that you know of that could help me in working toward this dream? I would work in a yard, at a marina, I would crew, I would cook. I don't have much experience, but I learn quickly and work well with others. I am well versed in turning canned food into a masterpiece. I would be so grateful for any tips you have to offer. The way you spoke in your book about being in your early 20s and being supported by Dr. Schuyler at a time in your life where you were feeling so lost struck a chord in me, and I figured the worst that could happen was not receiving a response to this. That feels like a risk worth taking.

Here's to taking chances, supporting women, and making dreams come true.

Contact Rachel Morris at [rmsailing73@gmail.com](mailto:rmsailing73@gmail.com).

— jr



COURTESY RACHEL MORRIS



JODY MACDONALD



## pushing buttons on the latest eight ball

You push a button to raise the mainsail, then push one to unfurl the jib, push another to sheet in the spinnaker, and when you are sailing all you need to do is steer and trim without ever touching a winch handle. *Eight Ball* is a fully powered J/100 developed for ease of getting out on the water and using the boat more. "We had several physically handicapped clients who love sailing but couldn't do it anymore with a normally set-up boat," explained Scott Easom, owner of Easom Rigging in Point Richmond. "*Eight Ball* is the second boat we modified. The first was for a rich client who had just retired from tech. He had a 33-footer that he wanted to take sailing on the Bay by himself because all of his buddies are still working. So we

built him an electric boat, where he could sail very safely at a very high level. And that's the important part of what we're doing — we want to be able to sail at a high level."

Easom Rigging is a small shop, but it has some big customers. They work with grand-prix programs, so it makes sense that there would be some trickle-down to smaller boats

and smaller budgets. The mechanics behind *Eight Ball* are mainly off-the-shelf motors and electronics mixed with custom fabrication. To trim the sails, Scott uses a handheld controller. Most of the muscle is hidden down below, with motors to run the mainsheet, traveler, backstay and winches. Two cabintop Harken electric winches are used for the spinnaker sheets, halyards and reefing. You still have to trim the kite by holding onto the sheet, but with just a push of a button you haul it in.

One of the biggest features is the custom jib boom. It lies low on the deck and has all the control lines running inside and below for a clean and very efficient sail plan. If you need to sail wing-on-wing, all you do is push a button, as that has a motor also.

What about safety? What happens if the batteries go dead or the electronics fail? "All the sails can be dropped manually," says Scott. "If the whole system goes to shit, you can sheet the sails manually. We've given a lot of thought to this.

"It's the platform," he continues. "It's my passion to come up with these things. We figure it out, and then people see what we've done and ask, 'Can you do that to my boat?'"

They have orders for more boats, so the controversy begins. Will all-electric boats be able to race with the rest of us?

Already the Singlehanded Sailing Society has started to split classes with designated electric sail-control divisions. In the two YRA races last year, *Eight Ball* was on her own, as nobody else showed up in her single-handed PHRF division. So without a lot of races yet, the data for finding out what advantage electric systems have over human-powered systems are pending.

The controversy about mixing different designs in races has been with us for a while. The SSS once had a separate division for cat-rigged boats like the Wyliecats and Nonsuches, because they felt those had an advantage in shorthanded racing. It will be up to the individual clubs to sort it out. "The Notice of Race and the Sailing Instructions solve this whole discussion," says Kame Richards, a member of the PHRF board. "If the Notice

continued on outside column of next sightings page

## be a summer sailstice

Are you a sailing champion? One who'd like to connect more people to sailing or more boats to your fleet, club or community sailing program? For the 21st anniversary of Summer Sailstice a new role of Sailstice ambassador has been created to allow sailing leaders to grow connection and participation within their designated sailing circle.

Unlike many ambassador roles, no large campaign contribution is required. If you're active in a particular class, like ambassador Ros de Vries of the Bay Area Santa Cruz 27 fleet, you can apply on the Summer Sailstice website by filling out the form. This suits anyone with an interest in promoting a class or communicating regularly in a fleet newsletter, cruising club blog or social media group.





## sailing ambassador

Other ambassadors now include Milly Biller for the I-110 class and Gail Turlock for the Sunfish class. Anyone can apply. The Summer Sailstice website has tools, copy and artwork to help anyone communicate with local or worldwide class members.

The event happens annually on the longest Saturday of the year — this year, June 19. Gathering together is not required to sail 'together'. However things look in June, ambassadors will be asking their sailing community to #raiseyoursails with friends or on their own as they join the world to start the summer with a global celebration of sailing.

Become an ambassador here: <https://summersailstice.com/ambassadors>.

— john

## the latest eight ball — continued

of Race and Sailing Instructions reference the US Sailing Racing Rules of Sailing, then there is Rule 52, which requires manual power for adjusting running rigging. It is possible for the NOR or the SIs to expressly omit some sections of the Rules, including Rule 52. But if they do not, then a competitor may not use powered systems to adjust sails during a race."

Kame added, "I personally have no problem with a group of sailors organizing itself around a new set of rules that omit Rule 52, or any other rules. Write the rules carefully, know what the words mean, and live by what you have written. This has happened many times in many different places. The TP52 Class and the Vendée Globe are great examples. I am positive that as a group you will be able to get a start in any regatta you care to enter."

*Eight Ball* is an example of great engineering and cool technology that make shorthanded sailing easier for the user, and can help keep aging or disabled sailors out on the water enjoying the sport they love. But like other disruptive technologies, this one will need to be evaluated as a whole in the future.

— ncs

*Inset left, the Easom Rigging crew: Ben Mercer, Meeka, Hayden Stapleton, Scott Easom, Blaiz Larul. Spread: With a wheel placed forward and tucked behind the dodger, a singlehander can drive and trim efficiently. Right, top: The jib boom and furler are well thought-out and allow for a no-compromise racing sail plan. Bottom: The wireless remote allows you to adjust everything from anywhere on board.*



ALL PHOTOS WWW.NORCALSAILING.COM



# SIGHTINGS

## crossing the pacific as cargo

On June 17 last year, I cast my lines from the Corinthian Yacht Club at 11:30 p.m., bound for Oahu, Hawaii. I reached the Waikiki Yacht Club 87 days later, breaking two world records in rowing: fastest and youngest woman to row the mid-Pacific.

For my return journey to California, I scored something of an upgrade. I was fortunate to be granted passage, with my rowboat, aboard the 579-ft-long by 102-ft-wide *MV Jean Anne*, destined for San Diego.

Only two companies, Pasha Hawaii and Matson, own the right to run cargo to and from the Hawaiian Islands. Pasha (pronounced Paysha) is a family-owned company running US-built ships. Their vessel *Jean Anne* is referred to as a RoRo (roll-on, roll-off), the requirement for all cargo being wheels.

From Honolulu we struck out west to Nawiliwili on the island of Kauai, then on to Kahului Harbor on Maui and Hilo on the Big Island. With 11 decks full of cars — rental cars, crashed cars and a couple of classic cars — we began our five-day voyage at sea. Cruising speed: 19 knots.

The *Jean Anne* has two radars, 12-mile and 24-mile range, plus AIS (Automatic Identification System), all top-of-the-range sophisticated technology. One person mans the bridge during the day, two at night. *One person!* We knew this, didn't we? Of course we knew this.

The crew change watch, so I leave the bridge to wander the port side-deck. I marvel at the ocean below, the shadow of a box ploughing the exotic gemstone blue. The ship begins to pitch visibly, the stern rising as the bow

descends, then vice versa. With the wind on my back, I am propelled down the top deck and grateful for the handrail.

After a day or two, I realize that nobody minds what I do or where I go. I have free rein to roam wherever my curiosity takes me.

For 24 hours we forge our way through big seas. At night I lie awake listening to the ship groan. Is a truck wrestling its lashings? Is something swinging against the hull? My imagination runs wild.

In the morning I step off the ladder onto Deck 8 and notice another strange sound. I watch as the chassis of the cars rise gently up and down on their own suspension. Bonnets and boots, hoods and trunks are moving in unison with the pitch of the ship. It's like the cars are inhaling and exhaling, hundreds of cars in a giant meditation class in the dark. Careful to step over the straps hooking each wheel to the floor, I walk among the cars, stopping every now and then to smile.

Two decks below on the mooring floor, I stick my head out the fairlead and peer over the side at the bulbous bow. The bulb isn't breaking the surface, but the swell crashing against the steel creates spectacular arcs of spray that threaten to soak me.

As I look up at the two giant exhaust funnels above the stern, the chief engineer explains that in the Emissions Control Area (ECA) surrounding the Hawaiian Islands and off the coast of California, they are required by law to burn diesel fuel. In between these zones, the ship burns HFO (heavy fuel oil), which I can see from the bluish air exiting the exhaust is nasty stuff. As of January 1, 2020, all ships scrub the emissions of HFO;

continued on outside column of next sightings page

## ryan finn begins and

Ryan Finn finally left the dock aboard his Russell Brown proa *Jzerro* on January 21 to attempt a solo nonstop New York-to-San Francisco record around Cape Horn. But unfortunately, 'attempt' is the key word. *Jzerro* had a major malfunction about 150 miles off Virginia Beach, Virginia.

"The starboard tack forward part of the pod blew up today, with tons of water inside," reported Ryan on January 23. "I did a quick fix with wood screws, spare panel, some broken pieces and epoxy."

It was windy when he first reported the damage, and it would get windier. "It's rough conditions and upwind to get back to safety, so I'm heading on port to get enough distance

*Clockwise from here: Captain Richie shows me the bridge; to maximize cargo space, the ship is as straight-sided as feasible; two tugs pushed the 'Jean Anne' off the Port of Honolulu dock; the bridge crew zoomed in on the CCTV to check out my craft. Inset left: For my seven-day passage, I was given the owner's stateroom, complete with twin beds, sofa, private fridge and TV!*



@PASHAHAWAII



@PASHAHAWAII



LIA DITTON / @ROWLIAROW



## ends record attempt

to sail on starboard slowly with only a storm jib so the damaged part isn't taking direct hits at speed. That means sailing on a reach though. This happened just as I was entering the Gulf Stream."

Now they are on the way to Virginia Beach. "My Iridium connection has been as bad as I've ever seen it. It took me hours of attempts to send an email last night. I'm heading toward the North Carolina-Virginia area. Not sure what to do when I get there, but getting there is the hard part now. My Band-Aid that I put on the hull is doing OK, but it's not strong enough to sail faster than I am now, so I'm sort of limping along in

*continued in middle column of next sightings spread*

## crossing the pacific — continued

however the powder residue is simply mixed with seawater and flushed into the sea.

A flying fish catches my eye, gliding and gliding and gliding over the water's surface, finally re-submerging with a plop. For some reason, I have this urge to do cartwheels on the deck. The deck — really the roof of the ship — has so much flat, empty space; space, glorious space — a far cry from a 21-ft rowboat.

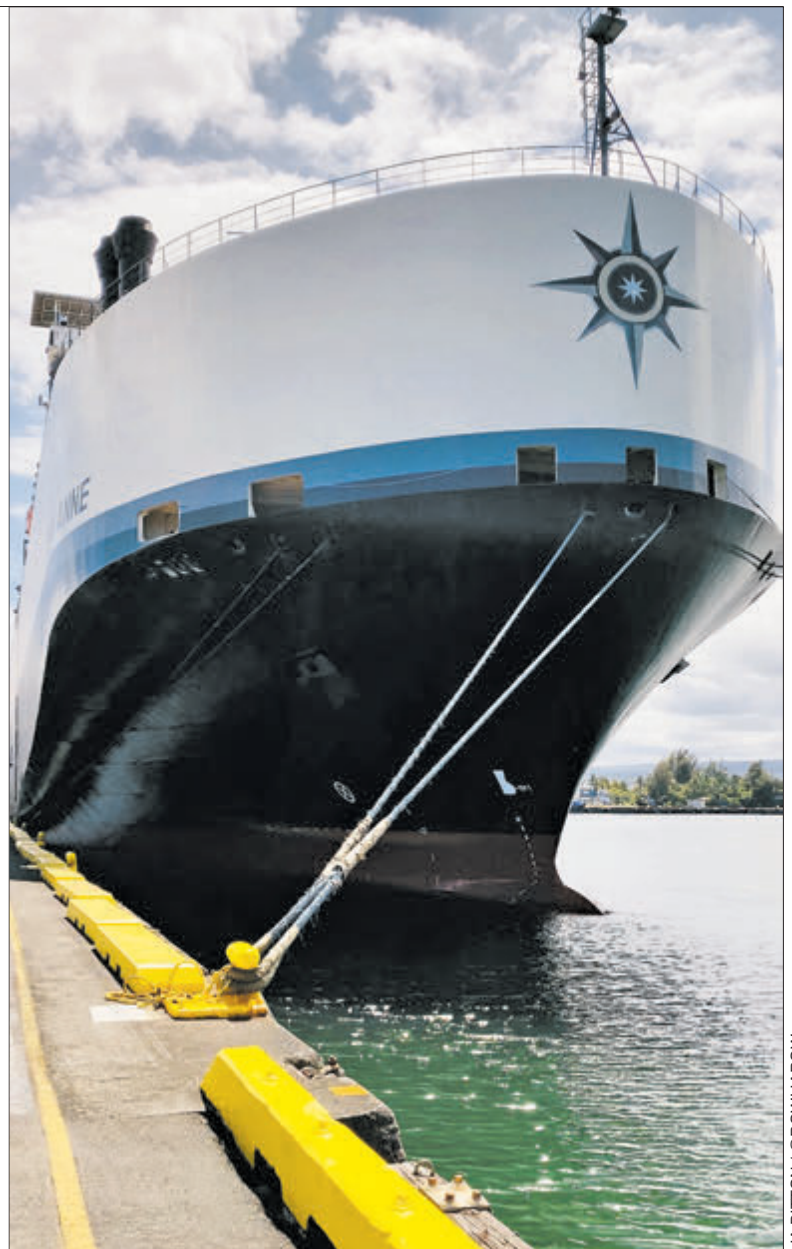
The doors and overhead rattle. The steel hull rumbles. It's like sleeping in a bus, a train or an aircraft — at once exciting, an adventure, a novelty, but also unfamiliar and wearing.

As we near San Diego, the water becomes dotted with white flags — sailboats. They look small and inconsequential. The bridge crew man the binoculars and watch vigilantly for the flap of a sail or an accidental jibe. One sailboat is in our path. We blast the horn. The sailors panic, and the course of 40,574 gross tons of steel changes immediately.

*— lia ditton*



LIA DITTON / @ROWLIAROW



LIA DITTON / @ROWLIAROW



## atalanta — ready for adventure

Despite what Greek mythology says about her (she is described as a "virgin huntress unwilling to marry," according to Wikipedia), the Farr 53 *Atalanta* has been carefully looked after by three owners. Many are familiar with her. Owned by St. Francis Yacht Club's 2007 commodore, Ray Lotto, she resided prominently at the St. Francis for decades. Just this past June though, boat partners Kevin Wasbauer and Chuck Drake purchased her. Their ambition? To refurbish her and prepare her for a new life as a charter boat on Monterey Bay and in Pacific Ocean voyages beyond.

*Atalanta's* life began in New Zealand when Jim O'Hare commissioned Bruce Farr to build her in 1987 (note the beautiful and rare New Zealand tawa wood interior). She was subsequently shipped to Annapolis, Maryland, where Jim and his wife Terri lived. Ray and his wife Janet found themselves in Annapolis a few years later, in 1990, after Ray injured himself during an Atlantic crossing in their 42-ft sloop. They came across *Atalanta* by chance and soon became fast friends with the O'Hares. Eventually, Ray bought *Atalanta*, and he and Janet sailed her from Annapolis to Venezuela, around the ABC Islands, through the Panama Canal, and then up through almost a dozen Mexican ports, landing in San Francisco six months later. Subsequent events included three Baha Ha-Ha's (one with the owner of the Tadich Grill on board as cook!), many Great Pumpkin races, and the crewed Farallones and Drake's Bay races.

Fast-forward to 2020. After the title exchange, Kevin and Chuck moved *Atalanta* to Sugar Dock in Richmond to begin a significant overhaul. Mind you, *Atalanta* is a beautiful, custom-designed boat, well equipped with two staterooms and seven individual crew berths. The spacious interior is very nicely trimmed in New Zealand hardwood.

The refit is encompassing and thorough. "We dye-tested everything and went through and replaced the running rigging, as well as the hydraulics — she has five different hydraulic rams. She's also got a mast jack, which is really nice," says Kevin. The 1988 yacht is being prepared primarily by Gilles Combrisson at GC Rigging and Composites in Richmond. Significant electronic work is being addressed by Eric Steinberg, owner of Farallon Electronics. There was no need to work on the engine, which was well maintained. "Its 130-horsepower Volvo turbo diesel is connected to a big Martech three-blade folding prop," according to Kevin. "A diver in Sausalito looked at the hull and said that the underbody was just in fantastic condition as well." Inside, Kevin continues, "The interior is in beautiful shape. The previous owner did a lot of maintenance on some things, and then didn't do much on some other things, so there have been a few surprises as we've gone along." Such is the case with many a boat.

The dream for Kevin has often been about "what it would be like to get a bigger boat that we can comfortably take down to the Channel Islands or maybe down to Cabo or wherever." The idea of taking customers out on a boat to experience nature's grandeur on Monterey Bay caught Kevin's attention and got him thinking about the bigger picture. Unfortunately, "Everything that we looked at was expensive and hammered. You know, you're looking at a 30-year-old, sometimes 40-year-old, big Swan, and it's been

continued on outside column of next sightings page

## ryan finn

25 knots under storm jib only. I sailed way north to achieve this angle. I'm trying to look on the bright side, and that is that this could have happened in a far more remote area. It's just enormously disappointing nonetheless."

Hopefully by the time you read this, Finn and *Jzerro* will be in a safe harbor.

— ncs



20CEANS1/ROCK



Ray Lotto and his crew, the Paxhia family (Jordan, Emily, Morgan, Julie and Jamie Marion) sail 'Atalanta'.

COURTESY THE LOTTOS



Gilles Combrisson installing 'Atalanta's' refurbished mast and wiring.

KEVIN WASBAUER



## — continued



RYAN FINN

Left page: 'Jzerro'. Above: Ryan Finn.

## atalanta — continued

in the Caribbean. I mean we just couldn't get our heads around something like that. Then *Atalanta* became available and I was like, 'Wow, OK!' We knew there was going to be some work involved, but we were able to get it for good value.

"Having the space for six guests to have their own berth and to be able to participate even as novices, to be able to kind of learn as they go, is very appealing to us. I also envision it for a few different kinds of people who maybe bought a cruising boat and they're not sure about the whole bluewater thing and what a passage is like. So, let's try it out. For others, it might be a bucket-list kind of thing. Beyond that group, there are also folks looking to take on some sea miles, perhaps to get a captain's license or whatnot."

Ideally, Kevin hopes to get his family on board and sailing by next summer in Monterey, to get acquainted with the boat (which he and Chuck have yet to even sail). Then, launching their charter business next spring under the name Shearwatersailing.

— ross tibbits



KEVIN WASBAUER

Top, left: Anticipating an extensive re-fit and sunnier days. Right: 'Atalanta', with new rigging, sail cover and dodger, at her present home at Sugar Dock in Richmond. Bottom: Meet her new owners, Kevin Wasbauer and Chuck Drake.



ROSS TIBBITS



# LATITUDE 38 SAIL-A-GRAM —



*Time to shake the jib out for the Berkeley Midwinters.*

GLEN GARFEIN



*Nick Grebe sent us this shot of his first solo sail aboard Wildcard, a Santa Cruz SC37 hailing from Benicia.*

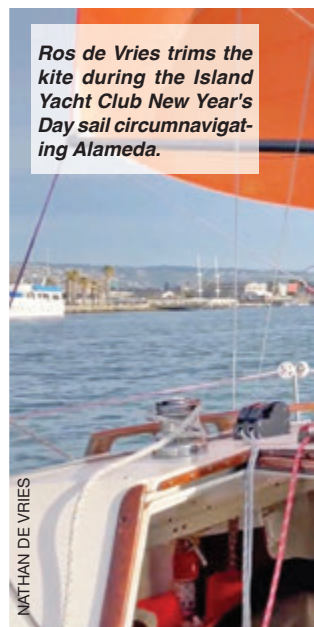


LATITUDE / JOHN



*The IYC Island Day Race in the Oakland estuary.*

ROS DE VRIES



*Ros de Vries trims the kite during the Island Yacht Club New Year's Day sail circumnavigating Alameda.*

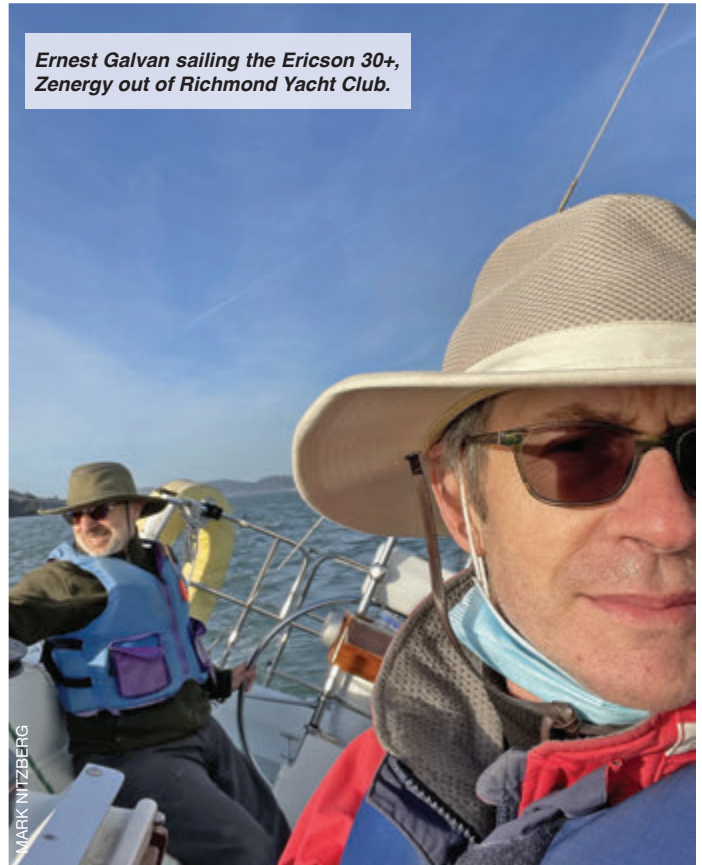
NATHAN DE VRIES



# GIVE IT YOUR BEST SHOT!



*San Francisco Bay sparkles on a winters day.*



*Ernest Galvan sailing the Ericson 30+, Zenergy out of Richmond Yacht Club.*



*The San Francisco Bay escape.*

*Just because there's a health crisis ashore it doesn't mean you're not out sailing and smiling. There's the solo sailor selfie, pods of whales in the water and family pods aboard. With one hand for the boat and one for yourself it could be hard to get a photo but, when you get a good one we'd like to feature it here. Or in 'Electronic Latitude' or on Facebook or Instagram. Here's a sampling from folks recently sailing the Bay. Send your shot to: [photos@latitude38.com](mailto:photos@latitude38.com)*



*Social distancing was dependent on the beam of the boats during this tight Corinthian Yacht Club mark rounding.*



# ISLAND HOPPING

After returning from our circumnavigation in 2003, Terry Shrode and I continued to sail on the Bay. But as days passed, one of us turned to the other and said, "What's the fun in this? You can't die or anything." I kept my beloved Ericson 39 *Maverick* for a couple more years, but it was a big boat, heavily outfitted for ocean passages, and overkill for our protected native waters. Finally, I let her go.

After a respectable time without a boat, we reckoned that right in our own neighborhood, big adventures awaited that required none of the bothersome chart study, equipment and fancy electronics needed for an ocean voyage. We found a boat named *Whisper*, one of the original swing-keel Catalina 22s, the first of a long line of that marque's successful designs. We had decided on Tomales Bay as a new venue for further expeditions, and the Catalina was the perfect boat for what we had in mind. Although no rocket ship, it's solid, shoal-draft, trustworthy, and spacious for its size. I also built a 10-ft stitch-and-glue rowboat as a tender, to explore waters even *Whisper* was too large to navigate. With these crafts, Mr. Shrode and I were able to embark on travels to nearby places we've all seen but seldom if ever visited.

## Hog and Duck Islands

Tomales Bay has no real marina save the small boat harbor at the Tomales Bay Resort and Marina. To keep a larger

ALL PHOTOS TONY BROWN

and learn about times past, and the boatyard at Marshall still retains a nostalgic ambiance. We explored many places in the bay including Walker Creek, Inverness, Chicken Ranch Beach, Lawson's Landing, White Gulch, and of course Hog and Duck islands. These are right in the middle of the bay, across from the Miller Boat Launch next to Nick's Cove, and are part of the Point Reyes National Seashore.

According to local legend, the name "Hog Island" is derived from an incident involving a barge hauling hogs that caught fire and was consequently grounded there to save the live cargo. I'd visited this small bit of land several times in the past, as we'd sailed up there on *Maverick*, and I'd also landed my Byte there. Years ago, the islands were verdant, but they have, of late, been denuded by the guano from nesting cormorants. Eventually, they will be reduced to bare rocks, and maybe even the cormorants won't be happy. But this hasn't bothered the marine mammals, and human visitors should avoid disturbing them on the east side of the island.

There is a spit running between the islands of Hog and Duck that dries out at low tide, so that's when we planned our arrival. There's nothing to ascending Hog Island, and you can land a dinghy easily. Duck Island is another matter. Mr. Shrode and I, along with fellow fool Bill



Fred, Chuck, Bill and Tony — the Bay Area Summiteers. Right, Hog Island from Duck Island.

boat in those waters, you'll need to buy a mooring and get a permit for it from the state. If you want to sail, the only alternative is to launch each day; too much work for us layabouts. So we acquired a mooring off Marshall, administered by Skip Villich, whose family has been taking care of this area for a century. It was lovely to soak up the local knowledge from Skip

Joost, knew a grappling hook and ropes would be needed, as the way up is steep and slippery, covered with fragrant white stuff contributed by the residents. Would Shackleton be daunted by this sort of thing? I don't think so.

## Rat Rock

There is a whole sailbag load of strange places inside the Gate as well. The two next destinations, both off China Camp in



Marin County, were reached by rowboat, which was easily launched at the beach. Rat Rock is only about 1/3 mile out, and East Sister is about four times that distance, doable even by an old guy.

If you've ever picnicked or anchored at China Camp, you will have noticed a curious tiny island just offshore, and probably wondered how you could get there. There is no beach and it is really hard to say whether high or low tide presents a less inviting landing, as at high tide, you're just seeing a cliff, while at low tide, rocks surround the approach. There were three of us, including the indomitable Mr. Shrode and Fred Feller, on the Rat Rock expedition. Having previously done some reconnaissance, I felt that with a line ashore and stern anchor, we could make the boat secure without damaging it. Disembarking required a bit of agility, as the rocks seem to have been coated with wheel bearing grease. But once Feller, running point, made it with a line that he secured, we set the stern anchor and were ashore.

The ascent to the top required a grappling hook and line. It's only about 10-12 feet but these are almost vertical. Gaining the summit, we felt a bit special, although we found lovers' initials carved in a tree so we certainly weren't the first. They looked pretty ancient, and I wondered if the couple





**Spread:** View from the beach at Red Rock. Above left: 'Whisper' at White Gulch. Above right: Approaching Rat Rock. Right: West Sister (and Point San Pedro) from East Sister. Far right: The 1921 survey mark.

was still together, or still among the living. But no footprints or other signs of human visitation were observed.

## East Sister

In San Pablo Strait, near the points named after Saint Peter and Saint Paul, are four islands. The two most prominent are the Brothers on the eastern shore, attending Saint Paul. The two less substantial ones to the west (and north) are the Sisters, attending Saint Peter. The Sisters are quiet, shy, and rarely visited, which makes any temptation to violate their vows moot. The Brothers, particularly East Brother, will be happy to give an audience to anyone with enough cash. The Sisters are dainty, if barren; the Brothers are robust and not particularly fond of the Christian virtue of humility, blowing their very loud foghorn to boast of their existence whenever the mood strikes.

The East Sister adventure was undertaken solo, again by rowboat. Like Rat Rock, the island has no beach and no friendly landing, so I again used the grappling hook/stern anchor approach. I saw

no way that I could get onto West Sister. The trip took a bit of planning for tides and currents, as they can run strong in this chokepoint between San Pablo Bay and San Rafael Bay. Unlike a sailboat or a powerboat, the rowboat's only propulsion was the atrophied muscles of an elderly man. The tides have no setting that allows indulgence for the aged.

After a reconnaissance run around East Sister, I located a spot where a landing might be possible. I set the grapnel and stern anchor, and after a few bumps and scrapes on the hull and the immersion of my feet and calves, I scrambled ashore on the very slippery seaweed-festooned rocks and advanced to the peak. The island has scanty vegetation and a stunning fragrance of guano. But you will have it to yourself. A point of interest on the summit is a survey benchmark. The NOAA site that describes these marks says this one "was evidently put in by a hydrographic party during some previous survey of this area, probably about 1921." According to NOAA, the last official visit by the National Ocean Service was in 1983. Who would have guessed this little sister was so important?

## Red Rock

The most challenging of these ascents was Red Rock, the familiar landmark south of the Richmond Bridge. It's a private island, once rumored to have been owned by Bing Crosby, but that is a misplaced association that I will clarify later. The actual owners are a bit mysterious. The most recent asking price, from a source who looked into buying it as a nature preserve, was \$10 million. But considering it has no water or electricity, no dock or harbor, enjoys a lot of traffic noise from the bridge, and is subject to administration by three counties, it is not so attractive as a site for your luxury home. Construction and living arrangements would be logistical and legal nightmares.

There's a shelf with good holding just to the bridge side of the island, and I considered it prudent to set *Whisper's* hook on a flood, as I'm not quite certain how an ebb might treat that area. It's an easy row ashore and there's a nice beach to land on. After a couple of reconnaissance runs, some friends and I determined that the summit might be reachable, as we know it has been many times in the past. The most conspicuous evidence of this was a rope tenuously affixed on the eastern side, obviously placed for just that purpose. We shipped a second rope and a grappling hook for added gear.

So one idiotic day, five septuagenarians of limited wisdom — which, by the way, does not come with age — attempted an assault. The group included Feller, Joost, Shrode, and a new recruit, Chuck McKinley. The ascent is steep and chockablock with scree and *Toxicoden-*



**Mysterious wooden monolith spotted at the summit of Red Rock.**

*dron diversilobum* (poison oak). It's not the least pleasant, but on the other hand, it's scary. We imagined the headlines

# ISLAND HOPPING



should one of us fall, break a hip, and require emergency services: "Five men in their 70s, equipped with only a piece of rope and their own ignorance, attempted a dangerous climb last week, with disastrous consequences."

But reach the top we did, with only very minor injuries, and it is of course a rather unique place. We left evidence of our success in the form of a plaque I carved from repurposed redwood, with the number "47." I'm not at liberty to disclose this

***The East Brother Lighthouse is a great place to watch the Jazz Cup.***

number's metaphysical significance, discovered by some college classmates, but I will briefly mention that the Tropic of Capricorn is 47 degrees from the Tropic of Cancer, and that the Declaration of Independence has 47 sentences. The number also appears in *Lost*, *Star Trek*, *Monsters, Inc.*, *The Towering Inferno*, and many other movies and television programs, as one or more alums became Hollywood types.

We were feeling triumphant and pretty chuffed to regain little *Whisper* after our adventure. Although no one got hurt, some fairly aggravating cases of poison oak appeared in a day or two. What price glory?

## **East Brother**

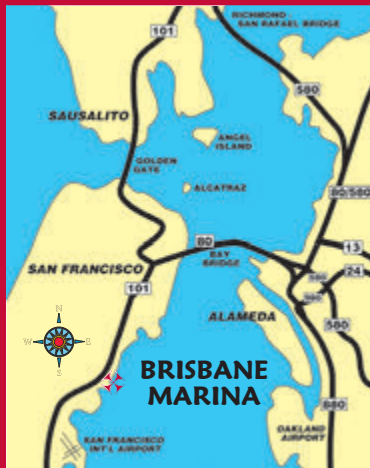
Some islands do not allow unattended visitors, as they are nature preserves. These include the Marin Islands and West Brother. But visits to East Brother and Brooks Island can be arranged.

You probably know that East Brother is a luxurious B&B, which costs a few bucks. But for \$25, you can be shuttled over there on a skiff skippered by the able Captain Tyler, and enjoy a tour and a splendid view for the afternoon. We managed to catch the Jazz Cup sailing by.

## **Brooks Island**

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## WHO ARE THESE GUYS?

Thirty years ago, I called around for a place to learn how to sail. I knew zero about the sport. I was into outdoor activities like mountain biking, skiing, and backpacking, but I'd heard that San Francisco Bay was one of the greatest sailing venues in the world, and I live right here! After several calls, I signed up with Tradewinds Sailing School.

At Tradewinds I sailed many times a week and soon ran out of crew. "Hey, we just went yesterday." "It's cold." "You're a jerk." etc. So at the club office, a wonderful and hilarious woman named Natalie said, "You should meet Terry Shrode." He had the same problem. We immediately hit it off and formed a companionship that lasts to this day. Maybe a codependency is a better word. We went on many local expeditions to the Delta, Petaluma, Drake's Bay, Tomales Bay, Half Moon Bay, and with friends sailed the California coast, the Bahamas, and to Hawaii,

always dreaming of the next adventure. We read every word in every issue of *Latitude*, looking for boats and devouring *Changes*. I eventually bought the Ericson 39, *Maverick*.

Finally, running out of scary things to do, we decided to sail around the world, or at least try. Terry was married and I was in a long-term relationship with the woman who's now my wife. They were grownups who needed us, as the saying goes, like a fish needs a bicycle, and we both negotiated our respective permissions to go. We left in 2001 and returned in 2003. Accounts of this voyage were frequently documented in *Latitude 38* and can be found at [ussmaverick.net](http://ussmaverick.net) or in my book, *The Captain and Mr. Shrode*. We even made the *Latitude 38* Circumnavigators' list! I'm still at Tradewinds, where I've been teaching for over two decades. And we're both still married to the same women.

Richmond and will be given a kayak and instruction on the fundamentals, and then you'll paddle your way about a mile out to the island. You will be met by several entertaining guides including a representative of the Ohlone people, and will learn a lot of history. For example, this is where the rock to create Treasure Island was quarried, and it was this island, not Red Rock, that hosted Bing Crosby. If you take the tour, they'll give you the lowdown on that.

A group of us, calling ourselves the Bay Area Summiteers, have also completed ascents of Alcatraz, Yerba Buena, and Angel Island. But you know, anybody can do those.

— **tony brown**

Arrangements for the boat to East Brother can be found here: <https://www.ebbs.org/visitor-information.html>

Reservations for the Brooks Island kayak trip can be made at <https://www.ebparks.org/>. You will need to search "Brooks Island Kayak Trip" as the listing for this year isn't posted yet.



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# JIM DEWITT —

COURTESY THE DEWITTS



Pete Newall, on the far left, taught Jim DeWitt how to sail. Jim is on the far right. "We figure he's about 20 here," writes Jim's wife Sallie, "racing El Toros and Snipes on Lake Merritt, winning lots of races."

Jim DeWitt, a renowned sailor, sailmaker, boat designer and artist based in Point Richmond, celebrated his 90th birthday last year in part with a talk at St. Francis Yacht Club's Yachting Luncheon on February 5, 2020 — live and in person in a crowded Grill Room. In August, Jim gave a presentation via Zoom to his fellow Richmond YC members. We enjoyed the tales of his accomplished life so much that we wanted to share them with our readers.

## Sailing

When Jim was 10, his father built a 19-ft Acorn in the backyard. Jim sailed on her only once before his family sold the boat, so he didn't go sailing again until he was 19, after he built an El Toro in the basement. His job as a lifeguard enabled him to buy the materials to construct #216.

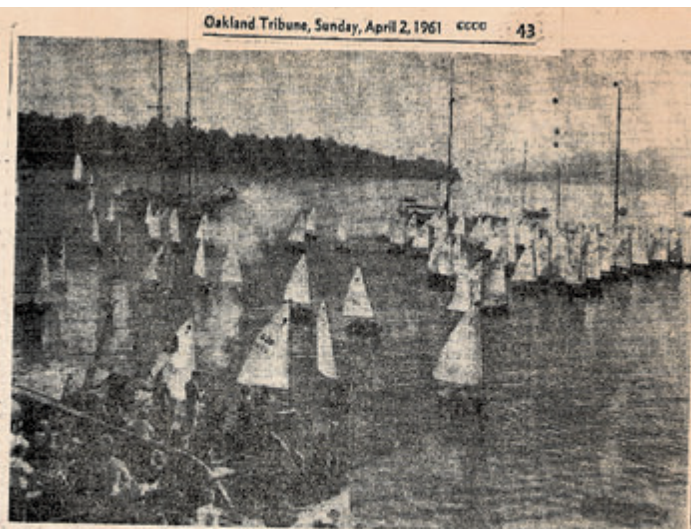
At the Yachting Luncheon, host Ron Young told this story: "He raced three races on Lake Merritt [in Oakland]. And in each of those races he took dead f-ing last. He would come in and the guy

who was coaching and kind of running their regattas said, 'Jim, you're going straight into the wind. You have to go off at an angle.' He's trying to explain tacking to Jimmy. Jim said, 'No, I didn't want to go at an angle.'"

"Ron, I knew that the shortest distance between two points was a straight line," explained Jim. "So I went from the starting line to that buoy. The wind was very shifty on Lake Merritt. Occasionally I'd be on the right tack. I finally got around the course. Everybody else had finished and had lunch, and they were coming out for their second race. But by the end of the season, I had tied for first place for season's champion."

Fast forward to 1963, and Jim had become such an accomplished sailor that he went to Annapolis and won the Mallory Cup, at the time awarded for the North American Men's Sailing Championship. Jocelyn Nash (obviously not a man) and Jake van Heeckeren crewed.

**Left: the 19-ft sloop Jim's dad built. Right: the 33-ft sloop Jim built, called 'Sandpiper'.**



SAILBOATS LINE UP BEFORE THE START OF THE EIGHTH ANNUAL BULLSHIP RACE YESTERDAY. Over 100 boats took part in the big race which began at Sausalito and ended at St. Francis Yacht Harbor.

## Jim DeWitt Wins Bay Bullship Race

Jim won the Bullship Race, in which El Toros sail across the Bay from Sausalito to San Francisco, on April 1, 1961.

"We didn't win every race, but we were always in the lead," said Jim. "This one guy was always last. In the next-to-the-last race, I said, 'This guy is not gonna win this race.' So I made the mistake of letting him get underneath me at the start. And he carried me away from the proper course. The whole fleet got way out ahead. In the last leg, I got away from him. And now the whole fleet — it was in light air — was trying to finish in the current. And they couldn't get up to the finish line — they couldn't finish. I said, 'OK crew, cross your fingers. So we went the proper way upwind and then came down with the wind and the curve. As we got close to the finish line, I put the boat on a close reach, I got some momentum, and that momentum shot the bow up across the finish line, and I was first to finish.'"

From 1969 to 1977, Jim had a run of success with the Lipton Cup. About one such race, he said, "People say you're not



ALL PAINTINGS JIM DEWITT



# SAILOR, SAILMAKER, ARTIST

LATITUDE / CHRIS



*Jim during RYC's August Zoom presentation.*

really getting a good start if you're not over early occasionally. Well, I was very seldom over early, but this race I was. So I had to do my circles and all the fleet took off. They would tack inshore on a flood and tack back and forth against the current to get up to Crissy Field. (I don't call it Blackaller. Blackaller and I didn't get along.) Just as we were about to tack inside and follow all the boats, I noticed that we were making trees on the shore ahead. I said, 'Wait a minute, hang on, don't let it go. I think we're laying Crissy.' The crew said, 'What are you talking

## Another tale involves the wallet and the comb.

about?' I said, 'Look up there.' We had a current that was moving us out into the Bay. We didn't need to do all that tacking inside, so we kept going. It held, and we went all the way up. We rounded Crissy first and went on and won the race.

"So you got to pay attention. Look around. Don't do things just because it's habit. The Lipton Cup — we won a lot of those. Even when I couldn't race my boat, somebody else would race my boat and win. We won four or five or six times in a row [for Richmond YC]. St.

Francis asked me if I would race for them. I raced for them, and we won. And then the Lipton Cup came over to the St. Francis." The StFYC clubhouse burned down in 1976, and the original Lipton Cup trophy was destroyed.

Another tale involves the wallet and the comb. "I was sailing out here in extremely light air. We had the spinnaker up. The wind was strange, coming out of the north. We had the boat heeled way over. I had my butt over on the rail, and it pushed my comb and my wallet out of my back pocket. The surface tension of the water kept them floating, but I couldn't reach back in time to get them. I was training in swimming at the time. So I said to the crew, 'Do you mind if I swim back there and get my comb and my wallet?' They look at me like I'm crazy.

"I kept my shorts on and took my shirt, jacket and everything off. Then I stood on the transom and dove off. I pushed the boat farther ahead, and going back and getting my wallet and comb was easy. I tucked them into my shorts and tried to swim back to the boat. Now it was hard work. I had to swim hard to get back to it, and they pulled me aboard.

"We were in the lead, and all the boats were going. 'What's going on up there? What's he doing?' I got back in the boat; we went on and went around Crissy and came down to finish first. And they all tried to get me, all pulled out their rule books to find out what rule I had broken. Well, if you go off the boat, you got to get back on it on the same leg that you were on. Well, I was on the same leg. So they were really disappointed. They couldn't throw me out. But we won."

**Jim designed not only his own yacht, but also the fleet of 8-ft plastic DeWitt dinghies.**

## Sailmaking

Jim made his first sail in 1959. "I first started building my own El Toro sail. When I started it was Egyptian cotton.

"The first synthetic sail I made was nylon. It rained and the nylon stretched, and the boom went down and hit the transom. So that was the end of that. Then the other synthetics started to come out. So we could make better sails.



COURTESY THE DEWITTS

*Jim at 21 years old, in about 1951, while enrolled at L.A. Art Center in Pasadena.*

"Once I stayed up all night for about three or four nights making a sail, and the next night I made another sail. I'd go down to Lake Merritt and get somebody to sail against me. And I'd say, 'Oh, that made it go a little faster. So then I'd make another one and that made it a little faster. Finally I got to the point where it was a pretty darn fast El Toro. I was my first customer."

Coming home from art school, Jim's buddies Don Trask and Alan Clark wanted him to make them some Snipe sails. "I said 'OK,' so I read the rules. I took the middle batten and moved it way up high, and moved the top batten to the little space that was left between them. Then the bottom batten was way down there all by itself. I had moved the roach way up high, figuring that I was pretty sure the wind's heavier aloft than it is next to the water. The friction of the water slows the air down. Then I designed my own little Snipe burgee. The rules said that you had to have a snipe on the thing. So I made a little chickenshit snipe, with little short wings. He had his feet out in front of him. He was a cute little chickenshit snipe. I put the snipe on the sail just like the rules said. They

LATITUDE / CHRIS





# JIM DEWITT —

went down to the L.A. midwinters and came in first and second. From then on the whole world, Europe and everywhere, told people exactly where their battens should be. That's a shit disturber.

"Another invention of mine is the umbilical cord. The umbilical cord was a cord I put in the middle of the sail, so that when you let the halyard go and pulled the sail, you pulled half as much as you had to pull if you're pulling the whole sail in. I had it on my little *Sandpiper*, my boat that I had built. I was going into the leeward mark, and a guy had position on me. He was waiting and waiting and waiting for me to drop my spinnaker, but I didn't. He finally started to drop his spinnaker. As long as my crew held the weather clew and didn't let it go, we could go to weather forever with the spinnaker just hanging alongside the boat, and then pull it on board. Then we got ahead, went around the mark. We were on the wind going to weather. He sat there in slack-jawed amazement, trying to figure out what the hell happened.

"Then I had people from all over asking me to show them how to do this umbilical cord drop; even Lowell North asked me how to do it before he went to an America's Cup race."

Jim opened his sail loft around 1960 and brought in Jocelyn Nash early on. "Jocelyn was my right hand. I was dyslexic, so I couldn't read or write. I would scribble out something, and Jocelyn always knew what I was trying to say. She'd write out a beautiful story and we'd put it in *Bay & Delta Yachtsman* every month."

It was Jocelyn's idea to enter the

**In 2012, Jim was named 'artist in residence' in advance of America's Cup 34, sailed on San Francisco Bay in 2013.**

Mallory Cup. "She said, 'Famous sailors don't have any trouble selling their sails. We've got to make you a famous sailor, and we'll sell more sails.'"

In 1983, Jim sold the sail loft to Sobstad. Quantum later bought it from Sobstad. It's still there in Point Richmond's Brickyard Cove.

## Drawing and Painting

Jim got his start in art at a very young age. "In school, to keep us off the street in the summer, they had us make paddles for our paddle handball court. I drew the sailboat that my dad was building in the backyard. Everybody wanted me to draw a sailboat for them, and then we would burn it into our paddle. That was my first command performance, when I was 5, or 6 or 7.

"I wasn't a good student. I was dyslexic. At that time, they thought if you're dyslexic, you're either stupid or lazy. They didn't even know what dyslexia was. I wasn't halfway through life before I realized what dyslexia was, and then when I heard that Einstein was dyslexic, I said, 'Oh boy, I'm in a good crowd.' My wife calls it 'gifted with dyslexia'."

At Oakland High School, Jim took an art class. "The teacher was a PE teacher who was teaching the art class. I did a can. I had pointed edges on the ellipse. That's a no-no, but he didn't know it. He thought that was great, gave me an A. Because of that, my mom sent me to



**The red paint got on the white stripes.**

school. I went to the California College of Arts and Crafts [in Oakland]. I was there with the guys who came back from World War II. That was tough competition, but I could handle them. I was just a kid.

"A friend of mine had gone down to Art Center in L.A. That was a professional art training school. To get in the school, you had to show samples of your work. And a lot of people weren't even able to get in the school. Well, I had some training in Oakland, so I got in fine. Halfway through the semester, the owner would go through the classes. He would say, 'Don't come back next semester. You're wasting your parents' money.' He didn't want anybody that wasn't going to make a name for his school."

Some pointers from Jim:

"I very seldom draw a straight line, and if you look on most of my paintings, I don't even put shrouds. All that stuff just gets in the way. And you don't miss it when you're looking at the painting.

"I don't ever buy paint that says 'flesh tone'. Look at the people on each side of you. None of them have the same flesh tone that you do.

"I'm crazy about color.

"I did some acrylic, but I don't like it because if it dries on your brush, you've ruined your brush. And I'm lazy, so I didn't clean my brushes often.

"There are good mistakes. Learn to recognize them and hang onto them. In this portrait, I was having trouble with that flag." (See the photo at the top of the page.)

"I smeared some of the red paint up into the white, and it was bloody red. I was just trying to carefully go along and not touch the red. I tried to scrub it out with my brush. I brought some more white in and tried to clean it out. I wasn't accomplishing what I was trying to do. And I stepped away and looked at what I was accomplishing. And I said, 'I think I'll just leave that happy mistake



ALL PAINTINGS: JIM DEWITT



# SAILOR, SAILMAKER, ARTIST

and claim it as my own.'

"I don't make many mistakes. A lot of times, I'll actually go in and deliberately smear up an edge. Because when you look at something, you look at the person across the table from you, you don't see much of his ears, you're looking at his eyes or something. I soften the edges a lot, just so it looks more real-life."

"I decide what to paint when someone commissions me to do a painting. Or sometimes I'll just see something that excites me. I did one of Marilyn Monroe with her skirt blowing up."

Jim sells a lot of prints off his website, [www.jimdewitt.com](http://www.jimdewitt.com). Some of the originals are at his daughter Pam's frame shop in Point Richmond. "There's a lot we can do with the tail-end. An artist can't sell the business,

but I can license people to do pillows and bedspreads, and posters, T-shirts and calendars."

Ron Young, the host of StFYC's speaker series, is a longtime friend, fellow

fun of the rule by wearing underwear on his head throughout the event.

He'll turn 91 on February 13. Happy birthday, Jim!

— **latitude**/chris



*This is one of two paintings Jim did for Richmond YC, to be put in their bar when they remodeled in the '80s. This one is called 'Cruising'. The other is 'Racing'. They both still hang in RYC's lounge, and sailors will resume enjoying them when the club reopens.*

crewmember and customer of Jim's. He told us that Jim is the only artist who's had two week-long gallery shows at StFYC. Many of Jim's paintings permanently adorn the halls and rooms of the Cityfront clubhouse, and more can be found on Jim's home turf at RYC.

**Y**ou can find the Yachting Luncheon talk on StFYC's YouTube channel and Facebook page. Jim was also the subject of a StFYC roast. Still observing the manners of a more stylish era, St. Francis has a rule against men wearing hats inside the club. Jim made

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# THE REFIT OF 'AVOCET'

**C**hris Neely grew up in a sailing family surrounded by small daysailers as well as his family's Mason 43 'Sea Castle,' which was berthed in Berkeley for 28 years. In high school, Chris convinced Marissa to crew for him in the annual High Sierra Regatta on Huntington Lake. They've now been together for a decade, got married, and live aboard a Cheoy Lee 41 they've been refitting. Marissa wrote in about their recent project replacing the toe rail with a bulwark.

**A** few months ago, my husband Chris and I removed the teak toe rail from our 1979 Cheoy Lee 41 *Avocet*, and in its place constructed a bulwark, pulling inspiration from one of the most notable boatbuilders, Lyle Hess. This project changed not only the aesthetic of our boat's design but also the physical construct, making her deck and hull stronger than ever before. A conversion like this may sound simple in theory, but there are many technical layers that combine naval design, carpentry, metalwork, and a whole lot of patience.



**Marissa and Chris have been working hard but results give them plenty of reasons to smile.**

While working through this extensive project, we realized that there is a lot of confusion about what defines toe rails and bulwarks. After some lengthy research and discussions with boatwrights and naval architects, we have concluded the simplest way to determine the correct technical term; a toe rail is a piece of wood, aluminum, or fiberglass that usually does not exceed 3 inches tall and is bolted, every few inches, through the deck. Anything bigger, which typically is bolted to the stanchions to support it, will be called a bulwark. Both of these designs are implemented in many different boat models, and both can serve their purpose as an aesthetic piece as well as structural.

Legendary sailor, author, and teacher John Kretschmer notes that when choosing an offshore cruising boat, you should consider a vessel with a "deck-to-hull-joint that does not rely on bolts, screws, rivets or adhesive for strength or water tightness. The joint is heavily glassed on the inside, the entire way around the boat and solid stainless steel rods [are used] for mounting stanchions [that] are recessed into the



**Above: If this Cheoy Lee 41 looks a bit different than most, it might be because the owners replaced their toe rails with an old-school bulwark. Inset top: Chris digs into breaking the original toe rail from the hull deck joint of 'Avocet'. Center: Marissa and Chris carry their handiwork. Bottom: Chris gets the details right in the stainless work.**

bulwark thus eliminating potential leaks [that are] so common when stanchion bases are thru-bolted." With this idea in mind, we began to further explore how we could implement a strong bulwark and increase *Avocet's* already-bluewater standard.

In our case, *Avocet's* teak toe rail was (at one point) structural, connecting the deck-to-hull joint with through bolts every 6 inches. Unfortunately, over time the bolts corroded due to dissimilar metals, and disintegrated, leaving voids where water could leak through, creating a mess of problems below deck. To repair this damage, we had to remove

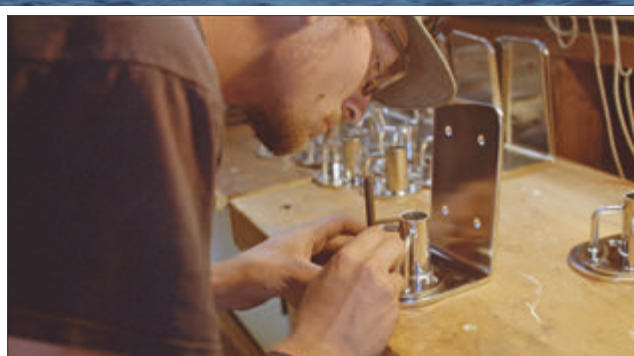
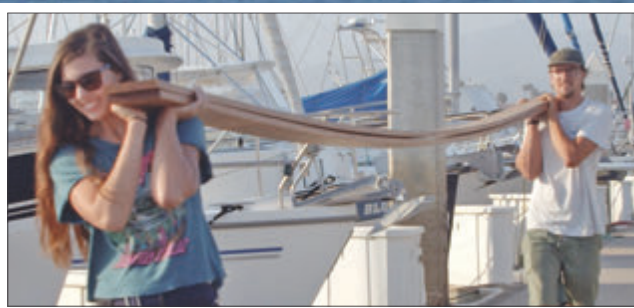
the toe rail and then make a decision on how to proceed with its replacement.

Choosing the bulwark option, we had the ability to glass a seamless deck-to-hull joint that would reinforce the interior glass as well as reconcile the damage left by the bolt holes, further eliminating the need to re-bolt. The reason our deck-to-hull joint was not initially glassed externally was that this was not only labor-intensive but also expensive. *Avocet's* era of boats were primarily built in Hong Kong and Taiwan because of the cheap labor and readily available sought-after materials, making boat production quick, reliable,



# TOE RAIL TO BULWARK

ALL PHOTOS AVOCET



and most importantly, economical. To glass over a deck-to-hull joint would have added many hours of glassing and fairing; it would also mean re-gelcoating that whole area, blending and wet sanding it to match the topsides and deck. Whereas the quicker approach is to construct a toe rail and through-bolt it, which is a tried-and-true technique used across many designs, as long as your hardware is not corroding. Of course, this raised bulwark is not necessary if you have a boat like my brother-in-law's Hans Christian 33, which has an integral bulwark.

Over the course of three months, Chris and I had spent hours glassing, designing, fabricating, and construct-

ing our bulwark, which incorporated many design aspects influenced by the Bristol Channel Cutter. The bulwark bases were 316 stainless "L" brackets that we had recessed into the deck so they would sit flush below the stanchions. Each bracket incorporated a unique bend measurement to anticipate the curve of *Avocet's* hull, allowing the wood to conform to and naturally continue the angle of the hull above the deck. Once these were installed, we began to work on the wood that would be mounted to the brackets.

The wood we used to construct our bulwarks was a hot topic aboard *Avocet* for weeks. We wanted to use teak at first, but our wallets did not agree,

so we researched alternative rot-resistant hardwoods. There were many great options like white oak, purple-heart, black acacia and mahogany, but after consulting with a contractor we were pointed in the direction of cumaru, also known as the Brazilian teak. Chris spent days prior to the arrival of the wood studying various scarf joints to choose the best method to join the three sections of wood together into a single 42-ft board. After cross-checking sources, he settled on a mechanically fastened plated scarf joint, which would be 32 inches long. Chris used an accurate combo square, circular saw, Japanese hand saw, sharp chisels, an assortment of drill bits, 316 stainless hardware and marine glue to construct the bulwark plank.

Sixty-four 316 stainless steel fasteners later, we had bulwarks! The wood completed *Avocet's* newly improved look, adding a hint of timeless design to her somewhat more modern construct; a tip of the hat to our favorite classic yacht designers. The final pieces to be installed were the hawseholes that would take the place of our prior fairleads, which we felt did not do the overall hull design justice. Our cast bronze hawseholes completed the design, and when the last hawsehole was in place we broke free of our dock lines and made a mad dash to the Channel Islands so we could enjoy our boat the way she was intended.

***Teamwork made it all possible.***



# TOE RAIL TO BULWARK



**Left:** It's a big, messy job and, once you're into it, there's no turning back. **Right:** The new bulwark on 'Avocet' is handy for lashing cruising gear.

The water splashed the deck, washing overboard immediately under the bulwark through the slim gap. It was perfect. The height of the bulwark made it easy to store jerry cans, fenders, lines, and even the dinghy safely with a non-cluttered appearance. This conversion was a long process, but overall we are pleased with the

outcome and hope that it can inspire others who are interested in a project like this of their own! As *Avocet's* pre-cruising project list is growing shorter by the day, we look forward to the improvements to come and overall sailing off into the sunset together with a boat we are proud of. In the words of John Kretschmer, "No other

man-made object blends design, craftsmanship, passion, and pure optimism the way a sailboat does. With a good sailboat, anything is possible." For more information on our bulwark conversion, check out our YouTube channel Sailing Avocet or our website at [www.svavocet.com](http://www.svavocet.com).

— marissa neely

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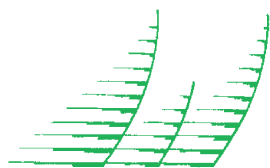


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# SOUTH PACIFIC ON HOLD —

With the daily news still dominated by horrific COVID-19 stats, the economy wheezing along on life support, and political rancor more intense than ever, the idea of setting sail on an extended South



ALL PHOTOS LATITUDE / ANDY

*The dolphins of the deep-blue South Pacific are always there with a wink and a smile beckoning cruisers to come for a visit.*

Pacific cruise seems extremely appealing.

Only trouble is, many of the South Pacific's most coveted sailing destinations are currently closed to cruising yachts due to the pandemic, and there's

no telling when their welcome mats will be put out again. But before you completely abandon your dreams of escaping to the tropics, allow us to give you a brief overview of the current situation, island by island.

A quick glance at a globe or a South Pacific planning chart will remind you that there's a very long stretch of open ocean between the West Coast of the Americas and the first possible landfalls of French Polynesian — in the Marquesas Archipelago. When crossing directly from San Francisco, the rhumbline distance to those jagged, volcano-formed isles is roughly 3,000nm. From Mexico's Banderas Bay it's around 2,700nm, and it's a whopping 4,000nm from Panama. (Tahiti itself lies another 800nm southwest of the Marquesas.)

Last March, when COVID's lethal case count began skyrocketing worldwide, several dozen cruising boats were already at sea, sailing west en route to the Marquesas. Before most of them made their initial landfall, French Polynesia and nearly every other island nation in the central South Pacific announced that they had closed their borders to both

air and sea travelers. Throughout the region, there were similar government declarations that no new cruising boats would be allowed in, and those already cleared in could not clear out. On most islands, strict 'confinement' rules were instituted that initially required sailors to stay on board 24/7, except for occasional trips ashore for essentials.

In the early days of confinement, a small number of foreign sailors managed to arrange seats on 'repatriation flights' back to their home countries, but many more sailors are presumably still ticking off the days in places like the Cook Islands, Tonga, New Caledonia, New Zealand and Australia — 10 months after restrictions were originally imposed.

## Tahiti's Closed-Yet-Open Policy

When island after island instituted closure policies last spring, French Polynesia became the sole exception to the strict no-entry mandates of its neighbors. Although the French Overseas Territory's maritime borders were declared to be *officially* closed, it offered 'harbors of refuge' to yachts arriving in both the Marquesas and Tahiti — a disparate international fleet that included many members of the Pacific Puddle Jump and World ARC rallies.

Foreign-flag sailors who'd been at sea for weeks were sincerely grateful for the French Polynesian government's compassionate decision to let them in. But a few months later, many foreign cruisers were baffled by a new government policy. In July, French Polynesia became the first in the neighborhood to reopen its borders to international air travelers, yet it remained (officially) closed to marine tourism. Confusing? Absolutely.

Despite the stated policy though, the bottom line today is that foreign cruising boats as well as superyachts are still allowed entry on a case-by-case basis. And it's worth noting that as far as we know, not a single cruising yacht has been denied entry, for at least a short-term stay, after completing a (free) application process with the maritime agency



## COVID's Effect on Key SoPac Cruising Destinations

As the COVID-19 crisis nears its one-year mark, we offer this brief update on pandemic-related issues.

- **Mexico & Panama** — The two most popular jumping-off points for South Pacific-bound cruisers are both open to sailors with few if any special restrictions.

COVID test required on arrival in Panama; neg result required to enter marinas. To get exit zarpe from Panama, must show Panama Cruising Permit and letter from your next port confirming they will receive you, which Tahiti will not provide. Galapagos will, however (via agent). However, some leave for FP without zarpe, as many cruisers claim FP authorities rarely ask for it.

- **Galapagos Islands** — May visit, per special protocol. Need yacht agent, i.e., [yachtagentsgalapagos@gmail.com](mailto:yachtagentsgalapagos@gmail.com). All crew need neg RT-PCR test result from test less than 72 hours before departure for Galapagos. Also, wearing masks and social distancing while ashore is mandatory.

- **French Polynesia** — Maritime borders are officially closed. However, sailors may enter if registered with maritime authorities (DPAM), must make

maritime declaration of health, meet testing or quarantine requirements: having spent 14 days at sea for a crew of one, or 28 days at sea for a crew of more than one. Or all crew must get RT-PCR test. May disembark after proof of a neg result.

- **Tonga** — Closed to new arrivals. Yachts already in Tonga must inform customs of any movement between islands.

- **Fiji** — Yachts may enter per special regulations, and use of approved yacht agent: [chase@baobabmarine.com](mailto:chase@baobabmarine.com), [jo@yachtpartnersfiji.com](mailto:jo@yachtpartnersfiji.com), or [david@yachthelp.com](mailto:david@yachthelp.com). AIS must remain on during your crossing. All crew must have pre-departure neg COVID-19 test result: 14 days of quarantine required, minus time at sea en route.

- **New Zealand** — Borders are closed to foreign visitors. Possible but difficult to obtain exemption if you commit to getting major work done in NZ, or have compelling humanitarian need to visit. May not open fully until 2022.

- **Australia** — Currently closed to non-Aussie yachts.

For more, see [south-pacific-sailing.com](http://south-pacific-sailing.com) & <https://en.pf.yellowflagguides.com/>



# WAITING OUT THE PANDEMIC

DPAM prior to arrival. (See sidebar.)

If you're toying with the idea of heading west this season, you'll find this encouraging: Several in-the-know French Polynesians assure me that DPAM has no intention of changing its door-half-open policy anytime soon, probably because visiting cruising yachts — and especially superyachts — comprise a small but important niche in the territory's tourism-based economy.

Part of the reluctance to 'open the door' completely may be because anchorages, mooring fields and marinas in Tahiti, as well as its sister isle Raiatea, are currently chock-full of foreign-flag vessels, many of which have been idling there unattended since last summer, when their owners flew home to Europe, the US, or elsewhere. And it's a safe bet that many of these owners will delay returning until the options for interisland cruising return to some sense of normalcy. Given this situation, it doesn't take a great imagination to picture the logjam that would be created if hundreds of new boats were to arrive in Tahiti this

**Julie strikes a pose. When you see the six volcanic teeth of Ua Pou, you'll know you've arrived in the heart of the Marquesas.**

spring and summer, before much of the lingering 2020 fleet sails west. (Interestingly, regardless of the visa status of their owners, foreign yachts are normally allowed to stay in French Polynesia for two years.)

## Fabulous Fiji Awaits

At this writing, Fiji is the only other cruising destination in the central South Pacific that has given the green light to cruisers, provided that they are represented by a Fijian yacht agent and fulfill a relatively simple list of pre-entry procedures.

The inherent challenge is that the principal islands of Fiji lie roughly 1,700nm west of Bora Bora, which is the usual outbound departure port for boats heading west from the Tahitian — or Society — Islands. And by sailing nonstop to Fiji, westbound voyagers would miss the chance to visit the Cook Islands, the 'friendly Kingdom' of Tonga, and the Samoan Islands. And as veteran cruisers know, due to the consistency of the South Pacific's easterly tradewinds, once you sail west of a place,

you are not likely to return to it unless you endure a long, hard beat upwind.

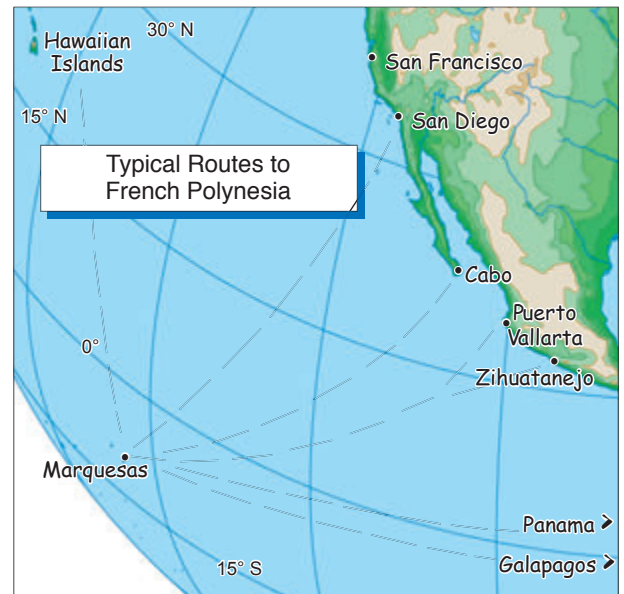
All that being said, Fiji offers a fascinating variety of attractions for sailors, including exceptional snorkeling, diving, and surfing; a famously friendly Melanesian population (that speaks English); wonderful food; low prices on almost everything; and liberal customs and immigration policies, making it a must-see for most SoPac sailors.

Now the bad news. For many world cruisers, Fiji serves as the ideal jumping-off point for crossing from the tropics to the temperate latitudes of New Zealand or Australia. There, they typically relax and refit for six months or so, while avoiding the South Pacific cyclone season (December to April). Presently, however, both countries are closed up tight, with no promises about when they might reopen.

## Timeless Tranquility of the Atolls

Despite the challenges and uncertainties of the past 10 months, several hundred foreign-flag yachts are currently cruising French Polynesia's five dreamy archipelagos, almost as if it were a normal year.

"I count my blessings every day," said singlehander Michael Berry of the San Francisco-based Passport 42 *Peregrine*, as he and I toasted yet another fiery sunset behind Moorea recently. His words echo the universal sentiment of virtually every sailor I've met since crossing from Mexico to the Marquesas in 2019 aboard *Little Wing*. That is, despite the considerable challenges of recent months,





# SOUTH PACIFIC ON HOLD

these cruisers would much prefer to be out in nature, poking around minimally populated atolls, than to be hiding out from the pandemic at home — be it in a bustling city or a sleepy suburb.

That attitude is undoubtedly shared by many would-be voyagers here on the West Coast who are chomping at the bit to sail west in the coming months. Needless to say, though, given the current closures and uncertainties, deciding whether to cast off the docklines this season is a very tough call to make.

## Lingering Longer Where You Are

If you have plenty of flexibility, time-wise, you might follow the advice of Matt and Christine Mitchell of the Austin, Texas-based Catana 471 *Sugar Shack*. Matt suggests, "If you're happy cruising where you are now, consider staying put until restrictions are lifted in the islands." One argument in favor of this approach is that the 2021 Pacific Puddle Jump rally, as well as its associated events in Mexico, Panama and Tahiti, have been suspended due to uncertainty about French Polynesia's entry policies during the coming months, whereas next year the long-established rally will almost certainly be rekindled, attracting a typically diverse collection of North Americans, Europeans, Aussies, New



*Snorkeling and diving are spectacular in the crystal-clear coral atolls of the Tuamotu Archipelago.*

Zealanders and others. have memorable cruising adventures while staying healthy. According to Bruce, the experience turned out to be "absolutely fantastic!" In fact, they consider it to have been one of the highlights of their many years of cruising.

Of course, spending time in the blistering heat of the northern Sea of Cortez isn't for everyone. But there are plenty of other minimally populated places in Mexico and Central America where cruisers could enjoy life while keeping a low profile, and avoiding the pandemic.

Two examples are Panama's Las Perlas Islands, on the Pacific side, and Bocas del Toro, on

*Left: The art of traditional dancing is revered on virtually every island. Below: ghosting in to Nuku Hiva.*



Zealanders and others.

For another perspective, we checked in with longtime cruisers and occasional *Latitude* contributors Bruce Balan and Alene Rice of the Long Beach-based trimaran *Migration*.

When the COVID threat became deadly serious last March, they were fully prepared to head west from Mexico to Polynesia. Instead, they abruptly altered course for the northern reaches of the Sea of Cortez — a remote region where fascinating sea creatures outnumber both sailors and shore-dwellers a million to one. The change of plan was effectively a defensive tactic that ensured they'd

the Caribbean side. The Panama Canal is open for business and operating normally, by the way. And several Panama marinas offer boat storage in or out of the water.

## But Can You Afford to Delay?

For many would-be cruisers, the biggest impediment to casting off their docklines is the challenge of getting all their family and business obligations covered, so they can make their getaway. Even then, most voyagers typically have only a limited window of free time before obligations reel them back into the mainstream.

No doubt this reality is weighing heavily on many sailors who are currently cruising the West Coast, but are eager

Deciding whether to cast off the docklines this season is a very tough call to make.

to head west. Having earned the age-appropriate nickname Old School myself, I can sympathize. Once circumstances conspire to close your cruising window, it may be years before it opens again, if ever.

If you are itching to cross this season, perhaps the best advice we can offer is to plan on jumping off a bit later than usual — in May or early June, rather than in March or April. By the time you arrive, vaccinations may be in progress, signaling eventual containment of the whole COVID nightmare.

— **latitude** / andy





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"Please wait," my computer told me, "the meeting host will let you in soon."

OK, I was 15 minutes early, but I needed to make sure I had time to dig up the correct link to the online seminar.

Online seminars are a far cry from the real thing. Back in the old days, pre-COVID, half the value of an in-person event was the pre- and post-event schmooze with all the other participants. This loss seemed especially poignant for this pre-race seminar: no chance to work the room for crew prospects, gear exchange, or back-channel gossip with the other skippers and navigators.

The invitation to join the meeting appeared soon enough, and I clicked in to discover a surprise substitution: Lee Helm, naval architecture graduate student and accomplished offshore navigator, was the meeting host and principal lecturer.

"Welcome aboard, Maxi!" she greeted me. "You're the first one in."

"I grew up in New York," I explained. "and 'New York Time' means 'show up for everything 10 minutes early.'"

"Max, un-mute your mic! Lower left, on the microphone icon!"

"Right, sorry," I mumbled as I clicked the little microphone icon with the red slash through it to turn on my sound. "Lee, are you one of the speakers today? What happened to the famous meteorologist listed on the seminar invitation?"

"He had to cancel," Lee explained. "Had to fly off to advise on some big race in Europe."

"I'm not surprised you're in the seminar organizer's Rolodex," I said.

"Whatever a 'Rolodex' is," she answered. "Anyway, this gives me a chance to, like, tear up the syllabus on weather tactics they gave me. The best weather briefing for racing to Hawaii is already online, by Stan Honey. Don't mind the poor production values — I mean, it looks like it was shot with a handheld camera by one of the attendees — but the content is the best you'll find anywhere on the subject. I'm sending people there for weather strategy. That's like, the cool thing about online classes. You can watch a lecture given by the best in the biz, and the local teacher's role changes to providing individual help with the homework. It's the Khan Academy concept of 'flipping the classroom.'"

"Then what's your plan for today?" I asked.

"Routing software tutorial," Lee answered. "By the end of the session, you will have downloaded and installed your very own weather routing optimization program, loaded a GRIB file, and calculated the fastest route to Hawaii, based on the latest wind forecast, for a boat similar to yours."

"I tried to use one of those routing programs once," I confessed. "It's either a very steep learning curve, or I'm pretty dense. The user manual was almost no help — I could never get the thing to define the 'active route.'"

"Lots of people get stuck there," she said. "The trick is to make the first mark active. But we'll use a program from France called qtVlm. It's free! And almost as capable as the expensive apps."

Meanwhile, my screen was filling up with more little boxes showing animated portraits of the seminar participants. Lee was welcoming them in as they arrived, but she was merciless with her

critique of everyone's video setup:

"Put your laptop on a shoebox!" she chided one arrival. "With that low camera angle, we're like, looking up your nose!"

"Um, could you pull down the shade on that window right behind you, and turn on a room light or something?" she asked another participant. "There's too much backlight to see your face." But she also allowed time for some chatter among the group, which I thought was a good way to give it more the feel of an in-person event.

The more experienced teleconferencers had clearly put some effort into their background images. We agreed that the best one was a video loop looking aft from the stern of a very fast boat surfing on ocean swells, showing not much more than a clean wake and a rooster tail, and the whitecaps, a blue sky and a blue horizon. Next best was another video loop of dolphins playing around the bow, even though there was a big old plow anchor in the bow roller, proving that this one was shot from a heavy cruising boat.

"Careful attention to the background image is a great tool for business meetings," the dolphin photographer explained. "It's especially useful when someone is in the middle of a long and boring presentation. I put up my own slideshow as a sequence of background images, usually with the intent of making an entirely different point from what the speaker is droning on about."

"Cool!" Lee agreed. "This medium has unexplored possibilities for creative disruption."

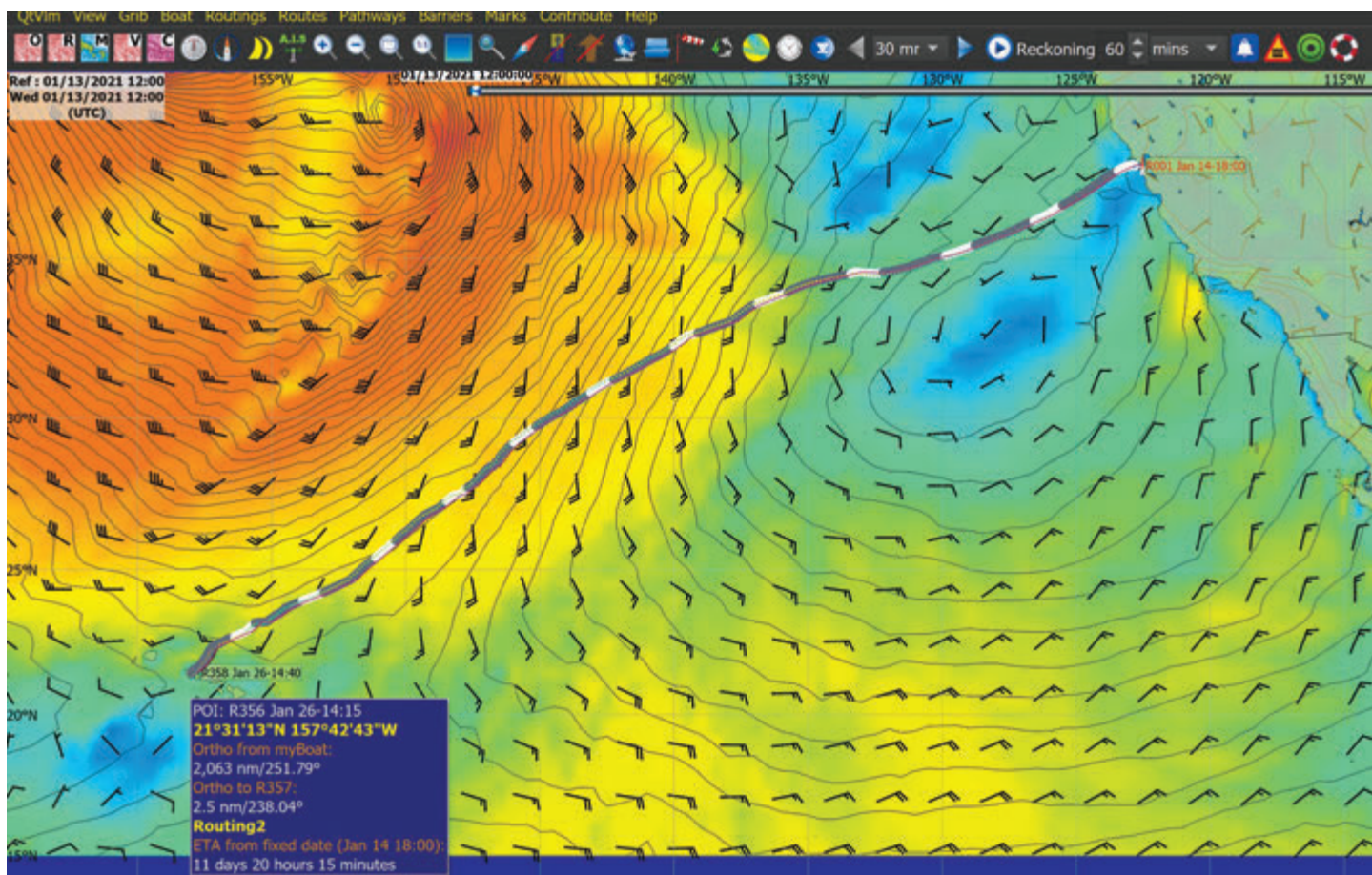
"After almost a year of this," I added, "you'd think by now everyone would know all the tricks."

## How to download, install, configure, and run qtVlm

- Download from: [meltemus.com/index.php/en/download](http://meltemus.com/index.php/en/download)
- Choose "Windows" (or other op system) then "Windows desktop" (or "Windows tablet," but use "Windows desktop" for a laptop computer).
- Click "Download."
- Then select the latest version, "qtVlm-5.9.14-p2" and click the orange "download" button on the right. Click a "download" button again on the next screen. It's a 27 MB file.
- A setup file named "qtvml\_setup\_5.9.14-p2.exe" should appear in your default download folder. (To find the default download file, if you haven't saved the file elsewhere, look in "This PC" then "Downloads." Or in "C:/Users/UserName/Downloads.")
- Click on the downloaded and saved qtvml setup file to start the installation.
- "Microsoft Defender" might try to block the installation. Select "More info" and then "Run anyway." Then answer "Yes" in the "User Account Control" window.
- Select English (or French) with "OK," then "Next" to continue, "Next" to accept the default installation folder, and "Next" to create a shortcut in the Start Menu. Also, check the box for a desktop icon shortcut. Click "Next" again, then "Install."
- The setup program will download some additional files during the installation. Click "Finish" when prompted.
- The first message qtVlm will display is "Charts are missing — What do you want to do?" Select "download" to get the default global charts. You will find yourself off the coast of France. Click and drag the chart to bring California into view. The scroll wheel zooms. Note that qtVlm shows global daylight and darkness regions. Some people find this annoying when viewing the



# THE OPTIMAL WIND IS FREE



*qtVlm predicts a 12-day, 20-hour passage for a Cal 40.*

"OK, let's get started," Lee finally announced when the participants totaled several screens' worth of little faces in square boxes, and an extra 15 minutes had been allowed for socializing. "Everyone please minimize the conference, and bring up your web browser. The last time we tried to do this at a face-to-face seminar," she recalled as an aside, "everyone in the yacht club dining room tried to download the same program at the same time, and the club Wi-Fi choked. No problem with that today!"

For the next 20 minutes, Lee led the group through what amounted to "Weather Routing Software for Dummies."

Then she made everyone announce, just to prove that they had actually gotten the program to work, what kind of virtual boat they were sailing, how long it took to get to Hawaii, and what their optimal route looked like. That tactic smoked out the few people she had lost in the process, but after some remedial help and another 30 minutes we all felt

like we knew how to win the next Pacific Cup. Or at least, aim our boats in the same direction as the experts.

"This makes it too easy!" exclaimed one of the sailors.

"Even still, don't fire your navigator!" Lee advised. "These programs, like, have their limits. For example, it might predict a comfortable deep reach in 15 knots true wind for the last thousand miles. Easy sailing in the trades, right? Wrong! That's the average wind speed. On a squally night it might be like 5 knots

route animation — you can turn it off with "view" in the menu bar, then "Show/Hide," then "Show night zones." Also turn off the instrument display from the Show/Hide menu, since instruments are not connected.

- The five-colored squares on the left side of the toolbar (top of screen) are for different chart display options.
- Zoom in to show Point Bonita for Pacific Cup (or the west end of Catalina for Transpac), then right-click and select "Move boat here."
- Move the cursor to the desired finish location: just off Kaneohe Bay for Pacific Cup, or on the final approach to Diamond Head for Transpac. Click "Marks," then "Add a mark." "POI" is for "Point of Interest."
- Next click "Boat" and "Boat settings," then "Polar" and "Polars server." There's a long list of boats to choose from; find one that's similar to your boat, then click OK to download the polars for that boat. You can view the polars by clicking "Boat" then "Wind Polar analysis" and then checking "All TWS."
- Now to add the weather data. First, pan and zoom the chart to show the start and finish on one screen. This sets the geographic limits of the weather maps to be downloaded. Click "GRIB" from the top menu, then "GRIB Saildocs." A number of weather models are available in GRIB format (GRIB is for "Gridded Binary"). Use the GFS box, which defaults to "Wind (10 m)" and maximum time and space resolution. Change to 0.5-degree resolution, six-hour time steps, and enough days to allow your boat to complete the course (the GFS forecast extends up to 16 days) to keep the file size reasonable. The file size is estimated on the lower left, below the various weather model boxes.
- Click "Send email" and the Saildocs request string is displayed. Click "Send" at upper left. But if your email is not integrated into your laptop Windows installation, it's often more reliable to copy the Saildocs request string and use your email separately

continued on next page

half the time and like 25 knots the other half, with like 30° wind shifts. The average, which is like, all the map will show you, is 15 knots of wind from a steady direction."

"So you're saying we are still on our own when it comes to squall strategy," concluded one of the skippers in the virtual room.

"Totally," Lee confirmed. "And also don't trust the downloaded polars for ocean sailing. Even a heavy boat, in light air and waves, will have to head up way above the smooth-water VMG angle just to keep the spinnaker full. And a light boat, in surfing conditions, can sometimes do better by sailing lower than the optimal smooth-water downwind angle."

"Who can believe a weather forecast more than 10 days out?" another racer added. "Sure, we'll get updates every time there's a new model run, but what



SHARON GREEN/ULTIMATE SAILING.COM

***Commanche found the right route to Hawaii when they took the Barn Door Trophy in 2019.***

if the initial optimal course turns out to be completely different from the actual optimal route?"

"Don't fire your navigator," Lee repeated. "And like, there's a lot more to learn about this program. I mean, for homework, try to sort out the difference between a 'route,' a 'routing,' and a 'pathway.' Download the 179-page user manual. And for extra credit:

Who knows what the letters qtVlm stand for? I think it like, means something in French."

"Can I interface this directly to my boat's instrumentation?" asked one sailor.

"What about currents? Are there GRIB files for currents?"

"Will it work for a coastal race?"

"Can it help call the final approach to the starting line?"

"Yes to all of that," Lee answered. "It's a very versatile program. Now that you all have it installed and working, you can explore all the capabilities. As a very wise person once said, 'the rest is details.'"

But later that night, after struggling with the user interface for a few hours, I was reminded of another famous quotation, this one from Click and Clack, the Car Talk guys: "The French copy no one, and no one copies the French."

— max ebb

## How to download, install, configure, and run qtVlm cont'd

from qtVlm. Email the request string to [query@saildocs.com](mailto:query@saildocs.com), but add "send" followed by a space to the front of the request. The Saildocs service is free, and no setup or account is required.

- The Saildocs request string can be easily edited. The first four numbers are the limits of latitude and longitude for the weather maps that will be returned. Then there are two numbers for the spatial resolution in degrees (0.5,0.5 if you're doing half-degree resolution), then the times in hours from the current weather model initialization, ending with the upper limit. The double period instructs the server to fill in additional times at the same interval as the first several times specified. Email [gribinfo@saildocs.com](mailto:gribinfo@saildocs.com) and [gribmodels@saildocs.com](mailto:gribmodels@saildocs.com) for more about Saildocs and weather model options.

- The request string for surface wind and surface pressure might look like this:

send GFS:40N,15N,160W,110W|0.5,0.5|0,6,12..336|WIND,MSLP

- The return email from Saildocs will include the requested GRIB file as an attachment, about 1.2 MB for this example. You will need to download this attachment in your email program, and keep track of where it is saved, most likely in the default download folder. This is probably "C:/Users/UserName/Downloads" or "This PC/Downloads." Minimize qtVlm while working with your email.

- Once the location of the downloaded GRIB file is known, bring qtVlm back up and click "GRIB" then "GRIB slot 1" then "Open." This is where you tell qtVlm where to find the downloaded GRIB file. (It will remember the location for next time.)

- You have a lot of control over how the weather map data is displayed. Click on the red and white windsock on the toolbar. Adjust wind speed shading, size and density of wind barbs to taste, and switch to wind arrows instead of barbs if desired. Turn on "Display GRIB time slider."

- Various display modes are available. Click "Reckoning" to see the weather map animated. The time step can be selected; the weather data is interpolated if the time step is shorter than the downloaded weather map intervals.

- To calculate the optimal route, based on the downloaded wind forecast and the boat's polars, right-click on the finish line POI and select "Create a routing toward this POI."

- Check the "Routing start date and time" and adjust if desired (but make sure the start date and the estimated finish date fall within the dates covered by the GRIB download). Also make sure "Routing from boat" is turned on. This is also a good time to adjust "Size and color of routing result." Increase the line width up from 1.5, and click on the long gray rectangle to choose a color.

- Click both "OK" buttons, then watch the program calculate the "Routing."

- Click "OK" and then uncheck "Simplify/optimize" unless you would like the routing converted to a limited number of waypoints. The dark and light segments of the routing show legs in daylight and darkness.

- To animate the routing and the weather together, click the arrow in the circle to the left of "Reckoning" on the toolbar. You'll see a dot move along the route as the wind and weather evolve with time. (But the dot might be very small unless you've increased the pixel width of the routing line in "Create a Routing" options.)

- The "Simplify" and "Optimize" options are available from "Routes" then "Edit route" in the menu bar.

- Stan Honey's Transpac Tutorial:

<https://www.youtube.com/watch?v=Ai1rDP97GD8&list=PLCR3O60tmGB6R0PfGgfEuwfg078n2Rrol&index=1>

- Change the final 1 to 2, 3 and 4 to see all four parts.

- Stan Honey's Pacific Cup Tutorial:

[https://pacificcup.org/sites/default/files/kbfiles/Pacific%20Cup%20Weather%20and%20Tactics\\_0.pdf](https://pacificcup.org/sites/default/files/kbfiles/Pacific%20Cup%20Weather%20and%20Tactics_0.pdf)

and [https://www.pacificcup.org/sites/default/files/kbfiles/PacWeatherHoney2012\\_0.pdf](https://www.pacificcup.org/sites/default/files/kbfiles/PacWeatherHoney2012_0.pdf)





*deWitt*

*I love this painting  
of Double Trouble!*

*Jim is still painting  
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# THE RACING

**In January, Northern California racers continued to adapt to the holiday COVID surge and resulting lockdown. Here we cover CYC's Household Pursuit Race, IYC's Island Days, the J/105 Bittersweet Sail, BYC's Midwinters, and Sequoia YC's Single Household Fun Races. And, we include a report on what Transpac Prep is like in 2021.**

## CYC Household Pursuit Race

"The wind looks fair to none," said race chair Marcus Canestra, welcoming 32 race boats to the startline off the Corinthian Yacht Club race deck. The lovely, sunny day was like a gentle breath of spring, a welcome break from the cold winter weather of December and early January. Unfortunately, January 16 will be remembered for a lot of current, not a lot of wind. With a moderate flood at the start turning to a massive ebb resulting in a minus tide, the prevailing current could be against the racers all day.

The sailors on each boat had to be

for shipping traffic, causing some of the racers to motor out of the way and thus retire from racing.

Some who went through Raccoon Strait first had to quit when the current sucked them in too close to the east side of Angel Island and its rocks and anchored boats. (One large anchored motoryacht was having a big, noisy party. Pretty sure those people weren't all living together.)

Bob Braid and Kate Odle doublehanded the Sausalito-based 40-ft Wauquiez Willow and took Angel to port. Bob said that all things went according to plan except for a late start — by more than a minute.

"We went deep to Point Belvedere first to minimize adverse current due to flood, then over to Alcatraz, leaving it to starboard," reports Bob. "I had planned to then go aggressively to Southampton Light to avoid the lee of Angel Island given past experience there, but saw Q (Liz Baylis) and Serenade (Hank Easom) ahead going closer to the island. I was tempted to follow them ('cause they

win a lot!), except the water was real shiny over there and they seemed to slow. We fell off and headed more toward Southampton in very light air, managing

to catch, then pass, the leaders.

"Then a tanker from Point Richmond showed up. We jibed farther northeast out of the channel and made our way clear. At the same time I was sorry to hear Q retire because they had to motor away from the path of the ship. We jibed back and drifted sort of north on the flood outside the channel for the next 20 minutes as the rest of the fleet was stuck behind Angel Island. We waited for a second then a third ship to transit, then turned up across the channel toward Point Bluff and were soon rewarded with a steady, gentle southwest breeze from the right side of Raccoon Strait.

"We tacked, and with the flood, initially on the port side of our bow, were able to bear off for speed. From then on it was 6-7 knots of boatspeed and one more tack to Elephant Rock and the finish. It felt good, but we wondered who else had already finished, as no other boats were around. We were kind of lucky." Lucky indeed — they'd finished first!

Second-place finisher Pat Broderick, sailing solo aboard the Wyliecat 30 Nancy, reports that first-place finisher Willow passed him as they neared Alcatraz.

"I decided to sail to Alcatraz first after studying SailFlow's current charts and SailFlow's 1-km wind forecast charts for the Angel-Alcatraz area and especially east of Angel Island. I've come to trust SailFlow's 1-km forecasts pretty much.

"It looked like going to Alcatraz first would mean close and broad reaches,

**Having some fun with the family on Frank Burkhardt's Islander 36 'Island Girl', seen here arriving at the starting area of CYC's pursuit race.**



LATITUDE / JOHN

**'Willow' and about 18 other boats chose a course of Angel Island to port after the start of CYC's figure-8 Household Pursuit Race.**

cohabitants, which led several to race solo. Others took non-sailing partners on their first race.

In this race, skippers chose which way to round Angel Island and Alcatraz in a figure-8. A turning mark off the Tiburon shore (at Elephant Rock) keeps everyone starting and finishing in the same direction as one another.

We counted 12 boats continuing on through Raccoon Strait first, headed for the east side of Angel Island and a huge wind hole. None of them finished. The rest turned around at Elephant Rock and fought the flood to take Angel Island to port.

If you could avoid the giant wind shadow behind Angel, you ended up in the shipping lane, and it was a busy day



LATITUDE / CHRIS





LATITUDE / CHRIS

**Belvedere Cove and Raccoon Strait had enough wind for the start and the short first leg to the turning mark at Elephant Rock.**

which a Wyliecat likes — and which make it difficult for chutes." Wyliecats generally don't fly spinnakers.

"I assumed I'd find ebbing water in the wind hole behind Angel Island. And I did!

"I waited too long to begin my tack out of Raccoon, however, and it was slow going until I emerged and tacked over for Alcatraz. From there on it was very nice sailing: close reaching in mid-teen wind on the way to Alcatraz, a nice rounding, and then broad reaching down toward Point Blunt in wind that began in the mid-teens and tapered off into low single digits.

"I could see ships coming down from the Richmond Bridge area, so I sailed wide after Point Blunt. And then the wind was pretty much blocked by Angel Island. The current chart suggested nice flood about half a mile east of Angel, and I enjoyed about 2 knots of speed over the ground in the correct direction with 0 speed through the water. There were three ships and several long toots ahead and inside of me for boats that stayed too close to the island and found themselves in the way.

"About 2 p.m., I was in front of the east entrance to Raccoon Strait when the wind began to fill in from the north and then back to a nice westerly breeze coming through Raccoon with some ebb helping. From there it was two long tacks to the finish, staying inside the temporary at Elephant Rock on the way to the finish.

"By the time I was headed back for Richardson Bay, the fog was in under the Golden Gate Bridge." And all of a sudden it looked like a summer day.

— latitude / chris

#### CYC HOUSEHOLD PURSUIT RACE, 1/16

1) **Willow**, Wauquiez Centurion 40s, Bob Braid; 2) **Nancy**, Wyliecat 30, Pat Broderick; 3) **Lonestar**, Beneteau 10R, Madeline Morey; 4) **Moonlight**, Express 27, Jim Gibbs; 5) **Serenade**, Sabre Spirit, Hank Easom. (32 boats)

Full results at <https://race.cyc.org>

#### **Preparing to Race to Hawaii, Then and Now**

*Andy Schwenk and his merry crew of pirates are preparing his Express 37 for the 2021 Transpacific Race. A regular Latitude contributor, Andy is a Bay Area delivery skipper, yacht broker, and rig inspector. He filed this report:*

When I was helping prepare my father's boat for the 1982 Vic-Maui Race, it was a 1978-vintage Santa Cruz 33 crafted by talented young men led by the legendary Wizard Bill Lee of Soquel, California. I remember the winch handles were stamped on the bottom that they were crafted "By Hippies in Alviso," and, well, they looked like it.

That same year two brothers, Terry and Peter Alsberg, started building Express boats in Santa Cruz. Just three years later the Carl Schumacher-designed Express 37 took first, second and third place in the 1985 Transpac Race to Hawaii. Fortuitously, last fall I was fortunate enough to take ownership of one of these vessels, *Spindrift V*, built in 1984 and primarily raced on San Francisco Bay and along the local coast.

After 48 more trips to Hawaii or back under my keel aboard all kinds of boats, I figured it was about time to follow in the wake of my Pa and put my own program together. My dad and I took a class from now-acclaimed navigator David Burch being offered by a local community college. No computer screen in those days (actually it was night). We would climb the steps to the roof of the

building with our sextants in one hand and our artificial horizon in the other and start scribbling and figuring. I was thinking to myself, "This is going to be downright difficult aboard a small boat in big seas offshore." That year we carried a double reef and storm jib for the first three days and then started navigating after that.

Today my crew and I are figuring, as I understand it, to have an onboard hot spot so we can use Expedition software on a tablet while surfing down tasty Pacific rollers. Yes, we also plan to have a couple of handheld GPS backups, and we will be tracked all the way across by anyone who has a computer and is interested enough to watch.

In 1982, a communications vessel shadowed the fleet across. We would call in at a certain time each day for roll call and listen to fishing reports, onboard activity and occasional competitors asking for help with charging, rigging or medical issues. That vessel would relay to the yacht club. Families that could afford the long-distance charges could call the yacht club and

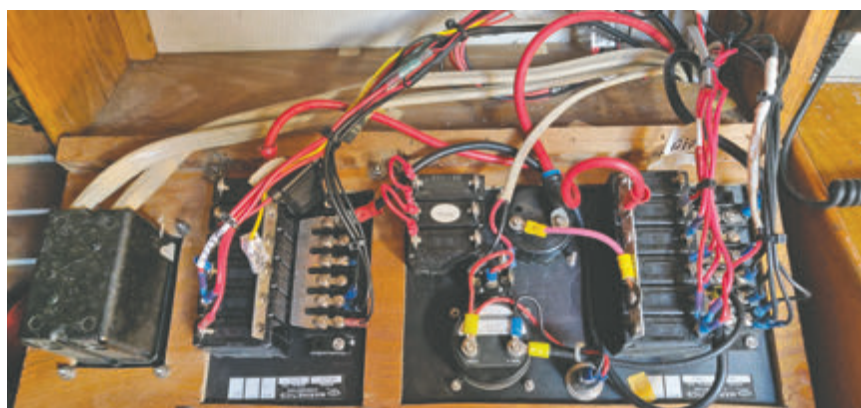
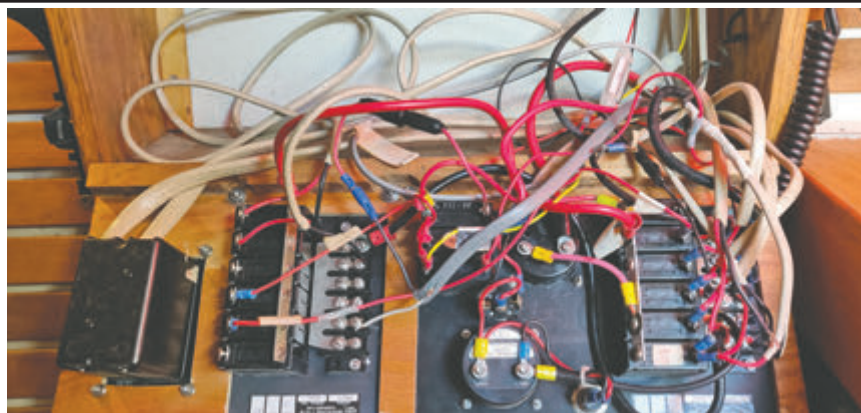
For more racing news, subscribe to *Electronic Latitude* online at [www.latitude38.com](http://www.latitude38.com)

January's racing stories included:

- America's Cup • Vendée Globe
- Interview with Terry Hutchinson
- R2AK 2021 Morphs into WA360
- Organizers Scramble Races
  - Three Bridge Fiasco and Corinthian Midwinters Adjust
- Moore Sailboats Inc. Relocating
- More Changes to the Schedule
- Preview of February Races, the Prada Cup, and more.

# THE RACING

SPINDRIFT V



*Clockwise from left: The 'Spindrift V' crew tests a new kite; the electrics panel before and after.*

get latitude and longitude updates. My family lived in Anacortes, WA, and back then to call Canada you had to call the operator. When my mother told the operator she wanted to dial British Columbia, she was directed to the overseas operator, even though you can actually see Canada from my homestead on a clear day.

*Spindrift V* was in nice shape when I purchased her, and rumor has it she has always been speedy. About 10 years ago the Express 37 class decided to upgrade their rudder, and she carries an elliptical carbon-fiber blade. Even so, just to be sure, we took her up the river to the friendliest yard in the tri-county area, Napa Valley Marina. We dropped out the rudder, had it inspected, swapped to new Jefa-brand rudder bearings, and installed a newer folding Martec propeller. The electronics upgrade required a new-style thru-hull.

I've always thought the more skin the crew has in the game the more fun we'll have out there in the Eastern Pacific whale pasture. In this case I was super-blessed with decent weather during the holiday and an eager and capable crew who weren't afraid to get dirty or sticky or both.

Now with lithium batteries driven by a solar array and probably more computer capability than the first Apollo mission, we plan to voyage to Los Angeles on July 13, COVID permitting, for the 51st running of the Transpac Race

to Honolulu. Full disclosure — I just signed up for the 2022 Pac Cup as well.

— *andy schwenk*

## Island Days on the Estuary

In the darkest days of the pandemic, shorthanded sailors have inherited the Earth. As Bay Area county health orders have grown more restrictive, so clubs, race committees and racers have had to adapt to the idea of forming household crews in order to continue sailing throughout the winter. This has meant converting existing races into something that feels significantly different. Yes, the same old boats are competing — but instead of an organized crew of five, the boat owners are sailing with just their partner, their kids — or simply by themselves.

In the case of Alameda's Island YC, whether to continue the Island Days midwinter racing series was not entirely cut and dried. In fact, a decision was not made until a few days prior to the January 10 race. On one hand, IYC has nurtured its racing community since the 1970s, including a contingent of Singlehanded Sailing Society members, as well as more casual lone-wolf racers who come out for the beer-can scene. So, the shorthanded punters were ready. On the other hand, there was a matter of solidarity. When Oakland YC and Encinal YC postponed their January races, some parties felt that all Alameda Estuary clubs should do the same. How-

ever, a dedicated faction felt there was another way and devised a detailed plan that involved a single-household race committee and same-household crews only. Soon enough, the plan received the blessing of the YRA and USCG — and the race was on.

For local couple Aaron and Heidi Benson-Stagg, the switch to a double-handed race format was to be a test on multiple levels. For starters, they had just purchased a new boat, *Slice*, a Wilderness 21 in shocking bright green, with previous Estuary racing history. They purchased *Slice* as consolation for cruising plans put on hold by the pandemic. But even with a slick new boat, the fact remained — Aaron and Heidi had never raced together.

On Sunday, January 10, there were 10 boats on the start line, split across three divisions. Notable absences were the Columbia 5.5s and the 168-raters, who usually get their own starts. Given the understandably smaller turnout and limited dockside team, the race committee called a single-lap, 4-mile course and a single start. The result was a very dynamic scene from off the dock at Alameda Marina, as small boats like *Slice* scurried around the likes of Hobie 33s and Islander 36s, crossing tacks with all manner of competitors on the upwind beat toward Jack London Square.

Heidi recounted that it was their second time sailing *Slice* and first time racing her. "Hubby drove and I trimmed,





ALL PHOTOS THIS PAGE ROS DE VRIES

and we had our tacks down solid. We had the start, but a boat above us fouled and forced us down, so we had some catch-up to do. We then went tack-for-tack with a Wyliecat."

That is, until *Polecat* — Dan Doud's Wyliecat 30 — pulled ahead and into the snare of an unlikely nemesis: Jim Astwood's Harbor 20 *Firefly*. At the windward mark, there was all sorts of excitement as the Harbor 20 claimed mark room from the Wyliecat, a David vs. Goliath episode that forced the Wylie well past the mark. *Firefly* maintained her lead and nabbed first place in the Size Matters division; *Polecat* recovered from the upset — by virtue of skill and her massive sail area — on the one and only downwind leg, to also claim first place in the Non-Spinnaker division. No harm, no foul.

In the Spinnaker division, regulars *Tramp Boat* (a Farr 1020) and *Vitesse Too* (a Hobie 33) were trounced on corrected time by single-race entry *Summertime Dream*, a one-of-a-kind Schumacher 1/4-tonner skippered by singlehander Guillaume Murray Béchaux.

Apart from the extremely mixed fleet, what else defined the Island Days race? From the marks boat, we could see more singlehanders, more couples and notably, more women at the helm! It was incredible to see everyone just giving it a go, freed from a defense of fully crewed series standings.

Spinnakers were the exception rather

**Island Days action on January 10, clockwise from top left: Race committee at your service, stationed at Alameda Marina; the lime-green 'Slice' leads at the start across the Estuary from Coast Guard Island; Dan Doud on the Wyliecat 30 'Polecat' tacks up the Estuary; Chris Nicholas on the Santana 22 'Fun' rounds the mark off Jack London Square. The next race is February 14. Sweet!**

than the rule. None were in the business of trying to replicate fully crewed racing; as a result, tensions and mishaps were nonexistent.

Spectators had taken to the water. Buzzing around the start pin and windward mark was a motley flotilla of powerboats and a Laser — all singlehanded, too! — out to provide some neighborly kinship and a few laughs.

As for *Slice*? Heidi summarized the positive spirit of IYC in her post-race report: "We finally overtook a Santana 22 that we'd been chasing since the start on the final mark rounding. We ended up with a third in class and fourth overall on corrected time. Damn good inaugural race with room for improvement.

"There was no yelling. There was a whole lot of fun. And there was rum."

IYC's Island Days series continues on February 14 and March 14. For more info and to register, visit [www.jibeset.net](http://www.jibeset.net).

— ros de vries

### J/105 Bittersweet Sail

On Sunday, January 10, nine J/105s gathered informally near Golden Gate YC's X Buoy for some fresh air and doublehanded sailing in what has become a monthly event for the fleet. With a 7-knot northeasterly and a few knots of ebb — expected to build significantly

— several skippers wondered whether we could even make it around the course. The current was strongly flooding inside San Francisco Marina's West Harbor. It drove my J/105 *Arbitrage* sideways into the corner of the guest dock, earning a severe scrape of the hull. After co-owner (and spouse) Nicole Breault applied a healthy amount of duct tape, the team headed out to the starting area.

With the wind starting to clock north just before the start, and the windward mark being YRA 8 (channel marker R 4), most boats started at the wind-favored X Buoy, while *Akula*, skippered by Doug Bailey, started on port at the Wave Organ, the shoreside end of the line, in less adverse current. *Akula* headed along the shore all the way to Pier 39, and looked to be way behind, especially when the wind shifted farther north and both *Ne\*Ne* and *Arbitrage* were able to set their spinnakers while still on the first leg. With most of the fleet gaining current relief by passing Alcatraz to the north, *Akula* seemed to be a mile behind.

The northerly then ramped up to 12 knots and the 'leaders' were sailing on a tight spinnaker reach, barely under control since they were missing 800 pounds of crew! All of a sudden, *Akula* poked out into the ebb exiting from the South Bay and achieved a massive VMG

# THE RACING

GLEN GARFEIN



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**Saturday (left) was the sunnier of the two days for Berkeley YC's Midwinters on January 9-10. Sunday was overcast, but had a nice NNW breeze.**

as he headed north toward the mark, arriving there a half mile ahead of *Ne\*Ne*, *Russian Roulette*, *Arrived!* and *Arbitrage*, rounding together in that order.

*Akula* then headed southwest (with the westward-flowing ebb) in a fast close jib reach to Blackaller Buoy, and the next four boats traded places behind her. It was quite tactical as *Ne\*Ne* and *Russian Roulette* sailed high so they could reset their spinnakers, while *Arbitrage* sailed low with the jib barber-hauled to the rail and *Arrived!* split the difference.

Approaching Blackaller for the final rounding to finish at GGYC, *Arbitrage* moved up to third by passing *Roulette* and *Arrived!*, while *Ne\*Ne* held on for second behind *Akula* in first. In Doug's words:

"Racing on the Bay in winter is always a crap-shoot with respect to the wind. Sometimes it shows up, and sometimes it doesn't. The forecast for Sunday did not look promising, with a high-level northerly flow in relatively stable air, leading to predictions of just 5 knots max across the race course. Couple that with a vicious ebb, and I was in half a mind to stay home, cook brownies for myself, settle down on the couch, and watch the NFL wild-card games in comfort.

"There's nothing worse than hanging out at the Wave Organ for two hours in just enough wind to get to it, but not enough to poke your nose out into the current and pass it. Been there, done that. As this was an informal race, Bruce communicated the course: X (start) to Red 4 to Blackaller to X (finish). My crew Roberto Giramonti and I discussed our options.

"As luck would have it, we were blessed with 4-knot winds at 11 a.m. and what looked like better air out in the central part of the Bay. However, I was not sure that there was enough breeze to overcome the Central Bay ebb, and I was particularly concerned about the wind shadow of Angel Island because of

the northerly component. I wanted to try to get our nose out into the long fetch down the Bay quickly to avoid parking or, worse, getting washed backward to Harding Rock and beyond. We decided to take the long way around and hide from the ebb along the Cityfront before making the call to cross the (stronger, but shorter distance) ebb flow to relief at the back of Treasure Island.

"Surprisingly, no one came with us. By the time we figured that out, there was no way to get to the boats that were already well out into the wind line — we were stuck with our plan.

"It did not look good for a while, as we made 0.1 knots SOG past Fort Mason. The breeze in there was very light. I speculate that it was coming undisturbed at 4 knots or less down the Bay, and the laminar flow was lifting up over the land, leaving us with just zephyrs to use to make progress in the more or less slack water behind Aquatic Park. What kept us motivated was the flags flying strongly on Pier 39 — we were pretty sure that if we could make it past the ebb on the marina wall and into the next section of relief, we would be in good shape.

"The money decision was when to head out into the current and go for the mark. It was already easily 'fetchable' in the absence of current, so the decision rested on the relative strengths of the wind and current on the run-up to Red 4. In the end it was clear that we stayed on the Cityfront too long — we never had to go above 40° apparent on what turned into a fast white-sail reach past Blossom Rock and Red 2.

"We saw the Central Bay fleet coming fast carrying kites (and staysails in some cases) at fine angles, but we were pretty sure that we would get to Red 4 with plenty of gap, which is what happened. At that point it was simply a matter of covering the fleet on the way back out to Blackaller and home to X.

"We had a kite ready to go, and we

were watching to see if anyone took a flyer south of Alcatraz, but no one did, and we felt that the guys who did launch would not be able to catch us. We elected to keep it simple and reduce the risk of a mistake by holding our kite in its bag. We won with a few minutes to spare, followed by *Ne\*Ne*, *Arbitrage* and *Arrived!*

"Bruce handed over our prize — the eponymous bittersweet brownies, much better than I would have made if I'd stayed home. A delicious but nerve-racking and somewhat lonely day on the Bay."

We're not engaging a yacht club to run 'regattas', since that's not being allowed under COVID, but rather providing the date and time when we're going out for a doublehanded sail and our route. We awarded homemade brownies to anyone finishing ahead of us!

Next up will be on Valentine's Day, February 14.

— bruce stone

## Berkeley Pares It Down

On January 9-10, in spite of the new and more restrictive health orders, Berkeley YC managed to put on a modified Midwinters event.

The new rules mandated that there was to be only one household on each craft, including race committee boats. Thus, on Saturday and Sunday there was a husband-and-wife team on the signal boat *Maybe Baby*, and there was a Saturday father/daughter team and Sunday husband-and-wife team on the mark-set boat *Bobbi Tosse*. Most signal flags were eschewed, and the VHF was the primary communication system.

BYC abandoned the crewed divisions, and allowed only the Doublehanded and Singlehanded divisions to race. In addition, Doublehanded had to be from just one household.

The weather gods took pity on us. There was sunshine and no rain! Each day the wind was light, and thus a short, once-around 4-mile course was called for both days. More than 20 boats came out



each day to preform amazing feats of single- and double-handing.

All results are up at [www.jibeset.net](http://www.jibeset.net).

— *bobbi tosse, the human*

### COVID Adjustments at Sequoia YC

"With the continuation of the Regional Stay at Home Order, we will once again have to cancel our upcoming series race (Winter Series #3) scheduled for this Saturday, January 9," wrote Tom Borgstrom on January 6. "The USCG is requiring the NOR/SIs to restrict participation to singlehanders or boats where all members are from the same household. Hopefully we'll be able to pick up again with the Winter Series for next month's race." The next Winter Series race is scheduled for February 13.

"I'm happy to announce that Sequoia will be holding its second 'Single House-

ELLINOR WATERS



*Third-place Laser sailor Charlie Buckingham (left) of Newport Beach trades tacks with first-place Juan Maegli on Martin Luther King Jr. Day at the 2021 West Marine US Open Sailing Series — Fort Lauderdale.*

hold Fun Race' this Saturday, January 9. This will be a pursuit-style race, with the same set of courses and starting times as last month's race. We had a great race last month, with nine boats at the line!"

Seven of the nine starters finished the first Single Household Fun Race.

"The order does permit outdoor activities to promote and protect the physical and mental well-being of people in California," commented Borgstrom in a previous message.

As this issue was going to press, Tom announced that the Redwood Cup Series #3 pursuit race would be replaced with a Single Household Fun Race III on January 23.

— *latitude / chris*

### SEQYC SINGLE HOUSEHOLD FUN RACE I, 12/19

1) **Freya**, Open 5.70, Christian Kaspar; 2) **Ferox**, Pogo 36, Anja Bog; 3) **Two Ninety Six**, Open 5.70, Andrew Lesslie. (9 boats)

### SEQYC SINGLE HOUSEHOLD FUN RACE II, 1/9

SINGLEHANDED — 1) **Two Ninety Six**; 2) **Drop Beer**, Beneteau First 10, Hans Spanjaart; 3) **Hijinks**, J/92, Tom Borgstrom. (5 boats)

SINGLE HOUSEHOLD — 1) **Ferox**; 2) **Mauuruu**, Tartan 30, Jeff Pathman; 3) **Phoenix**, Dragonfly 25, Phillip Meredith. (5 boats)

Full results at [www.jibeset.net](http://www.jibeset.net)

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# CHANGES

**W**ith reports this month from **Agape's** three-month quarantine in paradise; **Ticket to Ride's** Plan B 'quickie' trip to Hawaii that's turned into almost a year of excellent cruising; and Timo and Jo's decidedly unusual new cruising boat, **NV**. We also catch up with some more 2020 contributors in our ongoing 'Where Are They Now?' feature, and as always finish off with a tasty helping of **Cruise Notes**.

## **Agape — Tayana 42 Rachel Moore and Josh Shankle Confined in Paradise Ventura**

Hundreds of miles from anything resembling a Western city, in the lagoon of an uninhabited atoll in the South Pacific,

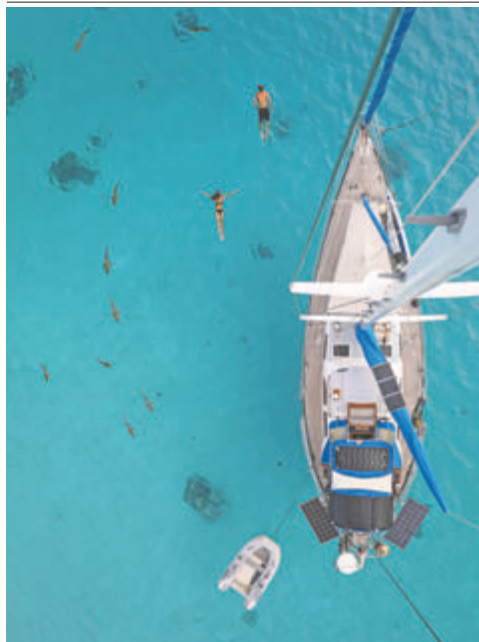


**Josh and Rachel took off on the big cruise back in 2016.**

our floating home, *Agape*, sat quietly in crystal-clear turquoise water. As the reports came in from country after country of hundreds dead and thousands more sick, it seemed

strange to be in such a paradise while others suffered. As it worked out, we were in an ideal place to ride out the first wave and ensuing chaos of COVID-19.

This virus caught us, like most, very much off guard, unaware and unprepared. Over the past four years of cruising, we've become more and more unattached and uninformed about the outside world and the seemingly endless drama constantly unfolding in the media. When a breaking news story was sweeping the **As friends back home told harrowing tales of braving the aisles of supermarkets, "We'd take to the depths followed by half a dozen curious sharks," says Josh.**



world about a possible viral epidemic, my wife and I were snorkeling on a barrier reef. As stores were being cleared out of everything from toilet paper to pasta, we were scouring the beach for shells. As everyone else was being asked to stay home and schools, restaurants and nonessential businesses shut down, we were on passage, sailing to a small atoll long ago abandoned by the Paumotu people. We were completely and blissfully unaware when WHO declared a global pandemic.

As we entered the small pass into the lagoon of this remote and uninhabited atoll, we had no idea that we would soon be confined here, or that it would become our home for the next three months. Fortunately, we would not be completely alone, as we had planned to meet up with our friends on two other sailing vessels.

Within the first few days of arriving, we began to receive news of the virus sweeping the world, and the rapidly increasing death toll. Even here, in the remote islands of French Polynesia, the local government implemented social distancing, masks and curfews; and closed all nonessential businesses. They also banned all interisland travel in an attempt to contain and slow the spread of the virus. It was soon apparent that we were, officially, stuck in paradise.

It would take a week or more before the reality of the situation sank in. For the first few days I naively believed this virus would not affect us. *Agape* is the perfect floating refuge, and we had fortuitously landed in a deserted island where we could fish, dive, swim and play at our leisure. The boat is also our floating sanctuary. As long as everything works, we are nearly self-sufficient, and the few items that we do depend on from the outside world we usually carry in bulk.

But when the realization of just how far we were from civilization set in, I worried. Did we have enough food and butane for cooking? Enough gas for the dinghy? What about our old, weak batteries? What if we got injured? How long would the confinement last? What if they decided that we'd have to leave the country?

It didn't help my state of mind when the failures started coming. First, a seal blew on our faithful outboard motor. Then a fitting on our watermaker cracked. No more of those long, hot showers that we'd



grown accustomed to. Just kidding! We're cruisers; we haven't had one of those in years! Finally, and most concerning, although we had seen the signs coming, was the death of our batteries. After six good years, they decisively refused to hold a charge. They became so inefficient that when the sun dipped low on the horizon and the solar quit for the night, *Agape's* lights would start to flicker.

As the days turned into weeks, I continued to fret over what to do and where we should ride out this pandemic. We had no idea how long it would last, and if it got worse, how French Polynesia would fare, being so isolated. After much discussion, we decided to sit tight and see how the situation unfolded. In the worst case, we could always sail back to Tahiti to resupply and make repairs, but once there we might not be able to leave again.

Once the decision to stay was made, I felt a huge weight lift from my shoulders, and rather quickly began to thrive. My wife reminded me that the Paumotu people lived on these islands for hundreds of years with no electricity, let alone



# IN LATITUDES



**'Agape' in paradise. Above: Spending time with islander descendants Yo and Nico. Left: Josh's self-built raft on a screaming broad reach. Center: Rachel explores the many underwater wonders. Top left: One of many bonfires on the beach. The buddy boats — and buddies — that 'Agape' spent three months quarantining with were Peter and Octavia of the Hawaii-based 'Bella Marina' and Steffi, Chris and Leo of the Sweden-based 'Yemaya.'**

ALL PHOTOS AGAPE

an outboard or watermaker. We didn't go cruising expecting things to be easy or comfortable. We left home to have unique and authentic experiences, and this was going to be one heck of an experience!

As we slowly fell into our confinement routine, my creative side flourished. With nowhere to rush off to, and no social media to spend hour after hour on, I spent several days building a sailing raft, and a few bench seats out of flotsam and jetsam. I built a pole spear for lobstering and spearfishing, and a beach oven of sorts to bake in, since our butane was running dangerously low. I made a wooden seat for the bow of *Agape* and a coconut bikini as a gift for my wife's birthday. I had an incredible amount of fun working on these non-boat-related projects, and at some point realized I was having the Robinson Crusoe experience that I had always dreamed cruising would be.

Instead of going to the grocery store to pick up our protein, we'd hop into the sea to seek out dinner. As family and friends told us their harrowing stories of braving the aisles of their local supermarkets,

we'd take to the depths followed by half a dozen curious sharks. Landing a fish after nearly losing it to the jaws of a hungry shark was always an incredible adrenaline rush, and ensured we'd never take another meal for granted. Instead of opening a can of coconut milk for a curry, we'd husk, shred and strain the milk from a coconut ourselves. These tasks obviously require more time, but when time becomes seemingly infinite, the mundane tasks of life become more enjoyable. Doing everything from scratch also gave us a sense of accomplishment. Plating a dinner of homemade coconut rice, bread and fresh fish that we had caught and prepared ourselves was immensely fulfilling, and it tasted so much better.

The weeks turned into months. Time flew by as our little tribe grew accustomed to doing life together as a small community. We hunted, cooked, cleaned and created together. There were communal laundry days and beach bonfires under the full moon.

After six weeks of having the atoll to ourselves, we found out that our little

island sanctuary was also a tropical farm. Locals from a neighboring island came to harvest the coconut meat, called copra. At first we were a little hesitant to meet them as we had no way of knowing their health or potential exposure to the virus, but after some time, curiosity won out, and we made first contact — and what a blessing it was!

Brothers Yo and Nico are two of the hardest-working and most resourceful people we have ever met. These men are descendants of the Paumotu, roughly translated to *motu*, or 'island people,' and make up part of the shrinking population of Polynesians that live in the Tuamotu Archipelago. The Paumotu have a rich history of living off the natural abundance of the islands, and these men were eager to share their knowledge and resources with us. They'd bring us fish, coconut crabs and lobster, checking to make sure that we were OK and were not going hungry. (I think when they looked at our lean figures, they thought we did not know how to fish or fend for ourselves.)

For the duration of our confinement, we built a relationship with Yo, Nico, and eventually their friends who came to work the other side of the atoll. Sharing meals, fishing, and even working together became some of my favorite memories from our time in quarantine.

These men were a powerful reminder of just how fulfilling a simple life can be. While on the island they live in what we would generously call a shack, all while breaking their backs day after day. Sleeping in their hammocks under the stars at night and living mostly off the land, they do not have what most would consider creature comforts, but it only takes a short conversation with them to see how joyful, proud and content they are.

Slowly the feeling of being trapped, the worries over whether we had enough, and the anxiety of what the future held slipped away. I no longer fell into the "what ifs" that had previously occupied my thoughts. With a change in perspective, some help and a little ingenuity, everything seemed to work itself out. When we ran low on butane, we cooked with the beach oven. When we needed protein, we speared a few extra fish. When the watermaker broke, we collected rainwater. We spent our days enjoying the paradise we had found ourselves confined to, and not worrying about things that we had no control over.

In life where we usually have so much at our fingertips, where instant gratification and two-day shipping reign supreme, slowing down is hard. This forced simplification and reduction of freedoms,



# CHANGES

comforts, and dare I say necessities, has shown us just how little we need to be content. Focusing on what we did have, what we could do, and what we were grateful for, changed our perspective.

It feels strange to say that our confinement was one of the best things that has ever happened to us, but it's true. This forced isolation was actually a gateway into the cruising life I had always dreamed of. We learned so much during this time, not only about ourselves and our relationship, but about how truly amazing life is when you take the time to slow down.

— Josh 9/15/20  
([www.voyagesofagape.com](http://www.voyagesofagape.com))

## **Ticket to Ride — HH55 Cat Frank and Mary Grace Stitch COVID-19 Blew Our Bows West Long Beach**

When we took delivery of our new HH55 catamaran *Ticket to Ride* in January 2019, we had big plans to sail south and southwest from California to Mexico and on to French Polynesia. We joined the 2019 Baja Ha-Ha, and had a great time working our way south with the rally fleet. Afterward, we went on to explore parts of Mexico while planning and provisioning for our passage and yearlong stay in French Polynesia.

Three days before our departure from Mexico, borders began closing due to COVID-19.

After much consideration, we chose to turn our bows westward and sail to Hawaii until this "little crisis" was contained. We had no idea that nearly one year later we would still be sailing the Hawaiian Islands, and that borders around the world would continue to be closed!

Hawaii was not even Plan B to our original sailing schedule. We had heard it's a difficult place to cruise because comfortable, year-round anchorages are hard to find, and the welcome for boaters was underwhelming. While it is true that the conditions of anchorages change

*It might not be everyone's cup of tea, but anchoring off Waikiki certainly affords a unique perspective that most visitors never see.*



during the seasons, and finding a comfortable place to anchor can be a challenge, we have found the people here to be very welcoming, and we have made an unusual number of "land friends."

Before cruising in Hawaii, sailors should be aware that the state charges a daily fee for anchoring if you stay in one place for more than three days. Sailing throughout the Caribbean, the Bahamas,

the East Coast and Mexico, we never paid an anchoring fee. However, Hawaii's Department of Land and Natural Resources (DLNR) requires boaters to obtain a permit to anchor for

*Friendly locals include this booby, who paid a visit while 'Ticket to Ride' was anchored off Lehua. Right: 'TTR' under sail.*

more than 72 hours in one spot. In addition, each bay requires a unique permit; the permits are not issued 'per island.' This leaves cruisers with the option of upping anchor often, or spending time and money for permits.

The daily fee for anchoring a 45- to 60-ft boat is \$18 plus \$10 for each person who sleeps on the boat. This can quickly become as expensive as staying in a marina!

There is no doubt our Hawaiian cruising experience has been greatly influenced by the coronavirus and the lack of tourists. We have found some truly magical places to moor here. Our first long stop was in Honolulu Bay, located on the northwest side of Maui. Honolulu Bay is a very popular stop for local day-cruise boats, and on a typical day, four of them



TICKET TO RIDE



# IN LATITUDES



**The sandbar off Kaneohe Bay, located behind a reef, is a great place to hang out with friends.**

in the bay. Even when the trade winds are cranking, the anchorages are very calm, especially in the southern part of the bay. This was particularly nice for us on *TTR* because the breeze kept us cool, but the boat had very little motion at anchor.

Kaneohe Bay is also home to a huge sandbar where boaters, sailors and kayakers gather to spend the day. Located behind the reef, the sandbar is the perfect spot to hang out with friends. This giant bay is also home to the He'eia Fishpond, which was built 600-800 years ago. Native Hawaiians enclosed 88 acres of brackish water to capture fish and supplement food for their villages.

While sailing Oahu, we took advantage of Waikiki Bay and anchored off iconic Waikiki Beach. The water was crystal-clean, the waves were mild and the view of "town" from the boat was spectacular.

A favorite stop was Hanalei Bay, Kauai, and the nearby Nā Pali Coast. In non-COVID times, Kalalau Trail is so popular that the state park limits day-use permits to 900 people per day. On our hike, we might have seen 30 people the whole day.

In addition to iconic and often-visited islands, we have explored more remote islands that would normally only be accessible by tour boat. Lehua, located just off the northern tip of Niihau, is a tiny, uninhabited, crescent-shaped island of only 279 acres. It's a wonderful place to snorkel during the day and stargaze at night.

Our overwhelming feelings about cruising Hawaii have been very positive. These islands are truly beautiful, and even after many months, there are numerous places we want to explore. However, finding places to anchor that are protected and have good holding can be a challenge. Sailors must remain aware of the weather and wave forecasts, as conditions change often and with the seasons. Hawaii is not well set-up for cruisers since most places don't have dinghy docks or stores within walking distance.

Food and restaurants are expensive here. But by far, the DLNR anchoring fees are the most off-putting part of cruising Hawaii.

We have not found a consistent cruising community here in Hawaii and we miss that aspect of cruising. But we are very thankful for the friends we have made and to have enjoyed such a beautiful and safe refuge during the pandemic.



**Though different from most destinations, Frank and Mary Grace are loving cruising in Hawaii.**

— Mary Grace 12/26/20  
(<https://hh55tickettoride.com>)

*It should be noted that DLNR was closed and not collecting fees during part of COVID. There has also been some leniency due to interisland quarantine requirements — MGS.*

## **NV — 66-ft Custom Joanna Hutchinson and Timo Pancin Moving Up Vuda Marina, Fiji**

Having been caught in New Zealand due to COVID-19 lockdown, Vuda Marina's Italian shipyard operations manager, Timoteo Pancin, arrived back to work in style aboard a 66-ft ex-race boat, *NV*. The boat was originally designed and built by Hungarian sailor Nandor Fa to do the Vendée Globe.

Timo originally set sail from Italy 20 years ago and took up his role in Vuda Marina on arrival in Fiji, where he's spent the past four years. I set sail from my home in the UK four years ago and met Timo on arrival in Fiji when I hauled out in his yard. Here's how unusual circumstances led us to this unusual choice for a world cruiser.

Timo had been visiting me in New Zealand when the country changed its rules and visitors were no longer allowed to leave before completing 14 days of quarantine in the country. Shortly after, a nationwide lockdown occurred, and flying in and out became almost impossible. What should have been a long weekend in New Zealand turned into months with no foreseeable option for returning to Fiji.

We'd had our eyes on *NV* for almost a year, and finding ourselves now anchored close to her mooring in Opuia, New Zealand, and with my boat on the market, we set things in motion to make her our own. She may not be the obvious choice for a world cruiser, yet Timo and I saw a lot of potential in her for being both fun to



ALL PHOTOS TICKET TO RIDE



— carrying 25-50 people each — would move here for their passengers to swim and snorkel. But by April 2020, no tour boats were operating and *TTR* shared this beautiful bay with two other cruising boats who'd also sailed to Hawaii for refuge during the pandemic. We tied up to a mooring ball for weeks and spent our days snorkeling, surfing, SUPing and feeling like we were part of an aquarium.

When searching for a protected anchorage, cruisers will find Kaneohe Bay to be perfect! Located on the windward side of Oahu, Kaneohe Bay is the largest estuary in Hawaii, covering about 11,000 acres. Although the opening of the bay is more than 4.5 miles wide, outside lies the only barrier reef in Hawaii, which breaks the swell and provides protection



# CHANGES

sail and comfortable and safe to cruise in ... or maybe it was the enormous cockpit — perfect for dance parties — that really won us over! Having both owned production sailing yachts in the past, we were looking for something different — and we certainly found that in NV!

Luckily for us, in July, Fiji opened its Blue Lane Initiative, allowing yachts to enter the country so long as they abided by certain protocols. These involved COVID testing and 14-day quarantines aboard the vessel (including passage time). Timo could finally return to work in Vuda.

We arrived back in Fiji just in time for cyclone season, and had our work cut out for us. The realization of what it meant to own a 66-foot race boat with a 14-ft draft and almost 100-ft mast began to sink in! With Cyclone Yasa looming on the horizon, we had to find a way to secure her — and fast. Timo was needed in the yard, so the option to 'run' from the cyclone was out of the question, and our draft wouldn't allow for an in-water berth. Instead, with a lot of teamwork from the Vuda Marina staff, we were able to haul her out safely and got the new record for deepest-draft boat to be hauled out in Vuda so far!

Although two mini cyclone pits were dug for her keel and 11-ft rudder, she still perched rather precariously more than 10 feet above the ground. Next, we found a crane tall enough to take down the mast the night before the cyclone was due to hit. After all the other boats in the yard were snugly tied down, Timo steered the travel lift to stand protectively above NV. He and I secured her with a spider web of lines to the heavy machine and breathed a sigh of relief. Now we felt prepared! Fortunately for us, this cyclone veered much



*Sometimes, "it's the pits" is a good thing. Above: 'NV' in her cyclone pit at Vuda Marina. (A typical pit job looks like the boat next door.) Inset: Timo and Jo. Left: 'NV' under sail. Nandor Fa designed and built this boat, and did both the '90-91 BOC Challenge and '92-93 Vendée Globe (both singlehanded round-the-world races) with it. It has since done many other ocean races under many other owners — and many other names. Somewhere along the way, it was lengthened to 66 feet.*

farther north and missed Vuda — we barely felt a thing.

Our work doesn't stop here, though. We've got many months of hard grind ahead of us to convert this world racer into a cruiser. Our plans include adding some luxuries such as walls and doors to the interior to form cabins (Ed. Note — except for required structures like crash bulkheads, many big race boats are surprisingly 'open' belowdecks), as well as moving the heads and adding a bath!

We also want to restore the old girl to some of her former glory, starting with some fancy graphics for the hull. Additionally, we plan to add a third forestay

to reuse the original racing Tuff Luff; re-install the original two-meter carbon fiber bowsprit to fly the gennakers farther forward; and reinstall the original coffee grinders.

You can follow our progress at [www.sailingnv.com](http://www.sailingnv.com). Or, if you find yourselves in Vuda Marina this year, drop by and say hi!

— Joanna 12/30/20

Readers — Vuda Marina is Fiji's premier cyclone hole and a popular haulout spot for cruisers, including those with big multihulls. Thanks much to regular contributors Diane Brown and John Dinwiddie of the Richmond-based Hans Christian







38 Tabu Soro for the tip that led to this interesting story.

## Where Are They Now?

Continuing our series on what last year's *Changes* contributors have been up to ...

— You may recall Queen Vivian Callahan (to Lon Bubeck's King Neptune) from the Swan 43 **Dreamtime**. As noted in our August issue, they donned the 'royal trappings' to initiate fellow crewmember Dorte Taby and *Dreamtime*'s owner, Peter Lefte, into the Ancient Order of Shellbacks when the California-based boat crossed the equator on its way to Tahiti.

After arrival in Papeete in mid-April, *Dreamtime* remained in lockdown for three weeks, during which Vivian and Lon just managed to find flights back to the

States. With Peter's plans to continue on to New Zealand dashed by the pandemic, *Dreamtime* hooked up with another boat, *Nautilus* — owned by Dorte's son Emil and his pal, Fred — and buddy-boated to Raiatea, Tahaa, Huahine and Moorea.

A failed transmission ended *Dreamtime*'s season. The boat is presently back in Papeete awaiting the rebuilt unit to be shipped back from the States. Once the boat is back together next spring — and pending the status of COVID-19 and the associated vaccinations — Peter hopes to head to Fiji and beyond.

— After 12 consecutive summers sailing in the Med, Andy Vik's Islander 36 **Geja** spent most of 2020 on the hard due to the COVID pandemic, and Andy spent much of the summer back home in the Bay Area. "I did manage a trip over to Split, Croatia, to check on her, as Croatia was the only EU country allowing Americans to enter [with a negative COVID test]," he says. "Hugely dependent on tourism, Croatia opened up in June with few restrictions, enjoying a brief and somewhat successful summer tourist season. But by the time I arrived in early September, COVID numbers were rising, so tourists stopped arriving. *Geja*'s winter marina is a huge charter base, and it was surreal to see the rows of rental boats floating idle week after week.

"I found *Geja* in good shape where I'd left her the previous summer — aside from the hundreds of wasps that spun a beautiful 12-inch-tall nest inside a cowl vent." There's never a shortage of projects on a 44-year-old boat, and Andy was fine with a few weeks of self-isolation to knock out a bunch of boat work, including an almost complete rewiring job.

A fast-day road trip down the coast to Dubrovnik "was gorgeous, resembling Big Sur in places." But Dubrovnik proper was a ghost town compared to the cruise-ship overload of the past few years. "In a way I felt lucky to experience the lack of tourists during the pandemic in Croatia, but I did miss the summer party vibe." (For a taste of the pre-pandemic fun, Andy says

to check out "YouTube's most poorly edited sailing channel, *SailGeja*.")

— Last summer we brought you the story of Wendy and Garth Hinman's COVID-19 strategy: Use the downtime to build a boat they had started in 2013. We're happy to say the (still-unnamed) **38-footer**, which Garth designed and is building himself, is coming along nicely.

"Creating things can be so satisfying, particularly when the world doesn't make sense," says Wendy of the renewed enthusiasm. "We focus on completing one step and then another, agonizing over each critical decision, weighing the options,

and figuring out how to implement them. Gradually, we see results. That's not to say we're always happy with them, especially when we spot paint dribbles after they're dry, but we carry on anyway."

Here's what they've been up to lately:

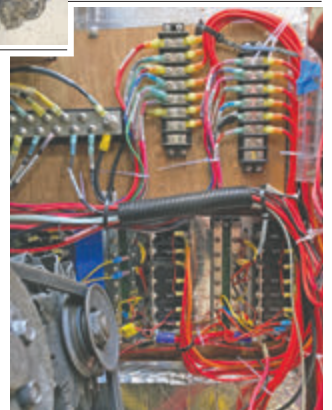
\* Completed the main hatch and self-stowing drop boards.

\* Built, painted, and varnished hard



'Dreamtime' (lower left) in Huahine Lagoon.

VIVIAN CALLAHAN



ALL PHOTOS GEJA

We don't know about you, but Andy Vik's rewiring job on 'Geja' (before, left, and after) has us seething with envy. Inset: The wasp nest.

dodger, and installed its windows.

\* Primed, sanded, and put two topcoats on the cockpit, coamings, and entire cabin.

\* Installed the oven so it's in place before we mount the new dodger.

From 2000-2007, Wendy and Garth completed a Pacific Rim circumnavigation that was partly chronicled in these

# CHANGES



WENDY HINMAN

*We love the smell of fresh-painted boats in the morning: the 'Hinman 38' hard dodger and cabin agleam in fresh paint. Also visible is a bit of the shed built to keep those cold Bainbridge Island winters outside where they belong.*

pages. They know the value of taking your time and doing things right. "At times our progress is frustratingly slow," notes Wendy. "But if 34,000 miles of passage-making and the pandemic have taught us anything, it is patience."

— Following their 10th Baja Ha-Ha rally in 2019, Marina and Myron Eizenzimmer made their 10th Bash back

ing **Mykonos**, the Swan 44 they bought new (and even saw being built at the factory in Finland) in 1998. This summer, *Mykonos* received a new engine; "a much longer and more complicated project than we expected," notes Marina. After the three-month job, they did a shakedown cruise, motoring all the way to Monterey and back — all systems were 'go' and no problems. If the vaccine program goes well, look for this pretty boat back among the fleet for the '21 Ha-Ha.

— Leslie and Andrew Godfrey aren't going to make their five-year goal. That

home to the Bay Area last spring. This time, for the first time, they were unable to find crew due to the pandemic. So it was just the two of them sailing and motor-

would have required them to sail their Valiant 40 **Sonrisa** back to San Diego by February 28 to 'tie the knot' of the circumnavigation they began in 2016. Turns out, they're currently in the Seychelles, almost exactly halfway around the world from California — and life is good. They are in no particular hurry to complete that circumnavigation any time soon.

As with everyone 'out there,' the couple's 2020 plans went out the window with the pandemic. When we featured them in the July issue, they were just coming off a quarantine bubble with up to a dozen other cruising boats that had been ordered to anchor off a group of small, uninhabited Maldivian islands until the initial pandemic danger had passed. So basically, stuck in paradise. New friends were made, much was shared, beach bonfires lit — and memories etched that will last a lifetime.

"The Seychelles are a true safe haven from the uncertainty we've faced this strange and challenging year," reports Leslie. (Fewer than 300 cases had been reported in this African island nation of 90,000 since March, at least so far.) Leslie

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SONRISA

Andrew with one of the Seychelles Islands 'el-ders.' Like their Galapagos kin, giant tortoises here are among the longest-lived animals on Earth. One, a gift to a British official in the 18th century, died in 2006 at the claimed age of 255.

also says there is a substantial boat repair industry, a location safe from cyclonic activity, a reliable food supply, "and kind people willing to extend our visas for the duration of the COVID crisis." All in all, it wasn't hard to decide to kick back and enjoy this Indian Ocean paradise for a little while longer.

## Cruise Notes

• Todd Eversol and Virginia Duncan met while windsurfing the Sacramento Delta in 1996. They got their cruising feet wet with a Catalina 36 in Newport Beach in 1998. After doing the '99 Ha-Ha aboard Jim and Eleanor Hancock's Freya 39

Solstice, they decided they wanted a more robust cruising platform, which led them to San Francisco and a Passport 40.

They called **Wildflower** home for 13 years, cruising locally in the Bay Area and down to the Channel Islands, and did two six-month cruises to Mexico. In 2014, by now sailing out of British Columbia, they were ready for more extended cruising — on a new vessel. Their third boat is truly the charm: a Catana 47 purchased new from the factory in France. They have been happily cruising the Med aboard **Rightmeow** ever since. Look for a feature on those travels in next month's *Changes*.

• Patsy Verhoeven — La Reina del Mar, who Poobah'ed last fall's Nada Ha-Ha after COVID caused cancellation of the official Baja Ha-Ha — is back in La Paz aboard **Talion**, her Gulfstar 50. "New cruisers are arriving every week and the veterans are returning to retrieve their boats," she says. "La Paz marinas have plenty of available slips, and anchorages in the Sea are open to cruisers anchoring and exploring ashore."

However, ashore in La Paz, COVID restrictions are in full force with masks

required indoors and outdoors — with fines if you are caught without one.

"It's a different cruising season, with no Club Cruceros gatherings, morning coffee, potlucks, or charity events. Without social activities, I find it a great time to get to many projects. **Talion** is over 40 years old and it shows in some areas. I'm presently replacing a lot of interior teak, sanding, and varnishing. If it all goes smoothly I'll give the teak and holly floors a make-over too.



**Patsy is tanned, rested, and ready for the 2021 Baja Ha-Ha.**

"The glorious Sea of Cortez is calling. It is as beautiful as always and unaffected by the pandemic. My plan is to spend February through May singlehanded up in the Sea with old friends, meeting new ones, and reuniting with last year's Nada Ha-Ha sailors. Then it's time for my annual bash back north to escape the summer heat and hurricanes — and to get



## WHITING & ASSOCIATES

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# CHANGES

ready for the 2021 Baja Ha-Ha!

• Behan and Jamie Gifford on the Stevens 47 **Totem** (along with kids Niall, Mairen and Siobhan) have been cruising since 2008. They completed a circumnavigation in 2018. They are lecturers, teachers, coaches, consultants, writers, book authors — and more than a little bit, 'cruising philosophers.' Like everyone else, their plans for 2020 were changed drastically by the pandemic. Behan recently looked back on the year-that-was in a piece called "2020 In Hindsight" on their website. Here are a few highlights:

*Just as Totem was prepped and provisioned for the South Pacific, the pandemic reality hit, and instead of sailing toward a distant horizon, we tucked away for about half the year in the islands of the Loreto Bay National Marine Park. It was strange, but it was safe, it was beautiful. It had everything we needed.*

**Countries visited: 1.** If the year had gone as planned, we'd have sailed through about 10 countries while winding a route through the Pacific. Oh well! They aren't going anywhere.

**Nautical miles: 1,664.** Not bad for



*"This new day is too dear, with its hopes and invitations, to waste a moment on the yesterdays."*

— Emerson

staying in one country. The only year we did less was in 2011, when we were parked in Sydney, Australia, and working to put cash back in the cruising kitty.

**Anchored: 212 nights.** I thought it would be higher, but we also spent time ...

**Docked: 67 days.** This sounded high, then Jamie reminded me that we'd booked a month when my family visited at the beginning of the year. We also booked more dock time to prep for the South Pacific ...

**Hauled: 81 days.** For much of this time, we were away from Totem: road tripping home in November.

**Nights at sea: 6.** Only six! Talk about

a slow year! Still not the slowest (see above ... that number was 0 in 2011).

**Days of safety concerns about being in Mexico during pandemic: 0**

**Misleading claims heard about COVID's impact on cruising: too many to count**

**Most important of all:** It's easy to think 2020 was a pretty lousy year. By many metrics, it was. But it was also strewn with beauty. I like the perspective that strange times bring with them: the gift of reminding us what's important in life; the relationships we value; and time for introspection. In hindsight: A look back on 2020's prominent memories [is] not centered on difficulties, but on goodness that happened in the company of friends. There were beach fires, epic snorkels, belly laughs, stargazing, float downing, and more. We held each other up and helped each other forward, as the cruising family does.

**Among the lessons we take away:** Gratitude for how a cruising lifestyle eased the challenges of 2020.

(To read the complete article, go to [www.sailingtotem.com](http://www.sailingtotem.com).)



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## 24 FEET & UNDER



**16 FT NEWPORT 16 1973.** Stainless steel cockpit railings and bow pulpit; beaching rudder; self-locking winch-operated swing keel; boarding ladder. NEW EZ Loader trailer, sails, custom-made ports. Mast-mounted wind indicator, installed compass, other extras. 2hp Honda 4-stroke long-shaft motor. A great boat to sail and overnight in. Easy to set up, trailer, launch and retrieve solo. \$3,500. Benicia. (707) 567-4351.

**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.



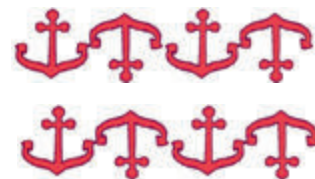
**20-FT NIMBLE 20, 1988.** Classic 1988 Nimble 20 yawl designed by Ted Brewer. New standing rigging 2016, new running rigging 2017. 2 jibs, mainsail, mizzen, sail covers. Suzuki 6hp outboard. Anchor and rode. Fusion Bluetooth marine stereo, AGM battery, LED running lights. Bottom job 2019. \$3,500. Vallejo. (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/](http://www.sailingworld.com/sailboats/t-590/) [www.tboat.com/T590/T590.html](http://www.tboat.com/T590/T590.html). Overall the boat is in very good condition. The deck is bright white and the nonskid is perfect. The gunwales have some dock rash. The topsides and hull are in great condition, having recently been wet sanded to 3000 grit. The carbon mast and standing rigging are in exceptional condition. The square top Doyle main is new, as is the rudder cover. The spinnaker is serviceable, but not race-worthy. The rudder is in good condition. The galvanized trailer, with LED lights, is in very good condition. The boat is very similar to a Viper 64, yet with a 32% lower displacement Price: \$8,200. Santa Clara. (408) 605-1590 or bmclarney@mclarney.com.



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**23 FT MONTGOMERY 1984.** Lyle Hess design, seaworthy rare sloop. LOA 23', LWL 21'10", beam 8', draft 2'8". Lap-strake 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.



**20 FT HARBOR 20 2006.** Fantastic day-sailer. Like new and in excellent condition. Self-tending jib. Lazy jacks and tons of accessories. New: anchor, battery, solar panel, cockpit cushions, dodger, cockpit cover, jib cover. Sails in great condition, added second reef point to main; roller furling jib, life jackets, Tohatsu 6 hp. Has new Pacific galvanized trailer, previously stored in warehouse now in the water with new bottom paint. Extra-long cockpit facilitates social distancing up to 2 people. \$23,500. Sausalito. (510) 224-0049 or mike@thecanvasworks.com.



**24 FT J/24 1979.** J/24 'Ventura', California North American champion. US1379 "Jake" Ullman sails. Has certificates. Excellent sails and other gear. Firm at \$7,500 plus go-anywhere 4-wheel trailer \$3,000. Call Ray. \$10,500. Valley Springs, CA. (209) 772-9695 or bonnielopezunr@gmail.com.



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**24 FT FLICKA 20 1980.** New mahogany and oak bowsprit 2019 New bottom paint and zincs 2020 Yanmar YSM8 low hours serviced 2020 New halyards 2019 110 Dacron Genoa 105 high clewed Tanbark Genoa Partial battened Main All sails good condition Price: \$17,000. Stockton Sailing Club. (209) 787-0230 or twrecz@gmail.com.

## 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 ST. Pierre Dory, 1990.** Beautiful gaff-rigged schooner with Yanmar diesel, built in Nova Scotia. Featured in <em>Wooden Boat</em> Magazine August 2016. Please email or call for more information. \$29,000. Oceanside Harbor Slip D31. (619) 994-3528 or kjwilson8806@aol.com.

**27-FT SANTA CRUZ 27, 1978.** Hull 104. Boat is strong and rigged for racing and just fast-is-fun sailing. Sailed for pleasure only. Has been well taken care of. Has self-tailing winches and forward hatch. Lots of sails. We carried on the boat; mainsail, jibs, #1, #2, #3, #4, drifter, spinnakers .5 oz and .75. Another main, 3 more number ones, another number three and extra chute. Good strong trailer. \$9,500. Santa Cruz, CA. (831) 252-6125 or bobbartle@gmail.com.

**26 FT CHRYSLER SLOOP 1979.** EZ Loader trailer, swing keel, Honda 9.9 LS, 4 sails, 2 anchors, solar charger, shorepower, pump-out head, pressurized water, V-berth mattress, 6-ft headroom, lines led aft, roller furling, dodger & bimini. Accessories included. \$5,000. Folsom, CA. (916) 802-2271 or kyleates@sbcglobal.net.



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**27 FT ERICSON 1973.** Alameda, CA \$5500/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.** 'Frisky' is a 30-ft sloop built in 1978. Rigged for speed, with two spinnakers, two mains, two jibs, and a carbon fiber spinnaker pole. She has been in quite a few races in San Francisco Bay. This boat has had a single owner for the past 10 years, and in that time has been re-powered with a brand-new Beta 16 diesel, and had her standing rigging completely replaced. \$13,500. Burlingame, CA. (310) 968-7804 or frank@2garcia.com.



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**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. [tracyslottatude@gmail.com](mailto:tracyslottatude@gmail.com).



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**29 FT CAL 2-29+ ELECTRIC ENGINE 1976.** Quiet, Eco-friendly Tesla of SF Bay! Massive battery bank. All-new electric wiring. Sleeps 6. Easom carbon fiber bowsprit for asymmetrical spinnaker. Very clean, new head. Well-loved family boat. Tremendous value/ low price. Motivated seller. \$21,750. San Francisco. [lew\\_143@hotmail.com](mailto: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. [cathouz@yahoo.com](mailto:cathouz@yahoo.com), [photos.app.goo.gl/WxQK2TqN99N8Ug588](https://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! Price: \$35,000. Alameda. (510) 504-3409 or [bmeyer\\_co@sonic.net](mailto:bmeyer_co@sonic.net).



**30 FT M30 1970.** Morgan 30 racer/cruiser. Strong and fast cruiser. Set up for singlehanded and ready to go! New sails, self-tailing winches, mast tri-color, rigging, bottom paint, solar, 3-burner stove, windlass, Rocna 25, spinnaker pole, wind vane, AIS, chartplotter, teak accents, hard dodger, beautiful new custom interior with copper countertops, carbon fiber tiller, new latex V-berth cushion, new electrical .. Turney! Mexico veteran. Our family outgrew her. \$35,000. Oxnard. (415) 910-5084 or [lindsayupson@gmail.com](mailto:lindsayupson@gmail.com).



**30 FT CATALINA 1988.** Catalina 30 with Universal 25 diesel, approximately 2400 hrs. Full Raymarine electronics with integrated radar. In-mast and jib furling. 4-man dink. 5-ft draft. Kept in fresh water. \$19,000. Rio Vista, CA. (209) 988-0148 or [royarnoldcameron@yahoo.com](mailto:royarnoldcameron@yahoo.com).

## 32 – 35 FEET

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

**34 FT PETERSON 1977.** Offers a wonderful mix of classic beauty, sailing ability and accommodations. This racer/cruiser was configured for distance cruising; she is well known for her performance and high-quality build. \$27,500. Sausalito, CA. (415) 332-4810 or [lat38-121@magewind.com](mailto:lat38-121@magewind.com), [tinyurl.com/yxmb57k3](https://tinyurl.com/yxmb57k3).



**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. For more pics and info. \$23,000. Richmond, CA. [poprocks23@gmail.com](mailto:poprocks23@gmail.com).



**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 at 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 Harlen roller furling. There's one problem: the 1974 Atomic 4 is not running and like needs replacement. We've decided this is 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. More information here: [john93813.wixsite.com/ranger33forsale](https://john93813.wixsite.com/ranger33forsale)



**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](mailto: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](mailto:pzupan@gmail.com).

**35 FT SANTANA 35, 1979.** Fully equipped for racing or cruising. Blue hull white deck. 6 sails in fair to good condition. Includes Avon inflatable with 5hp Mercury outboard. Recent survey value \$23,000. \$15,000. Newport Beach. (949) 220-9225 or (714) 936-4304.



**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](mailto:yerfandyerfette@sbcglobal.net).

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**35-FT SANTANA 35, 1982.** An absolute opportunity of a lifetime, Carnaval is for sale by the original owner. A legend in the annals of Monterey Bay yacht racing, Carnaval is ready to continue the legacy with new carbon sails, both fractional and masthead kites, two carbon poles, Dyneema sheets and halyards plus plenty of other go-fast goodies. Re-powered in 2017 with a Yanmar diesel and a Gori folding prop, Carnaval is also an able weekend cruiser and daysailer. And best of all, the new owner will have the option to keep Carnaval in her prime Monterey Harbor slip. All in all, a near-perfect solution for escaping the craziness of the new normal we live in! Price: \$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.

### 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.



**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://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 in-board 30hp Beta diesel, making for easy singlehanded. The warm teak interior is comfortable, spacious with LED lights and a wood-burning fire-place 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, muhiudeen.wixsite.com/sypulau.



**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 CAL 36 1967.** Classic fast passage-maker. Fully updated, refit and equipped for offshore cruising. 2009 Westerbeke, 2011 sails. Pelagic autopilot, cutter stay, Lazy Cradle, windvane, watermaker, SSB, AIS, radar, solar, dinghy, updated electronics. Ready to go. (See website) Price: \$42,000. Mazatlan. svlaiholokai@gmail.com, <http://laiholokai.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.



**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.



**36 FT ISLANDER 36 1974.** Islander 36s are excellent Bay sailors, great for adventures and trips or as a live-aboard. Six berths, galley, head. We have done a lot of work and re-fitted her to a high specification in terms of rigging and deck hardware. Excellent Bay sailor, regularly cruises on SF Bay and in the Delta and participates in 'beer can' racing. Great family boat, easy to single- or doublehand. Needs upholstery work and headliner replaced. Great value. Jay. \$18,000. Point Richmond, CA. svzorza@gmail.com, [www.islander36.org/buysell.html](http://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 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 – 39 FEET



**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..



**32FT FT CONTESSA 1988.** Rare opportunity on West Coast. A legendary boat, the Contessa 32, renowned for being seaworthy enough for offshore voyages in extreme weather conditions and perform well in races. A Contessa 32 sailed by a relatively inexperienced crew, was the smallest boat to finish the infamous '79 Fastnet Race, that took the lives of 15 sailors. In 1984, John Kretschmer sailed a Contessa 32 from NY to SF, rounding Cape Horn against prevailing winds and current. In 2018/19 Pierre Huglo finished a non-stop, round the world race in a Contessa 32 in 221 days. The smallest boat in the race and 1st one home. Bristol condition, Extensive electronics, Loaded Wonderful sailing boat. \$69,000. Channel Island Harbor, Oxnard, Ca. 8184307379 or jimnoonan123@gmail.com.



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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 sylvutra@gmail.com, [www.sailboatlistings.com/view/87011](http://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](http://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](http://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. [johnnya9001@gmail.com](mailto:johnnya9001@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. For pictures and list of recent upgrades. \$45,000. South Beach, San Francisco. (650) 279-8262 or Jeff-thayer@comcast.net.



**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. \$17,500. Vallejo Yacht Club. (916) 704-0298 or penelopecdj@yahoo.com.



**37 FT ROBERT PERRY VALIANT ESPRIT 1981.** If you're looking for a daysailer, this is not your boat. 'Wild Goose' is an experienced ocean cruiser, with Monitor windvane, solar, wind gen, autopilot, watermaker, etc. She has crossed the Atlantic and spent seasons in Mexico. She's fast and stout, with a beautifully rounded stern. I bought 'Wild Goose' in 2018 for a new book project retracing the Steinbeck/Ricketts 1940 Baja expedition. I paid \$40,000 and spent another \$70,000 on upgrades, including new upholstery, new interior varnish, life raft, standing rigging, satellite phone, dodger, various electronics, and a new paint job. I need the boat this winter for research and writing but will be ready to part with her, reluctantly, in spring 2021. \$60,000. Gueymas/Loreto/La Paz. (360) 378-7517 or jonwhite@rockisland.com.



**37 FT EXPRESS 37 1985.** Express 37, ready to race! Survey available on request. For more information and more photos, visit Sailing Anarchy website. \$49,500. Long Beach, CA. (310) 904-9177 or dmonk@usc.edu, <https://tinyurl.com/y7suk4he>.

**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](mailto:glenr99@gmail.com).



**38 FT DOWNEAST 1978.** 'Dulcinea' is a Mexico, East Coast and Bahamas veteran. Cutter-rigged with cruising genny; 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 svidulcinea@aol.com.



**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. (415) 855-1983 or natasha1353@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 liveaboard sailboat with impressive cruising capabilities. Very comfortable for sailing, dock life & liveaboard. Outfitted for singlehanded sailing - perfect for the serenity of sailing the San Francisco Bay! Well loved and diligently maintained, many upgrades, low engine hrs, 2nd owner, all service records. \$60,000. Coyote Point - San Mateo. (831) 578-1506 or mrgz76@gmail.com.



**38 FT INGRID 38 CRUISER '79.** Ingrid 38 in ferro-cement; bluewater cruiser, cutter rig, aluminum spars. New standing rigging (2017), 55hp Westerbeke diesel, working sails, tiller Autohelm, 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.



**38 FT BENETEAU 390 1993.** Beautifully maintained with loads of upgrades. Mainsail in StackPack, genoa, cruising spinnaker with snuffer. All lines into cockpit through spinlocks. 38hp Yanmar (2006) with very low hrs. 110/12V system with 300Ah house battery; solar panel; Xantrex charger/inverter, 7-inch Raymarine GPS plus Autohelm, two CQR anchors, 200ft of chain and electric windlass. 10ft Achilles inflatable with 5hp two-stroke Honda outboard. Gorgeous teak and mahogany interior with custom-built saloon table. Bottom paint, new zincs, and thru-hull 2018. Gallery of pictures of 'Twende' on website. \$72,000. Brickyard Cove, Richmond. (916) 956-3302 or [justin@ecoconsult.biz](mailto:justin@ecoconsult.biz), [tinyurl.com/y9hom3yc](http://tinyurl.com/y9hom3yc)



**37 FT CUSTOM CREALOCK 37 1994.** This impressive world voyager continues to be in demand by serious sailors looking for a high-quality bluewater cruiser. The boat can easily be handled alone or by a small crew. Makes a great liveaboard. Inquire for photos and equipment list. It is a custom-fitted Cruising Consultants Crealock 37. It has the same hull as, but is not manufactured by, Pacific Seacraft. There have only been 16 of these amazing cruisers made. The custom-made Crealock 37s are valued between about 50K-90K. Selling for \$35K since it needs some minor cosmetic repair work (finish / trim work, etc.) Have no time to do the work nor time to use the boat. Serious inquiries only. \$35,000. Monterey, CA. [cher\\_d1@yahoo.com](mailto:cher_d1@yahoo.com).



**39 FT WYLIE 39 2000.** Very fast, comfortable cruiser/racer. Includes full galley with gimballed stove/oven, sink, refrigerator, head with shower and sink, BBQ. 4 sails: main, 2 jibs, spinnaker. Dinghy w/motor. Sail over 20 knots, motor over 7 knots. Very comfy, sleeps 6. \$15,000. Alameda CA. (510) 846-2087 or [cuttime@live.com](mailto:cuttime@live.com).





**37 FT IRWIN 37 1980.** Irwin 37 center cockpit. Set up for cruising and single-handed sailing. Monitor wind vane, watermaker, All cruising electronics, Radar, SSB radio etc Perkins 408 6,000 hrs. 90 gal water/fuel. Sailor@europe.com Price: \$37,000. Alameda. (510) 414-9333 or sailor@europe.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.



**42 FT WESTSAIL 1976.** Factory-finished. The opportunity of a lifetime. This classic sailboat I recently inherited, but I do not sail. Therefore I am selling it for half price. Visit the following website for details: westsail.com, boats for sale, 42' under boat name: MANA. \$48,000. Langkawi Malaysia, moored at a classy marina. (808) 989-7674 or sjaaloha@hotmail.com, http://westsail.com/Westfs.htm.



**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, barryspanier.com/sv-cornelia-2020.

## 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. for more information and photos. Great boat for exploring Sea of Cortez! \$99,000. San Carlos, Mexico. Glouisiv@gmail.com.

**41-FT ISLANDER FREEPORT, 1979.** This world cruiser boat has brand-new, never-used sails, roller furlers, all new canvas, and lots of modified equipment. Great liveaboard. \$89,000. San Francisco Marina. (415) 602-8416 or johnnyelda@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. for more information and pictures. \$279,000. Monterey CA. terry.tmora@gmail.com.



**40 FT CAL 40, 1969.** CAL 40, 1969 #150. Just out of extensive 8-week haulout. Complete bottom job, new standing rigging, Yanmar 27hp 3 cyl V-drive, new batteries, heavy-duty chainplates, lots of extras. \$56,000. Kaneohe Yacht Club, Hawaii. (808) 292-6844 or gvan@hawaii.rr.com.

**50 FT 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.

**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.

**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. for more details. Too many to list. \$150,000. Barra de Navidad, Mexico. 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 103-burner. Spin pole, reaching strut, multiple tillers cruising and racing. Sunbrella cockpit awning, matching winch covers. All Cal 40 downstairs. New head 2020. <em>Seraph</em> sails like the angel she is. Come see her in beautiful Pt. Loma, San Diego. \$38,000. San Diego. chris.winnard@engeloelkers.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.

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

**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! Price: \$162,000. Ventura, CA. (805) 459-1909 or woodeneye53@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. \$114,000. Alameda, CA. (408) 667-2138 or theerwagen@yahoo.com, tinyurl.com/y2rdcgku.



**47 FT CHEOY LEE OFFSHORE 1973.** Renovated and upgraded over the past 5 years. Low hrs on Perkins 4-108, rebuilt transmission '20, new sails '20, Garhauer davits '20. Extensive list can be provided with last survey and photos. We were the third owner when we purchased in 2000. \$79,000. Oxnard, CA. (818) 667-0895 or wildbluecrew@yahoo.com.

**41-FT CHEOY LEE, 1977.** 1977 Offshore 41 ketch rig. Richards design, located in SoCal. Perkins 4108, nice sail inventory. 12V. Sail the world in this classic. \$30,000. Southern California. (818) 802-3592.

**43 FT HALLBERG RASSY 42F II 1999.** Very good condition 1999 Hallberg Rassy 42F II located in Marina del Rey. \$265,000. For more info: www.sailboatlistings.com/view/74942 \$265,000. Marina del Rey. (805) 613-7265 or frankgrek@yahoo.com







**47.7 FT WAUQUIEZ CENTURION 1989.** Ed Dubois's classic performance cruiser built in France. High-quality build, modern high-rev Perkins diesel engine, good sails incl spinnakers, outfitted for cruising: Updated Garmin N2K suite, ICOM 802 SSB, radar, watermaker, offshore autopilot, twin alternators, wind generator, solar panels, large updated battery bank, Rocna and Fortress anchors w/300' chain, forced air diesel heater, Ultra Leather upholstery. With three cabins and two heads, the spacious teak interior offers plenty of room for entertaining guests, while the modern design makes it perfect for a couple to take cruising. This phenomenal sailing boat is comfortable at sea and at anchor. After twelve years of full-time cruising and living aboard, it's time to pass this beauty on. \$139,500. SF Bay. 503-490-3305 or sailgazelle@gmail.com, <http://bit.ly/wauquiez>.

## 51 & OVER SAILBOATS



**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 dnuttsr@hotmail.com.



**51 FT WITTHOLZ/KAUFMAN PILOTHOUSE ALUMINUM CUTTER 1991.** Expedition boat for two. Aft cockpit, aft cabin, open plan and capable! 160 to 190 miles/day with 450gal fuel, 320gal water. Warm weather ventilation and heat for cold. More see our website. \$339,500. Washington State. konavu@yahoo.com, [www.sail-our-world.com](http://www.sail-our-world.com).

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## CLASSIC BOATS



**65-FT MONK SLOOP, 1946.** 1946 Monk-designed sloop. Built Vancouver Shipyards. Teak and yellow cedar hull, over 100 new laminated oak frames sections. Silicon bronze-fastened hull. Interior undergoing refinishing now. Photos and survey. GMC 4-71 diesel. \$75,000. Mats Mats Bay, Port Ludlow, WA. (808) 796-7777 or termiteatlarge@yahoo.com.



**35-FT WARNER YAWL, 1939.** Low hrs Yanmar diesel. NEW: worm drive steering, SS fuel tanks, solar panels, air head, Simrad plotter and more. Completed extensive boatyard overhaul. Master Mariner race winner, Transpac vet. \$11,000. Owl Harbor. (206) 384-1175 or sagieber@gmail.com.



**50-FT STEPHENS, 1966.** 1966 Classic 50-ft wood hull Stephens. Twin Detroit diesel engines in running condition. Equipment and systems all work, but need maintenance. Hull has been maintained, but will need work. Perfect for restoration of a classic Stephens. \$25,000. Oyster Cove Marina. (253) 202-7425 or thorenleer@gmail.com.

## MULTIHULLS



**37-FT PROUT SNOWGOOSE 37 CATAMARAN, 1985.** The catamaran is in Greece available for cruising the Greek Islands! Built in 1985, 10.9m long, 4.85m wide and has a draft of 0.85m. Boat info/specs can be found here on website. \$45,000. Preveza, Greece (Europe). svcamala@gmail.com, 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. [sanctuarycat4sale@gmail.com](mailto: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! Price: \$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. \$38,000. Seattle. (206) 612-4623 or zklaja@gmail.com.

**28 FT CORSAIR MARINE AFT-COCKPIT F-28 1999.** Own an original F boat; sailed comfortably at 22 knots on the SF Bay! No-compromise Doyle Stratis main in good condition with full spinnaker package and excellent-condition Doyle asymmetric spinnaker. New 9.9hp power lift Yamaha. Rotating mast with rotary compensation for accurate B and G Hydra 3000 instrument readouts. Full electronics and dual batteries. Ready to sail. Well-cared-for. Many extras. No trailer. \$59,500. Alameda, CA. (408) 318-4053 or markortiz@alum.mit.edu.



**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. for equipment and photos. \$315,000. Newport Beach, CA. (949) 812-1941 or econard@gmail.com.



**55 FT TRIMARAN, HORSTMAN-INSPIRED 1989.** MUST SELL! Majestic comfortable liveaboard, 62' LOA X 27' W. New-ish sails: Norseman System main; furling genoa. Dinghy/outboard. 800W solar, Outback VF2812. 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. Custom deck box. Includes 20-ft Novurania Equator 600 w/trailer in dry dock. \$80,000. Panama City, Panama. (775) 350-4935 or (775) 782-7035 or bssevers@msn.com.



**40 FT LOCK CROWTHER BUCCANEER 40 TRIMARAN 1977.** Sail or race the day away or cruise to Hawaii. This fast world cruiser, designed by internationally renowned Lock Crowther, is stable, responsive and solid. Custom Airex FRP construction means less maintenance. Freshly painted Awlgrip topsides, Petit Kiwi-Grip nonskid deck paint and Petit Trinidad Pro antifoul bottom paint complete this fine vessel's refurbishment. The simple but comfortable galley, salon and head will keep you and your crew comfortable. A queen-size berth, two side berths and the aft cabin sleep six. Full list of refurbishments available upon request. Recent boat survey and fully insured. This Buccaneer 40 tri is one of Crowther's most notable designs and a rare find. \$45,900. San Francisco Bay. (831) 332-9041 or mfrances61@gmail.com.





**46 FT RUDY CHOY/CSK 1960.** 'Lani Kai' is a classic Rudy Choy/CSK from the '60s. Complete restoration undertaken over the past 20 years. Includes: twin saildrive engs (in aft amas), new mast and all rigging, new rudders and centerboards, Simrad autopilot, new Force 10 propane stove, new built-in icebox. Great liveaboard. \$45,000. San Diego. (619) 458-0367 or LaniKaiSDYC@gmail.com.



**38 FT GINISTY CUSTOM CATAMARAN 1993.** Built in Sausalito and well maintained. Rotating wing mast, Yamaha 9.9, two cabins, spacious interior. Need to sell or find partner to enjoy and maintain her. \$100,000. Bay Area. (415) 505-8564 or sandee@sailapparition.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. 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.



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## 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

**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.

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

**SOUTH PACIFIC TROPICS ADVENTURE?** Seeking 1-2 crew for 2021 Baja Ha-Ha & Pacific Puddle Jump to join me in comfortable & seaworthy Cabo Rico 34 sailboat. For details visit tropics2021.com. 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.

**CAL 20 MAST, BOOM, SAILS, RIGGING.** Cal 20 mast, boom, main, jib, genoa, spreaders and standing rigging. \$300. Richmond, California. (510) 508-1359 or lo2jones@yahoo.com.

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

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

**HORIZON SEAFARI 170 RO WATER-MAKER.** Like new, still used daily. 12 volts. 7gals/hr. New center block. New seals. Spare seals and O-rings. Extra membrane (new, in package). All parts included. Pre-filter cases. Boost pump. \$8,500 new, asking \$4,500/obo. 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](http://www.bay-ship.com/careers). Alameda, CA. (510) 337-9122 x203 or cpankey@bay-ship.com, [www.bay-ship.com/careers](http://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. mark@rubiconyachts.com, www.rubiconyachts.com.

**YACHT SALESPERSON.** Yachtfinders/Windseakers is looking for experienced Yacht Salespersons to join our team. We are a well-established brokerage with an impeccable reputation. We are looking for a salesperson with both sailing and powerboating experience and knowledge of the marine industry. Independent contractor, commission. Please email resume or call. (619) 224-2349 or info@yachtfinders.biz.



**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, [www.vesselassistsanfrancisco.com](http://www.vesselassistsanfrancisco.com).

**INSTRUCTORS WANTED.** Join the captains at Club Nautique and start teaching US Sailing's most comprehensive curriculum of sail and power courses, both offshore and inshore, in the nation. We have openings now for USCG-licensed captains who exhibit exceptional communication and boating skills, and the willingness to train and work in a professional environment. Full-time and part-time positions available. Alameda & Sausalito. (510) 865-4700 X313 or schooldirector@clubnautique.net, [www.clubnautique.net](http://www.clubnautique.net).

**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](http://www.spinnakersailing.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. resumé and cover letter: info@bayareamarineservices.com. (415) 203-6305 or alison@bayareamarineservices.com, [www.bayareamarineservices.com](http://www.bayareamarineservices.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. amy@goldcoastyachts.com.

**YACHT DESIGNER.** Gold Coast Yachts, in the US Virgin Islands is seeking applicants for the full-time position of Yacht Designer. This position is part of the in-house design and engineering team of a successful custom composite multihull manufacturer. Good computer and organization skills are required. Exact duties will be tailored to individual. Experience or training in CAD drafting, 3D modeling, small craft design, ship systems, and sailing is desired. email your resume. amy@goldcoastyachts.com.

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**HALF MOON BAY YACHT CLUB SEEKS YOUTH SAILING PROGRAM MANAGER.** HMBYC is seeking a full-time Youth Sailing Camp Program Manager/Lead Instructor for summer season. This position will be full-time (8-5 pm, M-F) for 9 weeks, beginning June 1 - August 6, 2021. In addition, there is a part-time opportunity to develop a winter week-end program. Position entails: Manage oversight and scheduling of all youth sailing instructors, lead as senior on-the-water instructor, curriculum review and development, liaison with parents, chief safety lead for all sailing camp activities, including enforcing COVID protocols for camp. Position requirements: Certified US Sailing or ASA Sailing Instructor preferred, previous experience required. Karen Allanson for more information. Half Moon Bay, CA. (650) 728-2120 or Karen: rearcommodore@hmbyc.org, www.hmbyc.org.

## 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 Bariat 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.

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## PARTNERSHIPS

**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. Call or email. Sausalito. (510) 676-4913 or brjewell@sbcglobal.net.

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

**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.

**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.

**SOUTH BEACH MARINA - 1/2 EQUITY PARTNERSHIP.** 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. 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.

**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. 10ft inflatable with 5hp 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.

## POWER & HOUSEBOATS

**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 scmcrath@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.

## PROPERTY



**FOR SALE: CONDO ON THE WATER.** Live on the water without the maintenance. A hidden gem of a property on the dock on the San Rafael Canal, the heart of Marin County. Quiet, unobstructed views. Walk to Whole Foods, Trader Joe's and restaurants, Friday night art walk and the famous weekly farmer's market. A large master bedroom, office/bedroom, 2 full baths, W/D, gas/wood fireplace, 2 decks, stainless appliances in kitchen. Gated, 21 units 75% owner occupied, parking, Low HOA fees. <https://youtu.be/XTSNngPJQY> \$699,000. San Rafael. (415) 290-6662 or monaskyllerrealstate@gmail.com, <https://tinyurl.com/y5h6dbyf>.

## TRAILERS



**VANSO 7000# TRAILER.** Originally designed for powerboat. Two axles are adjustable for optimum weight distribution, and bunks readily modified to suit your boat's hull. Spare tire rotates 90 degrees to support front of trailer to descend launch ramp while TV stays on dry land. Sounds complicated, works well. Professionally designed and installed. New wheel bearings, Bearing Buddies, surge brakes, clear title. \$4,000, delivery negotiable. El Granada, CA. (650) 867-5018 or jimsutro@icloud.com.

## WANTED

**WANTED: 23-FT RANGER.** In need of a 23-footer with trailer both in great shape with sails and basic gear for lake sailing. Statewide. (530) 440-3893 or thx1138mission@gmail.com.

**OK DINGHY WANTED.** Looking to locate an OK Dinghy in serviceable condition. I want to restore and modernize an older boat to start sailing. Seems like fleet is enjoying a comeback and I'd like to be part of that. Bay Area counties, Northern CA, or...? (707) 849-2418 or marauder16150@gmail.com.





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