

Latitude 38

VOLUME 526 April 2021

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Cruising on San Francisco Bay
Sailors Starting from Scratch
America's Cup in Kiwi Paradise
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And the winner is (wait for it)...*'io*, Buzz Blackett's Antrim 27C

Buzz Blackett's Antrim 27C, *'io*, placed first overall in last month's 142 mile Islands Race, sailed from Long Beach to San Diego, leaving Catalina and San Clemente Islands to port.

'io was the smallest boat in the fleet of 32 entrants.

With a crew of Jim Antrim (the boat's designer), Gilles Combrisson (builder) and David Liebenberg (experienced Antrim 27 sailor), Buzz said "the crew work couldn't have been better." They had a blast sailing together. Winning was just "...icing on the cake."

The boat's sail inventory included a Pineapple carbon square-top mainsail which can be powered up or down. It can be seriously powerful in light conditions, but the head of the sail auto-flattens and opens in puffs and strong breezes. The Pineapple carbon jib is only 40% the size of the main but matches its versatility. The Pineapple asymmetric spinnakers are the stuff of legend. Spending much of the 142 nautical miles sailing amongst longer boats that started before her, *'io* had just what is needed: superior equipment.

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'io *

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Cover:

"We made it!" The youngest crew on last year's Nada Ha-Ha (average age: 24) about to turn the corner at Cabo San Lucas aboard Eitan Zur's San Diego-based S2 *Sierra Wind*.

Left to right: Abbey, Connor, Amanda and Eitan. Find out more about *Sierra Wind* in this month's Changes In Latitudes.

Photo: *Sierra Wind*

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

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Latitude 38

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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 March 21, but pandemic-related adjustments continue.

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

Non-Race

Apr. 1 — Take a fool sailing.

Apr. 1 — Clean Boating Educational Webinar, Southern California, 5:30 p.m. Register, <https://tinyurl.com/rw3hw3sy>.

Apr. 1, 1981 — From *Calendar* in *Latitude 38* Vol. 46: Weather for April and May — Sun stays up longer, wind blows harder, sailing gets better. These are your Golden Years, enjoy them sailing!

Apr. 3, May 1 — Virtual Dockwalker Training, Southern California, 10 a.m.-12:45 p.m. RSVP, vmatuk@coastal.ca.gov.

Apr. 3-24 — USCG Auxiliary Boating Safely via Zoom. Four 2-hour classes. \$25 includes booklet, test and certificate. Register by 3/31 with Doug, doug_bernstein@yahoo.com.

Apr. 4 — Easter.

Apr. 6, 1824 — *Cleopatra's Barge*, the first American oceangoing cruising yacht, wrecked on a reef in Hanalei Bay, Kauai. The 100-ft schooner was built in 1816. In 1817, she became the first American pure pleasure craft to sail across the Atlantic. In 1820, the king of Hawaii, Kamehameha II (aka Liholiho), bought her. The king renamed her *Ha'aheo o Hawai'i* (*Pride of Hawaii*).

Apr. 7 — Singlehanded Transpacific Race Medical Seminar via Zoom, time TBA. With singlehanded sailor Dr. Jan Hirsch, an anesthesiologist. SSS, www.sfbaysss.org.

Apr. 7 — Newport to Ensenada Race Seminar via Zoom, 7 p.m. NOSA, www.nosa.org/seminars.

Apr. 7-28 — Wednesday Yachting Luncheon Series, StFYC, 12:30-1:30 p.m. Online via YouTube. Info, www.stfyc.com.

Apr. 8 — Clean Boating Educational Webinar, Northern California, 5:30 p.m. Register, <https://tinyurl.com/yjn3muw9>.

Apr. 15-May 2 — International Ocean (Virtual) Film Festival, online. Info, www.intloceanfilmfest.org.

Apr. 10, 1877 — Nathaniel G. Herreshoff received a patent for a catamaran to be used for lifesaving off public beaches.

Apr. 10 — Virtual Dockwalker Refresher Course, Northern California, 10 a.m.-12:45 p.m. RSVP, vmatuk@coastal.ca.gov.

Apr. 17 — Virtual Dockwalker Refresher Course, Southern California, 10 a.m.-12:45 p.m. RSVP, vmatuk@coastal.ca.gov.

Apr. 17 — Online Sea Chantey Sing, noon. With Peter Kasin. Info, <https://maritime.org/events-home/chantey-sing>.

Apr. 17-18 — Open House, Cruising Yachts, Marina Village, Alameda, 10 a.m.-4 p.m. RSVP, dinahg@cruisingyachts.net.

Apr. 19 — Estuary Race Clinic/Sadie Hawkins Skippers Meeting, online, 7 p.m. Island YC, www.iyc.org.

Apr. 21-22 — American Boating Congress, online, 10:30 a.m.-12 noon. Annual boating advocacy summit. Boating United, www.boatingunited.org.

Apr. 22 — Celebrate Earth Day on the liquid part.

Apr. 24, May 8 — Virtual Dockwalker Training, Northern California, 10 a.m.-12:45 p.m. RSVP, vmatuk@coastal.ca.gov.

Apr. 24 — Regional Opening Day on the San Rafael Canal. Mia, (415) 999-6422 or 999miab@gmail.com.

Apr. 24 — Opening Day on the Strait. Benicia YC, www.beniciayachtclub.org.

Apr. 24 — Lake Washington SC Open House, West Sacramento. Info, www.lwsailing.org.

Apr. 24-25 — Get to Know Jeanneau Event, by appointment only. Info, www.clubnautique.net/gettoknowjeanneau.

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CALENDAR

Apr. 25 — Opening Day Bay Parade, S.F. Cityfront & online.
Theme: Back to the Future. PICYA, www.picya.org.

Apr. 26 — Full Pink Moon on a Moonday.

Racing

Apr. 3 — Andy Byrd Race. CPYC, www.cpyc.com.

Apr. 3 — Don Wan Regatta. TYC, www.tyc.org.

Apr. 3 — Laser Midwinters. LWSC, www.lwsailing.org.

Apr. 3, May 1 — North Bay Series. VYC, www.vyc.org.

Apr. 3, May 8 — Mercury NorCals. EYC, www.encinal.org.

Apr. 4 — Champion of Champions. SCYC, www.scyc.org.

Apr. 7, 14 — J/22 Spring Series. StFYC, www.stfyc.com.

Apr. 10 — Camellia Cup Regatta. FLYC, www.flyc.org.

Apr. 10 — Sunfish and CFJ Midwinters. LWSC, www.lwsailing.org.

Apr. 10-11 — Spring Fest for invited one designs, ORR and PHRF. StFYC, www.stfyc.com.

Apr. 10 — Commodore's Regatta. SCYC, www.scyc.org.

Apr. 10, May 8 — Summer Series #1 & 2. SeqYC, www.sequoiayc.org.

Apr. 10, May 8 — YRA Summer Series #1 & 2. YRA, www.yra.org.

Apr. 10, May 8 — South Bay Interclub Series. Jibeset, www.jibeset.net.

Apr. 10, 17, May 1, 15, 22 — Spring Series. SSC, www.stocktonsc.org.

Apr. 10, May 8 — Breakout Regatta Series. LAYC, www.layc.org.

Apr. 10-11 — Wheeler Regatta. BYC, www.berkeleyyc.org.

Apr. 10-11 — Spring Fest for one design, ORR, PHRF. StFYC, www.stfyc.com.

Apr. 10-11 — Opti Harken/Youth Singlehanded Regatta. SFYC, www.sfyc.org.

Apr. 17 — OYRA Lightship Race. YRA, www.yra.org.

Apr. 17 — Spring One Design #1. SCYC, www.scyc.org.

Apr. 17 — Behrens Memorial Regatta. TYC, www.tyc.org.

Apr. 17 — Singlehanded/Doublehanded Race. BenYC, www.beniciayachtclub.org.

Apr. 17 — Thistle Midwinters. LWSC, www.lwsailing.org.

Apr. 17 — PHRF #2. ElkYC, www.elkhornyachtclub.org.

Apr. 17-18 — Resin Regatta. SFYC, www.sfyc.org.

Apr. 18 — Singlehanded/Doublehanded Race. SeqYC, www.sequoiayc.org.

Apr. 18 — Baxter/Judson Series Race 1. PresYC, www.presidiayachtclub.org.

Apr. 18 — Spring 3/Lefler Race. MPYC, www.mpyc.org.

Apr. 18, May 2 — Fun Sail Spring Series. ElkYC, www.elkhornyachtclub.org.

Apr. 24 — Twin Island. SYC, www.sausalitoyachtclub.org.

Apr. 24 — New Singlehanded North Bay Race. SSS, www.sfbaysss.org or www.jibeset.net.

Apr. 24 — Sadie Hawkins female skippers' race on the Estuary. IYC, www.iyc.org or www.jibeset.net.

Apr. 24 — Cruisers' Regatta. SSC, www.stocktonsc.org.

Apr. 24 — Commodore's Regatta, Pillar Point. HMBYC, www.hmbyc.org.

Apr. 24 — Anniversary Cup/Staff Commodores Cup. SFYC, www.sfyc.org.

Apr. 24 — Intraclub #1. RYC, www.richmondyc.org.

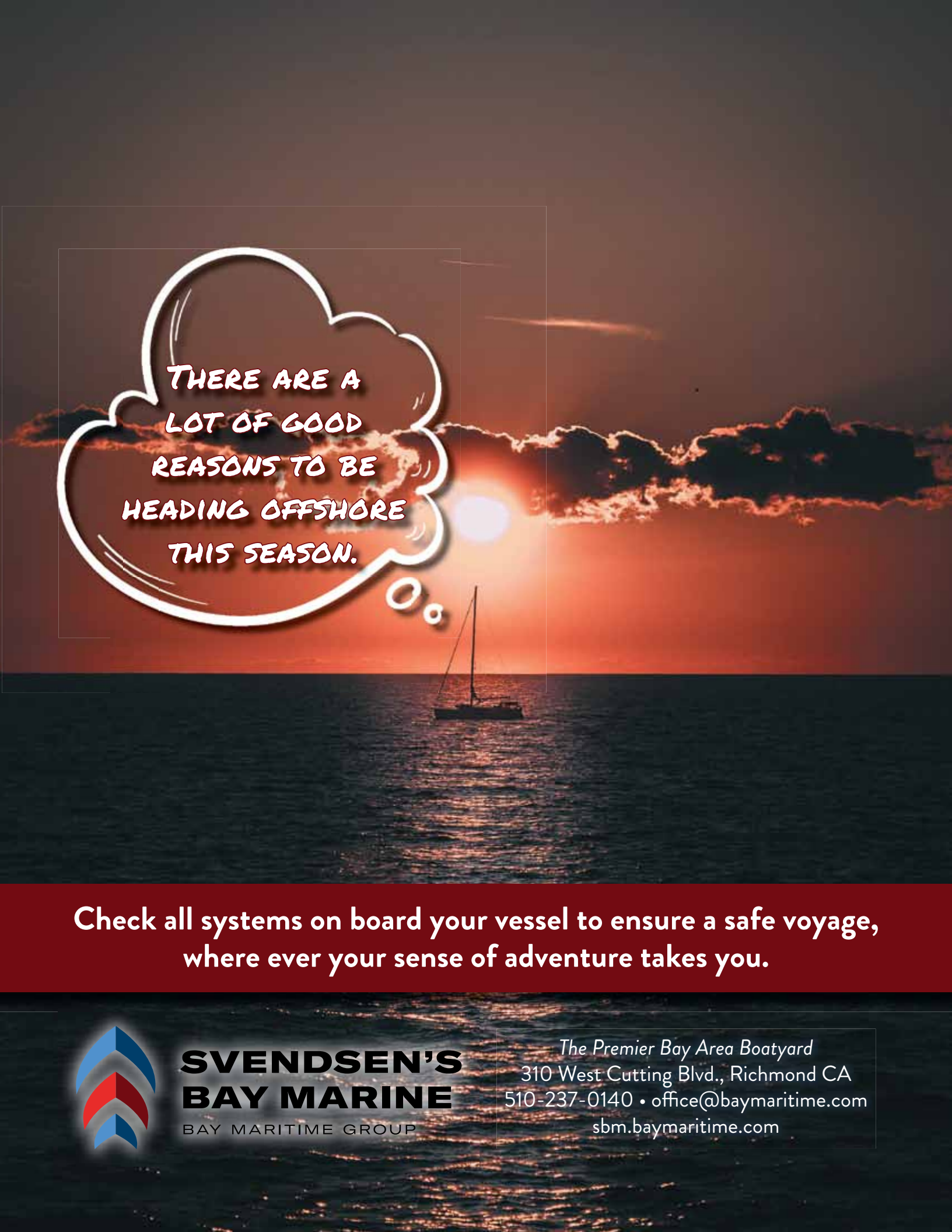
Apr. 24 — Intraclub Regatta. StFYC, www.stfyc.com.

Apr. 25 — SCORE #1. SCYC, www.scyc.org.

Apr. 25 — One Design Spring. MPYC, www.mpyc.org.

Apr. 25 — Lido & Coronado 15 Midwinters. LWSC, www.lwsailing.org.

May 1 — Around Monterey Bay/MBYRA Championship



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Race #1. MPYC, www.mpyc.org.

Mar. 1 — Frank Ballentine Race. CPYC, www.cpyc.com.

May 1-2 — Elite Keel. SFYC, www.sfyf.org.

May 1-2 — USMRC Qualifier. StFYC, www.stfyf.com.

May 1-2 — Yachting Cup. SDYC, www.sdyf.org.

May 2 — Estuary Cup. EYC, www.encinal.org.

May 8 — Santana 22 Team/Match Racing. SCYC, www.scyf.org.

May 8 — Club Laser Champs. MPYC, www.mpyc.org.

May 8 — Lady and the Tramp. FLYC, www.flyf.org.

May 8 — Cinco de Mayo Regatta. TYC, www.tyf.org.

May 8 — UC Davis Regatta. LWSC, www.lwsailing.org.

May 8-9 — Moore 24 Nationals. SCYC, www.scyf.org.

Beer Can Series

BERKELEY YC — Every Friday night through 9/24. BYC, www.berkeleyyf.org.

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

THE CLUB AT WESTPOINT — Friday Fun Series: 4/16, 5/21, 6/18, 7/23, 8/20, 9/17. TCAW, www.jibeset.net.

CORINTHIAN YC — Every Friday night: 4/9-9/3. Info, www.cyf.org or (415) 435-4771.

COYOTE POINT YC — Sunset Sails: Wednesdays 4/7-10/13. Info, regatta@cpyc.com, www.cpyc.com or (650) 773-6414.

ENCINAL YC — Twilight Series, Fridays. Spring: 4/9, 4/23, 5/7, 5/21, 6/11. Summer: 7/2, 7/16, 7/30, 8/13, 9/3. Info, www.encinal.org or www.jibeset.net.

FOLSOM LAKE YC — Every Wednesday night: 5/5-8/25. Info, www.flyf.org.

ISLAND YC — Island Nights, Fridays: 4/16, 4/30, 5/14, 6/4, 6/18, 6/25, 7/9, 7/23, 8/6, 8/20, 9/10. Info, www.iyf.org or www.jibeset.net.

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

LAKE WASHINGTON SC — Tuesday Night Windsurfing: 5/4-10/12. Thursday Night Summer Sailboat Series: 5/6-10/14. Info, www.lwsailing.org.

MONTEREY PENINSULA YC — Sunset Series: Every Wednesday through 10/6; Fiasco Race, 5/19; Ladies Day Race, 7/7. Laser Fridays: 4/23, 5/21, 6/25, 7/23, 8/27, 9/24, 10/22. MPYC, www.mpyc.org.

OAKLAND YC — Sweet 16 Series, every Wednesday: 4/28-6/16 & 7/7-8/25. Info, www.oaklandyachtclub.net.

RICHMOND YC — Every Wednesday night through 9/29. RYC, www.richmondyf.org.

ST. FRANCIS YC — Wednesday Evening Series for Knarrrs, Folkboats & IODs: 4/28-6/30 & 8/4-8/18. Thursday Night Kites: 4/22, 5/6, 5/20, 6/3, 6/17, 7/1, 7/15, 7/29, 8/12, 9/9. Friday Windsurf Slalom: 6/4, 7/16, 8/13, 9/10. Info, www.stfyf.com or (415) 563-6363.

SANTA CRUZ YC — Every Wednesday night through 11/3. Tuesday night races: 4/27, 5/25, 6/29, 7/27, 8/31, 9/28, 10/26. Info, www.scyf.org.

SAUSALITO YC — Tuesday night Sunset Series. Spring: 5/4, 5/18, 6/1, 6/15. Summer: 7/20, 8/3, 8/17, 8/31. Info, www.sausalitoyachtclub.org.

SEQUOIA YC — Sunset Series, every Wednesday night: 4/14-10/6. SeqYC, www.sequoiayf.org.

SOUTH BEACH YC — Fridays: 4/23, 4/30, 5/7, 5/21, 5/28, 6/4, 6/18, 6/25, 7/2, 7/16, 7/23, 7/30, 8/6, 8/20, 8/27, 9/3, 9/17, 9/24. Info, www.southbeachyachtclub.org.

STOCKTON SC — Every Wednesday night, 6/2-8/25. Info, www.stocktonsc.org.

BOATING CLUB CHECK LIST

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●	<input type="checkbox"/>	<input type="checkbox"/>	Power training from Basic through Coastal Passage Making.
●	<input type="checkbox"/>	<input type="checkbox"/>	Powerboat certifications issued through US Powerboating
●	<input type="checkbox"/>	<input type="checkbox"/>	Convenient locations on both east and west sides of San Francisco Bay
●	<input type="checkbox"/>	<input type="checkbox"/>	Charter fleet of 40 sailing yachts from 26 - 52 feet
●	<input type="checkbox"/>	<input type="checkbox"/>	Charter fleet of 10 power yachts from 26 - 43 feet
●	<input type="checkbox"/>	<input type="checkbox"/>	Continuously in business for over 40 years
●	<input type="checkbox"/>	<input type="checkbox"/>	Instruction is guaranteed
●	<input type="checkbox"/>	<input type="checkbox"/>	Average age of charter fleet = 3 years
●	<input type="checkbox"/>	<input type="checkbox"/>	Members receive 40% discount on charters
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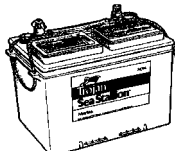
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CALENDAR

TREASURE ISLAND SAILING CENTER — Vanguard 15 Series, every Thursday, 4/22-September. Tuesday Team Race schedule TBA. V15 Fleet 53, <http://vanguard15.org>.

VALLEJO YC — Wednesday nights: 4/7-9/22. Info, www.vyc.org/sailing or www.jibeset.net.

In the Tropics

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

May 12 -15 — Tahiti Pearl Regatta. International fleet racing. Info, www.tahitipearlregatta.com.

June 19 — Singlehanded Transpacific Yacht Race to Hanalei starts from San Francisco. SSS, www.sfbaysss.org.

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

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

Please send your calendar items by the 10th of the month to calendar@latitude38.com. No phone-ins! Calendar listings are for marine-related events that are free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

April 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
4/03Sat	0408/5.8	1116/-0.4	1855/4.3	2317/3.1
4/04Sun	0515/5.5	1232/-0.3	2013/4.5	
	LOW	HIGH	LOW	HIGH
4/10Sat	0522/0.9	1133/4.9	1722/0.6	
	HIGH	LOW	HIGH	LOW
4/11Sun	0000/5.4	0558/0.6	1218/4.8	1753/1.0
	HIGH	LOW	HIGH	LOW
4/17Sat	0238/5.2	0940/0.1	1731/3.9	2127/3.3
4/18Sun	0323/5.0	1037/0.2	1850/3.9	2246/3.4
	LOW	HIGH	LOW	HIGH
4/24Sat	0357/1.1	1006/5.0	1602/0.2	2246/5.6
4/25Sun	0442/0.3	1105/5.1	1643/0.5	2318/5.9

April 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
4/03Sat		0242/2.6F	0506	0754/2.5E
	1230	1600/2.9F	1948	2206/0.9E
4/04Sun	0012	0342/2.1F	0606	0854/2.0E
	1342	1706/2.8F	2100	2312/1.0E
4/10Sat	0042	0336/2.2E	0724	1006/2.8F
	1312	1600/1.5E	1912	2218/3.5F
4/11Sun	0118	0418/2.3E	0812	1048/2.8F
	1400	1648/1.4E	1942	2254/3.4F
4/17Sat		0154/1.8F	0412	0706/2.0E
	1106	1506/2.2F	1930	2124/0.4E
	2248			
4/18Sun		0236/1.5F	0448	0748/1.8E
	1142	1554/2.1F	2042	2218/0.4E
	2348			
4/24Sat		0218/1.9E	0548	0848/2.5F
	1142	1430/1.8E	1730	2100/3.5F
4/25Sun	0000	0254/2.3E	0642	0936/3.0F
	1236	1512/1.7E	1812	2142/3.7F

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

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LETTERS

⇅ A QUESTION OF COVERAGE, AND THE STATE OF THE PC 18 FLEET IN SAN DIEGO

I hope this finds you and all the staff at *Latitude 38* safe and in good health and spirits. I have become a regular subscriber to *Latitude* growing up around sailboats, and crewing for my father on the PC 18 *Even Odds*. My father's name was Art O'Keefe, and he was a member of the Coronado Yacht Club. I would like to request that you *please* place the enclosed picture in your magazine, to inquire to the PC fleet in San Diego. If it's still around, is it still in good shape? Is it active these days?



COURTESY TIMOTHY O'KEEFE

The PC 18 'Even Odds' races on San Diego's South Bay, off Coronado, a number of years ago.

Also, I have noticed that *Latitude 38* doesn't have too much news about the sailing scene in San Diego. Is there any way you could have more SD news in the magazine?

One more thing. Are there any PCs up in Monterey and/or the San Francisco area?

Timothy O'Keefe
SoCal

Timothy — To your first question, the answer is, Yes! The PC fleet is alive and well, with the biggest concentration right there in San Diego. "For our 90th season in 2019, we had 13 boats at Nationals, and raced an average of two to three times a month," PC fleet captain Danielle Richards told us. There are also smaller fleets in Marina del Rey, Los Angeles and Washington state. We've never seen a PC up here in the Bay Area, but if you have, readers, please let us know.

To your second question: We are a small staff, and are all located in the Bay Area, where we have a huge sailing scene and a big pile of work. With that said, we're not opposed to a correspondent! If you don't mind, Timothy, we'll turn this response into a blatant solicitation for SoCal stringers. Submissions are always welcome!

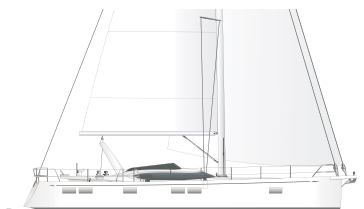
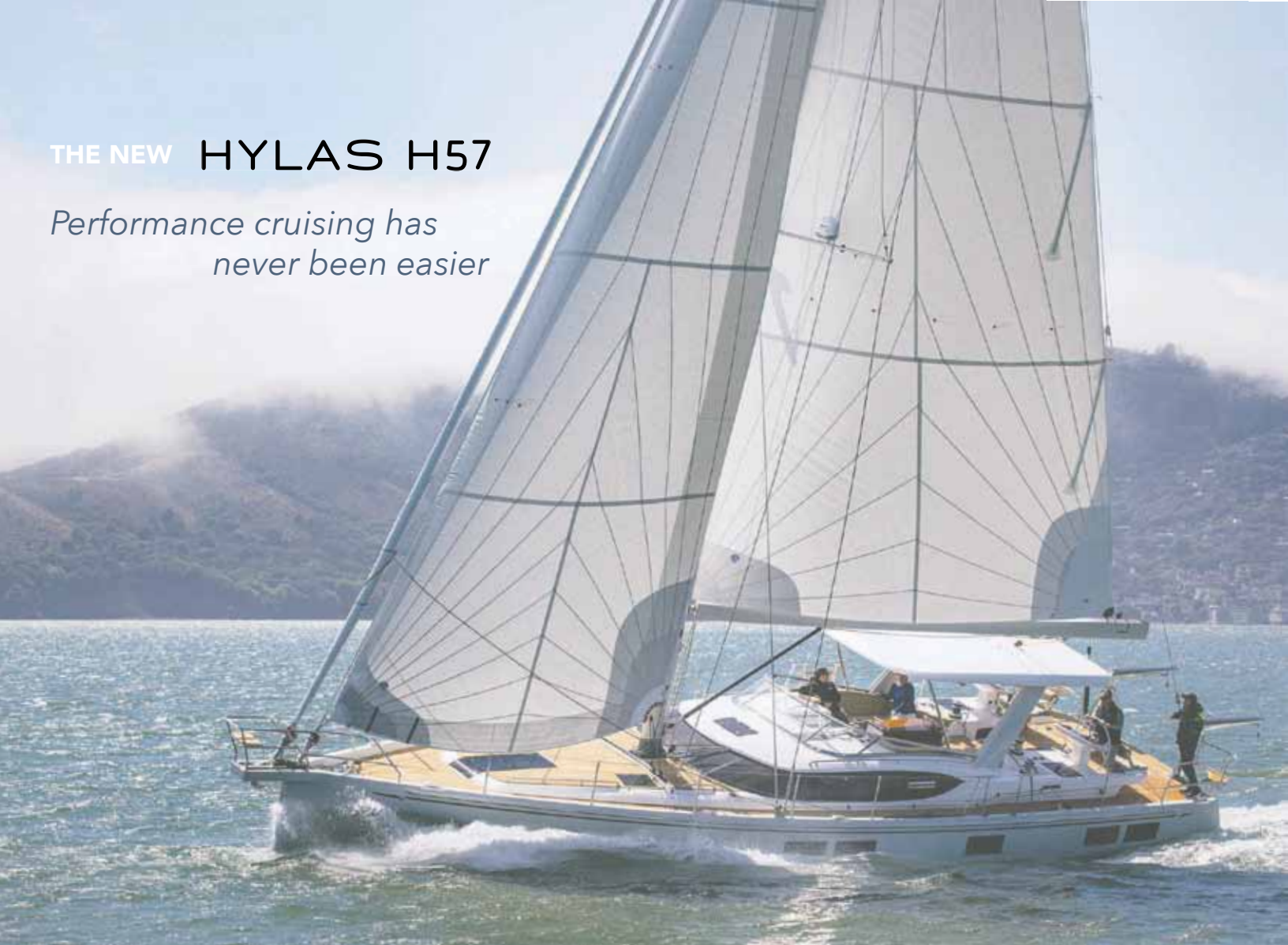
⇅ UNOFFICIAL THREE BUOY FIASCO

At 78, I wasn't sure I'd ever get a chance to race my Moore 24, #87, again. The threat of catching the dreaded COVID-19 has caused me to SIP, 110 miles from Santa Cruz, avoiding contact with the rest of the world.

Then, luckily, I registered for the vaccine on February 2, so the Santa Cruz Three Buoy Fiasco on February 13 became a possibility. I called Eric Upson for a go, then started checking weather, tides and the SC Harbor mouth. The plan was to show up and deal with getting the boat into the water and rigged after the rain quit.

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LETTERS

Up at 5:30 a.m., I left at 6:30 and motored up to SC. It was raining through Watsonville, drizzling at the harbor. I waited until the rain stopped, ended up on the end tie, rushed to get everything rigged, was last to motor out through the narrow slot to the left of the dredge, was 15 minutes late at the unofficial race committee vessel, and hit the start. Since I haven't steered under the kite for 13 months, especially with gusting winds, we did the jib and main only, doublehanded.

Moore's are fast even without the chute. The day was awesome, my muscles were sore — upper arms, back, knees, butt — and they're still recovering. These are good aches, if you know what I mean, and give me confidence to continue to get back these inactive muscles.

My old Moore, #104, was second to finish, with Chris Watts (aka Biff) at the helm and a new floating jib-lead system.

This proves old guys can race Moore 24s, as long as they are at the helm. I might have aged out of the foredeck position.

Terry Hensley
Rocket Science, Moore 24 #87
Santa Cruz

Terry — Those are the good kinds of aches and pains! We hope you get out on your Moore more.

Readers — Due to the weather forecast and conditions in the harbor, SCYC postponed the official Three Buoy Fiasco until March 13. Eleven boats went out and raced anyway. You can read about the unofficial Fiasco in Racing Sheet in the March issue of Latitude 38, and read about the official version in the Racing Sheet section of this issue.



CURTIS HAVEL

Built in 1914, 'Suisun' was a fixture among the Richardson Bay anchor-outs until she sank during a gale in late January. The liveaboard owner was rescued by the Coast Guard.

↑↓ ANOTHER CLOSE CALL ON RICHARDSON BAY, AND ANOTHER LETTERS THREAD ABOUT ANCHOR-OUTS

It's too bad the classic *Suisun* sank and a person lost their home. I was raised as an anchor-out, and constantly hear how much sewage, sunken vessels, etc., cost taxpayers. Really? How much in comparison to all the tens of thousands of homeless people and the taxes it costs to move, police, and clean up after the homeless cities that are now everywhere in the Bay Area and California?

As a kid raised anchored-out, I learned to accept people for their character and not their bank account or clothes or the car they drove. Most of the anchor-outs I was raised around were low- (or minimal-) income, veterans and hippies, and a lot of people were a little (or a lot) crazy, but everyone looked after one another, and were quality people you could trust. Living anchored-out gives these few hundred people some responsibility — like not drowning in the

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LETTERS

Bay by falling in — which I think is much better than what is required to live in a tent or under an overpass. Maybe we should spend a little money to support the anchor-outs to help them get back to living a more responsible life? Or do we just set up another tent city, like the one I see now set up in Sausalito by Dunphy Park?

Memo Gidley
Basic Instinct, Elliott 1050
Sausalito

⇕ BITTERSWEET MEMORIES

What a sad end to the historical boat *Suisun*! My late husband and I had gotten a tour in the '80s after the early restoration. She was magnificent. The Corliss [steam] engine was mind-boggling, and the entire engine room sparkled. We had just been prowling the docks, and while standing next to *Suisun* admiring her, we were invited aboard.



CURTIS HAVEL

Candy After sinking, the '*Suisun*' was eventually raised off the Bay floor, towed to the Army Corps of Engineers dock, and crushed — so too were the souls of many classic-boat lovers, while the debate over anchor-outs and owner responsibility was renewed.

⇕ THE GRAND DAME OF THE BAY

Another sad loss for our Bay. I remember *Suisun* in her prime in the '80s in the Sausalito Yacht Harbor. She was gorgeous, and obviously an owner's pride. Over the last few years, it pained me to see her anchored out, wasting away. A sad end for a Grand Dame.

Roy Wilson
Planet Earth

⇕ CHERISHING OUR RELICS

A short tale that invokes how this society fails to cherish its relics from the near past. I knew many of the characters, and crewed with Bruce Martens in a couple of offshore deliveries; one was on a 65-ft yacht down to Stillwater Cove for some sort of *Playboy* magazine shoot. In those days, there were many opportunities to view human anatomy frolicking around.

It is indeed heartbreaking to see the *Suisun* crushed and hauled away. I am certain there are many keepsakes aboard — things that could be curated. But then there are too few people interested anymore. The wood alone is priceless.

George Joseph Shea

⇕ WHO'S IN CHARGE HERE?

Too bad the harbormaster of the Richardson Bay Regional Agency doesn't have the authority to inspect vessels before they chafe their rode, drag their anchor, or sink to the detriment of all concerned. Doesn't the USCG inspect vessels underway? Isn't it time for preventative inspections rather than just waiting for disaster?

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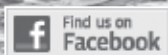
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PHOTO COURTESY
TIM HENRY/LATITUDE 38



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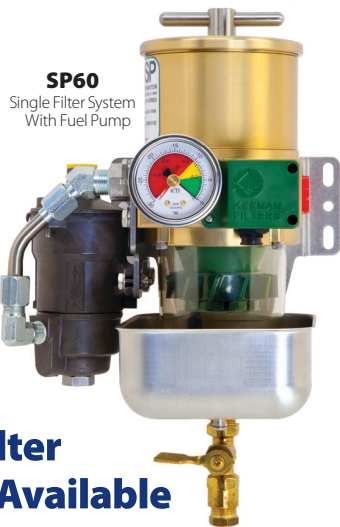
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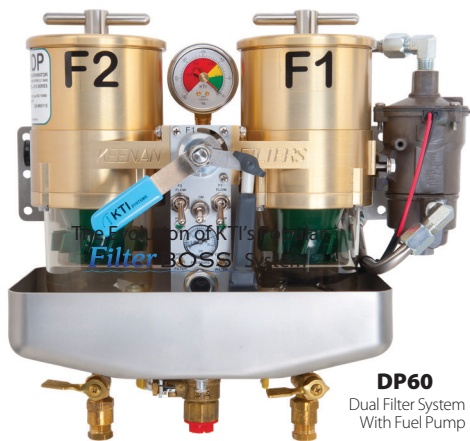
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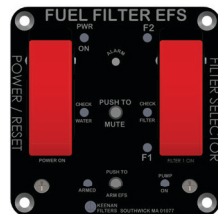
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LETTERS

Bruce Adornato
Longtime *Latitude* fan

↑↓ LOVE, AND A REALISTIC OUTLOOK, FOR OLD SALTS

The sinking of *Suisun* was sad, but absolutely necessary. We had the same issues in my home bay of San Diego (in the South Bay) and it took a major effort on the part of authorities to clear out and reassign many of the vessels to a mooring field near our small bridge (as compared to the Golden Gate). However, the issue seems to come back, with older vessels moving into and out of the bay and anchoring over the weekend, when this activity is allowed. The anchorage near Southwestern Yacht Club and San Diego Yacht Club has regular weekend visitors who can be counted to be in the anchorage from Friday to early Monday morning.

Looking at their vessels, one can speculate that people are living on these older vessels. Where they go during weekdays I can only guess, but I believe they go out past the jetty and anchor near the Strand or in other shallow water. The problem with that is that it is much more open to weather and sea conditions. Plus, their numbers seem to be growing over the last few years.

I love our "Old Salts," but they do not seem to have the revenue needed to maintain their vessels, which will eventually come to the same end as *Suisun*. It is all very sad.

John James
San Diego

↑↓ HAVEN'T I SEEN THIS BEFORE?

I'm an old guy, and this kind of thing has been going on for longer than I can remember. Years ago my thought was to 'grandfather' every vessel anchored in Richardson Bay, allowing them to stay in place. At the same time, place restrictions on any new vessels anchoring in the area so as to not perpetuate the problem.

Over time the problem would go away, but the authorities who could make this happen will never do it. Anybody who has anchored at various locations in San Diego knows that the time limits are strictly enforced to the benefit of everyone. Sadly, I'll be dead and buried before any meaningful changes are ever made to the Richardson Bay anchorage.

John Foy
Destiny, Catalina 42
Alameda

↑↓ THE NEED FOR FINANCIAL ACCOUNTABILITY

These boats need to be registered, and inspected and passed by the Coast Guard as a start. If they get that far, they then need to have insurance covering the removal of the vessel and damage it may cause if it sinks or damages another vessel. Otherwise it's leave the anchorage or to the dumpster. We need to get real about this issue.

Martin Thomas
Latitude Nation

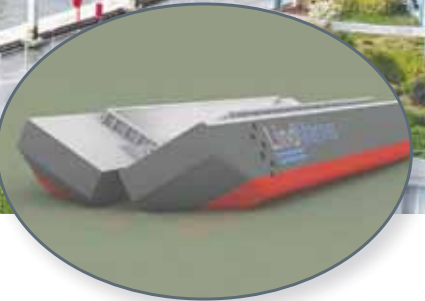
Readers — You know it's winter in the Bay Area when you're running a bunch of stories about old boats sinking or running aground. Many readers rightfully have running concerns about anchor-outs, their seamanship, and their financial ability to compensate city and federal officials for recovering damaged or sunken vessels.

This is not a new discussion — it's not even the only time it will appear in this Letters. We'll have a more thorough response in a bit.

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LETTERS

↑↓ THE BOOK THAT GOT ME HOOKED ON COOK

Tony Horwitz [author of *Blue Latitudes: Boldly Going Where Captain Cook Has Gone Before*] was a literary alchemist, observing what seemed to me the commonplace, but through his pen turning it into something quite magical to read. His sudden death was a tragic loss for his family and the literary world. How many great books lay unwritten in his pen?

Cliff Thornton

Cliff was commenting on an April 13, 2020, 'Electronic Latitude with the same name as this letter.

↑↓ THE ISLAND MENTIONED IN THAT BOOK

The island of Niue was mentioned in the book *Blue Latitudes*. There was a specific banana that turned the teeth and lips red. Apparently there is really nothing to do on the island other than drink, as mentioned in the book.

Paul Clausen
San Diego

Paul is referring to the February 22 'Electronic: Exploring One of the Pacific's More Unusual Places.



WIKIPEDIA

The island of Niue, which lies about 1,500 miles northeast of New Zealand, is one of the lesser-known destinations in the South Pacific. One reader says there's nothing to do on the island but drink; another reader says the diving is phenomenal. Let's all drink in this dreamy view of Niue's sea caves for a moment, shall we?

↑↓ CONFOUNDING EXPECTATIONS OF THAT ISLAND

I stopped [at Niue] in 1979 when I was sailing on a 30-ft French Arpège, and found it one of the most beautiful and fascinating islands in the South Pacific. The water surrounding the island was crystal-clear, the diving fantastic, and there were limestone sea caves around the perimeter of the island that were spectacular. It's well worth visiting if you can.

Lon Bubeck
Shaka, CF-37
Latitude Nation

↑↓ CASTING OFF THE DOCK LINES

There's a timeless piece of advice from Mark Twain about "casting off lines" that we should all read and take some time thinking about. You don't need to cut all ties with home and people when you leave, just plan a six-month or a yearlong shakedown cruise. Not long after, your plans will begin to take shape.

Pat MacIntosh
Encore, Cheoy Lee 35
Carmichael



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LETTERS

↑↓ DEAL AS YOU GO

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Sherri Wilkinson
Spring Fever, Morgan 382
Santa Rosa

↑↓ GIANT CATAMARAN MANTA PREPARES TO TAKE ON OCEAN PLASTICS

Their heart is in the right place, and it's great to promote public awareness, but as wonderful as this technology seems on its face, it's not the solution. One difficulty is that the ocean is rather large, and plastic doesn't all accumulate in one handy place for surface skimming. Plastics are found everywhere we look. The problem has to be solved onshore.

Tim Litvin
Sala-ma-Sond, Cheoy Lee OS40
Planet Ocean

Readers — Tim is referring to the February 17 'Electronic Latitude with the same name as this letter,

↑↓ HAND IN HAND

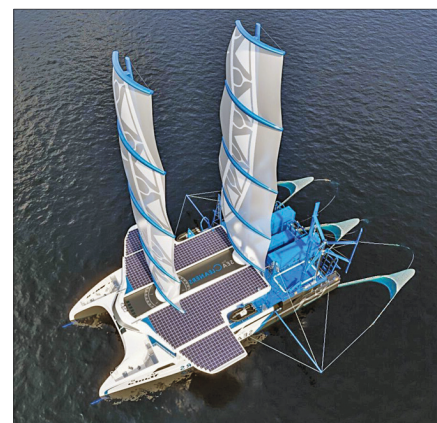
Excellent! But it has to go hand in hand with controlling the inflow pollution, which is several times harder to achieve.

Carlos Bravo

↑↓ A BETTER WAY?

They should go to countries where plastic leaves rivers and joins the ocean. Fix the problem there first. It would be much more effective.

Kevin Muth



THE SEACLEANERS

The catamaran 'Manta' is approximately 184 feet long with an 85-ft beam. The cat's owners, SeaCleaners, said that the vessel is "the first factory boat designed to collect and process large quantities of floating plastic macro-waste at sea," and will also serve as a cutting-edge scientific laboratory for the observation, analysis and understanding of ocean plastic pollution and as an educational platform open to the public.

Tim, Carlos and Kevin — We cannot agree more. While we applaud any effort to remove trash from the world's oceans and beaches, we fear that such efforts might lose sight of the crux of the problem. We've heard some environmentalists go so far as to call ocean cleanups "distractions" from more targeted actions, such as weaning manufacturers, and therefore consumers, off plastics, and preventing plastic waste from going into the water in the first place.

Let's not kid ourselves: Short of mobilizing the world's navies to scour the oceans, we can't begin to clean up the plastics currently floating at sea. Let's not forget the incalculable tons of plastic that have disintegrated into micro-fragments and are effectively part of the water column, or the microfibers that have aerosolized, and are part of the air. Plastic waste is either present, or downright abundant, in the most remote parts of the world.

None of this is to say that we shouldn't keep cleaning up where we can. We again applaud SeaCleaners and all the other groups removing not just plastic from the ocean, but all



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— ALLISON LEHMAN



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50 Baltic	1999	\$399,900	42 Hinckley Sou'wester	1984	\$245,000
49 Hylas	1999	\$399,000	42 Cabo Rico	2001	\$295,000
48 Waterline	1997	\$299,000	42 Bavaria	2017	\$349,000
48 Chris White Atlantic	2010	\$565,000	40 Passport	1987	\$127,000
48 Lowland Kotter	1983	\$187,000	39 Swan 391	1983	\$125,000
48 Camper&Nicholson	1974	\$140,000	38 Baltic DP	1983	\$90,000
46 Hylas	1996	\$265,000	38 Ohlson	1984	\$125,000
46 Ker	2006	INQUIRE	37 Jeanneau 379	2012	\$178,950
46 Nordic Raised Salon	1992	INQUIRE	35 One Design 35	1999	INQUIRE
46 Swan	1985	\$150,000	34 Webber's Cove	1966	INQUIRE
45 Morris	2000	\$450,000	33 Beneteau 331	2002	\$67,500
45 Pederson Cutter	1975	\$89,000CAD	31 Tashiba	1988	\$115,000
44 Gozzard	1997	\$320,000	30 J Boats J/92	1993	INQUIRE
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LETTERS

manner of marine waste — especially discarded fishing nets. We applaud beach cleanups, and the millions of people who pick up trash whenever they're outside — something that we try our best to do.

We acknowledge that humanity must fundamentally change its consuming habits to truly undo the impact we've had on the world.

↑↓ AN EVEN BETTER WAY?

There is a way to do this without ever bringing the stuff to shore. Go to www.barryspanier.com for my "Baleen," which was my take on this in 2019.

Thank the Universe for those who would do this.

Barry Spanier

Rosy G, custom Antrim cruiser in progress
Berkeley Marina

↑↓ A BETTER TYPE OF BOAT AND MANUFACTURING?

How much carbon was released into the atmosphere to build this boat?

John

John — Fair point, if considered in the vein that much of what humanity does, even when well intentioned, has a negative environmental impact. But some people use this type of logic in the vein of shrugging their shoulders and saying, "Why make any effort at all?" We believe that, for the sake of the next generation, humankind should keep trying until we figure something out.

↑↓ WE POSTED A PHOTO OF HUMPHREY BOGART ON OUR FACEBOOK PAGE, AND ASKED LATITUDE NATION IF THEY KNEW WHAT TYPE OF BOAT HE WAS ON

Some nice heavy cotton sails with real rope and old tackle. It's a lot of work. That's when men were men.

Josef Erlemann

The inboard rudder had me thinking it was perhaps a Star, but I've never seen one with a cockpit coaming.

Greg Vassilakos

It's not a Shields class boat. Humphrey Bogart died in 1957 — the Shields was first built in 1962.

Gary Green



LIFE MAGAZINE

Humphrey Bogart raises the sails on an, umm . . . What kind of boat is that?

The schooner *Santana* is an S&S 55 that I sailed on for many years. The boat in the picture is no *Santana*, but a smaller daysailer. Maybe an S Class or a 110.

Michael Roth

I remember seeing *Santana* on the Bay when I was a kid.
Peter Veasey

I know Bogie was an avid sailor. His boat was called *Santana*. He was among those who launched the Newport to

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LETTERS



THE INTERNET

Thanks to Tom Burden for solving the minor mystery of Humphrey Bogart and the case of the unknown vessel. The vessel in question, according to him, is an Atlantic, a one-design, 30-ft open-cockpit keelboat daysailer designed by W. Starling Burgess in 1928.

Ensenada Race. But I don't know exactly what type of boat his *Santana* was.

Joe Saad

It's not a 110, either, which is pointy at each end. I was thinking a Clipper, which is a bigger Mercury.

Christopher Nash

El Gavilan, Hawkfarm
Richmond

It's an Atlantic.

Tom Burden
Shaman, Cal 40
Richmond

↑↓ DID SOMEONE MISTAKE THAT PHOTO OF SANTANA FOR THE TE VEGA?

Once named *Te Vega*, the schooner was used as a research vessel and operated by Hopkins Marine Station/Stanford University. It was captained at one point by former Monterey harbor master Brooks Bowey and visited Monterey Harbor many times. There's a few people around here who crewed on her before she was sold in 1969. The schooner is still in service — but not with that spectacular rig!



COURTESY PETER VEASEY

The oft-mentioned-in-this-thread 'Santana', in all her sepia-toned, full-canvas glory.

Mark Chaffey
LocaMotion, Express 37
Monterey

Mark — We're not sure if we accidentally plucked your letter from a different thread (which sounds like something we'd do), but the boat pictured above is almost certainly *Santana* and not *Te Vega*. Thanks for your insight on the 137-ft gaff-rigger, though. *Te Vega* is truly an awesome vessel.

↑↓ LONG LOST LOVE FOR THE CARANITA

In the '60s, my dad built a *Caranita* in the garage. He launched it in '68 or '69. It had a blue hull and was very well built, and was once described as amazing workmanship by someone who owned it in the '80s and early '90s. I've been

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LETTERS

wondering what happened to it for the past few years. I'd love to find it and take pictures for my dad.

Andrea Sommer

↑↓ AND NOW FOR SOME HISTORY ON THE COLUMBIA 5.5

Thanks for the 5.5 flashback! [From a March 3 'Lectronic Latitude with the same name as this letter.] When I was a kid, I crewed on *Ripple*, #17, out of Richmond YC. I remember rounding down in the Circle, then sinking! The water felt warm, everything got quiet, the screaming owner was silenced, and there was peace! We clung to the mast (because boat was on the bottom) and made it back to shore in short order.

They were awesome boats in their beauty and simplicity. I loved sitting below going upwind out of the cold spray. The helmsman got drenched, and we ran the pumps. The Columbia Sabre continued the tradition; however, they were not elegant like the 5.5. Yes, flat-water boats to be sure.

Jonathan Livingston
Punk Dolphin, Wylie 39
Richmond



COLUMBIA 5.5 CLASS

Despite their heavy, hand-laid fiberglass hulls and reputation for safety and stability, 5.5s are "flat-water" boats best suited to racing on protected waters. We think this photo was taken on the San Joaquin River in Stockton.

↑↓ MORE CHILDHOOD MEMORIES

Nice piece on the 5.5s. When I was a kid, they raced on the Cityfront — quite a lot of them. It's another vanished class. I have a lot of PICYA annuals, but somehow, this is the only [annual] listing the fleet. I am missing some '70s — I believe they did go on longer than '72.

Jennifer Hinckle bought the Italian varnished one that was around, but don't quite know if she still has it.

Bill Belmont
Credit, Farallone Clipper
Bay Area

↑↓ COLUMBIAS IN THE MIDWEST

I loved this article, because I learned to sail on Lake Erie on a 5.5 George O'Day Olympic boat named *Minotaur*.

Tom Chekouras

↑↓ BREAKING NEWS: THERE WAS CONTROVERSY IN THE AMERICA'S CUP. OR WAS THERE?

New Zealand has done a wonderful job of curtailing the spread of COVID. To write an article like this [a February 17 'Lectronic] is just trying to stir up controversy. There are more important things in life than sailboat racing schedules.

Chris Boome
San Francisco

↑↓ IT IS, AFTER ALL, THEIR COUNTRY

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LETTERS

shores. They went into lockdown with just three known cases. Oh, if our country had done the same thing a year ago! We'd likely be as free of COVID as they are. Let NZ decide what's best for their country. After all, it is their country.

Vince

Readers — Chris is referring to the February 17 'Lectronic Latitude: The ACE Who Kicked the Hornet's Nest, which reported on the America's Cup Event Authority's decision to postpone the Prada Cup Finals because of a flare-up of COVID cases in New Zealand, which resulted in a short lockdown. (ACE is the semi-independent organization that runs the Cup, but is still inextricably tied to the host nation.)

Was this ever a controversy? Was it only a controversy because we used the word "controversy?" Italian-based Prada, who were leading team INEOS UK in the Finals, and who are the official Challenger of Record, "urged ACE to request an exemption to carry on the Final of the Prada Cup in compliance with the racing calendar." ACE reportedly denied this request. INEOS was reportedly on board with the delay, and so there was a perception that ACE was, perhaps, trying to curb Prada's momentum. Did this give INEOS time to tweak their boat and find an answer to the Italians' newfound speed? INEOS took the round robins 6-0, qualified to sit out the Challengers' semifinals, and were ultimately beaten 7-1 by Prada in the Challenger Finals.

So, if a controversy falls in the woods, does it make a noise? Or does it only make a noise if sailing journalists are there to hear it and call it a controversy? For those of us who follow and report on the Cup, it's easy to see dissension lining the fabric of even the most minor occurrence. And, to be fair, we've had a good time making fun of the Cup for its Law & Order-like machinations.

But did anyone really expect that schedules wouldn't be affected, at some point, by the harsh and inconvenient realities of COVID? Since the Italians handily defeated INEOS, we hope that everyone can agree that the British team was not the recipient of some kind of advantage. We hope everyone will take a deep breath and follow the guidelines of a country that has been incredibly successful in squashing the virus. Keep calm, and race on.

↑↓ THE NAVIGATING MASTERY OF ELEANOR CREESY

While we sailors have great regard for the modern boats that have broken *Flying Cloud's* [New York-San Francisco] record, it is important to point out that these boats used extremely lightweight modern technology and were not carrying cargo. Perhaps there should be a record for racing boats and a separate one for cargo vessels, or at least vessels that have a comfortable interior (which *Flying Cloud's* captain's quarters certainly provided). The modern boats are a bit like a Porsche breaking a record set by a semi truck full of cargo.

For additional reading, folks should find *Flying Cloud: The True Story of America's Most Famous Clipper Ship and the Woman Who Guided Her*, by David Shaw. Mr. Shaw provides a wonderful account of both Skipper [John] Creeisy and Navigator Creeisy.

Beau Vrolyk
Alden-designed schooner *Mayan*
Santa Cruz

Readers — Beau is referring to the March 8 'Lectronic about Flying Cloud's navigator, Eleanor Creeisy.

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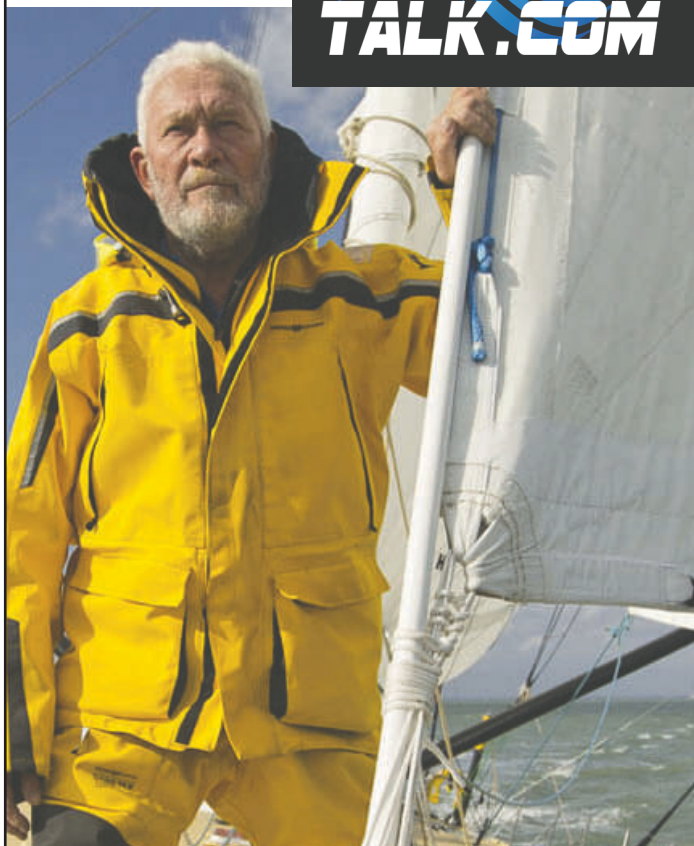


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LETTERS

↑↓ A FEW MORE NAMES FOR THE LIST

I agree with Beau on both accounts. None of the modern boats that broke *Flying Cloud's* record are in any way comparable — and, the book by David Shaw was great. What a great movie the Creesys' lives and their time aboard *Flying Cloud* would make!

I have been fortunate to sail with a number of wonderful modern female navigators in Heather Lidgard from New Zealand, Mary Alice O'Neill, and Connie Pichel from Arizona. Connie was a dear friend who became a licensed pilot at a time when not a lot of women were. She passed away a few years ago at 94, and one of my most treasured possessions is her Freiburger yacht sextant. Of course you can't discuss great modern female navigators and sailors without tipping your hat to Jeanne Socrates and Lin Pardey.

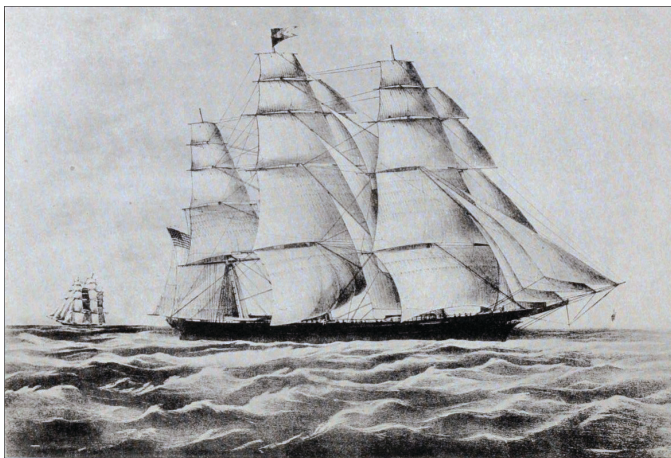
Joseph H. DiMatteo

↑↓ WE REALLY NEEDED A CRACK NAVIGATOR

When *Thursday's Child* was about to break *Flying Cloud's* [135-year-old] record in 1989, our all-male crew set sail on our boat *Bolero* from Redwood City to go meet her. (*Bolero* is a Clipper 36 built by Cheoy Lee.)

It was very foggy that day, and we ran hard aground in Redwood Creek. The tide was falling, and we were soon completely dry. We made pancakes, but we never made it to the Golden Gate that day. Clearly, we needed a woman navigator! Hats off to Eleanor!

Bob Wilson
 South Bay



WIKIPEDIA

An illustration of the famed 'Flying Cloud'.

↑↓ RYAN FOLAND CAN EXPLAIN EVERYTHING

I read with amusement my friend Ryan Foland's description [in a March 5 *Lectronic*] of his misadventure running his Cal 34 aground in Huntington Harbor, and his self-congratulations for his newly learned prowess at engine repairs.

Some months ago, I strongly recommended to Ryan that he buy Nigel Calder's latest book on diesels. It's a wonderfully written book and an invaluable reference for everything related to marine diesel engines. I bet Ryan would gladly credit his success with his engine repairs to Mr. Calder.

As to Ryan and his wife Cyn having to await the high tide to float off that shoal, the almost-sure way to tow a sailboat off a 'mild' grounding is to have the tow boat pull so as to heel the boat over, which raises the keel off the bottom so that the vessel can move forward off the shallow area with her own engine. Use the best masthead halyard available

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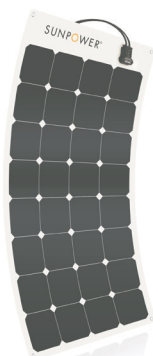
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LETTERS



BINGO 2

Ryan and Cyn Foland on their Cal 34 'Bingo 2'.

— an external spinnaker halyard with good strong block, shackle and rope is best — to which you add more strong rope plenty long enough to allow the tow boat to get straight away abeam, well away from your vessel.

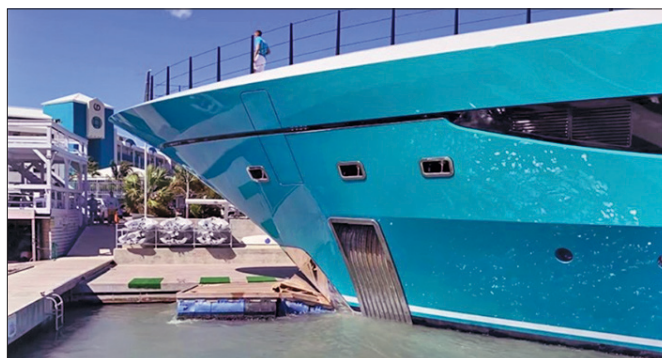
It doesn't take a 'real' tow boat to accomplish this feat; a good-size Whaler or inflatable with a good outboard motor should do the trick for a 35-footer. I've seen this work a dozen times on my own boats and others.

Fred Huffman
Marina del Rey

↑↓ A MEGAYACHT GETS CRASHY

As a licensed electrical engineer and mariner, I was fascinated by this accident — and pretty much knew the likely cause before reading the full account. [Joseph is referring to the March 5 *'Lectronic: Captain of Runaway Vessel 'GO' Explains the Crash*, where a megayacht inexplicably mowed down a dock.]

I helped an owner with the delivery of his one-year-old Nordhavn 63 from Cabo to San Diego in 2016; the purpose of the trip was to take the boat back to the manufacturer for warranty work. The two major problems were a hydraulic failure that caused loss of steering, and \$50,000 worth of navigation gear that was inoperable. The boat was a marvel of marine engineering, but the complexities of the systems aboard made me shake my head in awe. It was an easier boat to maneuver than my 36-ft cutter with the computer control of the engines and thrusters. *But*, you had to wonder what would happen if there was a glitch in the software.



VIA YOUTUBE

In late February, the 252-ft motoryacht 'GO' experienced a computer malfunction while cruising in St. Maarten, and lost control of her steering. According to local news, her skipper chose "a deliberate impact with the St. Maarten Yacht Club wooden dock." Just prior to the crash, 'GO' was reportedly one of the widest boats to ever pass under a nearby bridge.

Unlike aircraft that are fly-by-wire, the testing of yachts is much, *much* less stringent than required by the FAA. Expect more interesting videos like this, and good on L38 for telling us the rest of the story. By the way, having read the

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the secret of the stars or sailed to
an uncharted land or opened a
new heaven to the human spirit.”**

— Helen Keller



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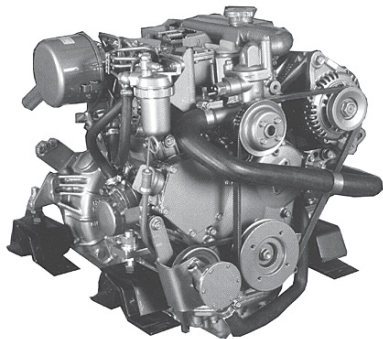
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LETTERS

full article, it sounds as if the pilot (or captain) did a great job in dealing with the situation. Bravo to him, and here is a toast to the K.I.S.S. principle [Keep It Simple, Stupid].

Joseph DiMatteo

His second letter this *Letters*

ON THE GO

As a guy who has piloted more than my share of both commercial boats and airplanes, I think that trying to pass a superyacht through a bridge with only 19 inches of clearance on each side while subject to wind and tides is just asking for trouble. I am a firm believer in "what can go wrong, will go wrong."

John Schroeder
Anacortes, WA

THE SAUSALITO CITY COUNCIL OPENS DOOR FOR HOUSING IN THE MARINSHIP

The question of permitting housing in the Marinship zone is tough enough what with the issues mentioned. However, the biggest environmental hazard was omitted (again) by the council and the media.

The entire area was built on fill. Many structures are literally sinking, and as they sink, they break the private sewer lateral pipe connecting the property to the sewer main. Because this occurs underground, it is possibly unnoticed. The effluent will occasionally flow into streets when the ground is saturated from rains or high tides. Sausalito has no routine inspection of the laterals until a property is sold, which rarely happens for commercial property. Meanwhile, the sewage leaches into the Bay.

At high tides, seawater inflows into the main-line side of the broken lateral and the saltwater flows to the sewage treatment plant in the south part of Sausalito, near Cavallo Point, causing early corrosion and premature failure of the entire pipe system at the treatment plant. This has led to numerous breakdowns and spills into the Bay.

The Marinship zone, as it exists now and would be realized under the new General Plan, is an environmental disaster. Building housing there, regardless of the motive, only adds to the problem.

Dane Faber
Marin

Readers — Dane was commenting on a March 5 'Lectronic with the same name as this letter.

ALL ABOUT THE BENJAMINS

It is all about money in Sausalito, and always has been. It will be a shame to lose that historic marine area to commercial greed. Just what Sausalito needs is a bunch of ugly condos and more traffic. Ridiculous!

Mark Henry Sahs
Nuevo Vallarta, Mexico

IT'S NOT AS APOCALYPTIC AS YOU THINK

This article is thoroughly biased and inaccurate. The Marinship is not a thin "sliver" of land; it consists of over 225 acres. It is *not* all landfill. Among other things, it includes the bedrock of the former Pine Point neighborhood that was demolished and dynamited to create most of the landfill that was used in other areas of the Marinship. There may be some toxic residue in this large area, but there are no specific known toxic hot spots, and several parcels have multiple clean soil tests showing no toxic materials.

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LETTERS

The City of Sausalito convened a forum on the future of the Marinship in September 2019, which was attended by over 170 people. The outcome of that forum was overwhelming support for both protecting the maritime industrial waterfront and for creating new housing, especially along the Bridgeway Boulevard street front, which has no industrial activity and no known toxic issues, and is not susceptible to flooding. Bob Silvestri does not live in Sausalito and is a professional housing opponent. I am an affordable-housing advocate with no potential financial benefit from the creation of affordable or senior housing.

Ron Albert
Sausalito

Ron — We respectfully disagree that any of the articles referenced in the March 5 'Lectronic are inaccurate, but perhaps "sliver" isn't the best term to describe the Marinship. (We were referring to the working waterfront's overall size when compared with the totality of Sausalito, including the hills.) We try to rise above simple labels such as calling someone "anti-housing," because this language lacks the nuance that characterizes a fruitful debate over sustainable housing and development. While we can't speak for all of Bob Silvestri's points of view, we don't believe he is a "professional housing opponent." (Silvestri, who wears many hats, reports on the Sausalito City Council.)

Regarding the many forums on the Marinship: Please keep in mind that there were several unanimous (5-0) votes by the Sausalito City Council, Planning Commission and General Plan Working Group, "all of whom decided that there should be no land-based housing east of Bridgeway," unless there was appropriate analysis, Silvestri wrote in the Marin Post. He added that Vice Mayor Janelle Kellman said that ignoring those previous votes would render years of community engagement meaningless.



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The modern-day Marinship is more than just a thriving working waterfront, it's also a historical landmark. During World War II, Sausalito was home to a monumental war effort that mobilized the nation's workforce and produced some 93 ships.

Let's forget about housing for a moment. (We're a sailing magazine, after all, and not Urban-Planning Monthly.) Yes, there is overwhelming support for Sausalito's working waterfront, but what is anyone actually doing to help marine businesses in the Marinship, many of which are forced to operate on month-to-month leases? This uncertainty robs owners of incentive to invest in infrastructure or make improvements. What does that say about the value placed on these



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— Herman Melville, 'Moby Dick', Chapter XXVI



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LETTERS

businesses' futures? So please, no more "support and praise." Only action.

↑↓ ANOTHER BOAT SINKS IN SAUSALITO AFTER A PROPANE EXPLOSION, AND ANOTHER ROUND OF LETTERS ENSUES

I've seen too many things go wrong with propane that's piped into boats. With modern technology, it is very easy to



CURTIS HAVEL

On February 15, the sailboat 'Folie Douce' sank after what was likely a propane explosion on board. The boat was considered "inoperable," and the liveaboard owner was rescued with minor injuries.

use electricity and inductive cooking, diesel heat, and other alternatives. I was near Point Conception one day when a mayday came across from an anchored boater who had just had an on-board explosion. They were preparing dinner, and sank within about five minutes.

Hopefully, those who use propane will double-check to make sure they have working safety shut-off switches and pay attention to fire extinguishers, training and overall safety measures.

Rich

Rich was commenting on the February 17 'Electronic Latitude: Sailboat Explosion Alarms Sausalito Waterfront.

↑↓ ANOTHER CHAPTER

This is sad indeed, as a propane leak can happen on the best-maintained vessels afloat. But this looks like just another chapter in the sad tale of Richardson Bay and the fleet of derelict boats that are a blight to the area. The inability of local authorities to get rid of the derelict boats, and their irresponsible owners, is the saddest part of this tale.

Joseph H. DiMatteo
His third letter this *Letters*

Well said, Joe. Guess we'll just have to wait until all the derelict boats blow up or sink due to storms.

Rich Brazil
Tally Ho, Nauticat 43
Bay Area/Mexico

↑↓ THE WORST PART?

The environmental consequences are the worst part. Visual blight is one thing; toxins in the Bay have consequences for innocent birds and marine mammals. We all have a duty to protect the environment.

Donna Matcovich

↑↓ TO THE RESCUE?

The *Raccoon* is waiting to be put into action against the derelict 'boats'. [The *Raccoon* is the Army Corps of Engineers' "floating hazard collection boat."] Time to get her out there. Aren't registered? Can't pass the Coast Guard inspection? Can't navigate a three-mile course under your own sail or

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LETTERS

motor power? Yoo-hoo, Raccoon!

Martin Thomas

↑↓ THE QUESTION OF FINANCIAL ACCOUNTABILITY IS RAISED AGAIN

Please sue the owner for all of the expenses incurred to save the Bay and taxpayers! Then, put all others on notice for prosecution to the full extent of civil and criminal charges!

Robert DaPrato, USMCR
Presidio Yacht Club
Sausalito

Readers — We understand your frustration. We really do.

Every year, we report on ill-equipped boats sinking, crashing and generally causing havoc on Richardson Bay. Winter after winter, the same thing keeps happening, and the same questions keep arising: Why don't/can't the authorities do anything about these boats?

Robert — If someone is illegally anchored out on an "inoperable" boat on the Bay, they're probably broke, and have no money to be sued for, nor assets to be seized, nor insurance to cover the damage they've caused. As we explained last month, there's very little that authorities can do with illegal anchor-outs, other than simply asking people to leave. If anchor-outs are arrested for violating 72-hour limits, it's probably a misdemeanor trespassing charge. If boats are confiscated and crushed, then the former liveaboards might end up moving into one of the many tent cities around the Bay Area that Memo Gidley mentioned in an earlier letter.

It might sound as if we're shrugging our shoulders at the anchor-out conundrum, suggesting that authorities do nothing, or contradicting our previously stated ethos of trying to figure out some kind of solution. As we've said before, we think it's useful to stop thinking of the illegal anchor-out conundrum as a boat-ownership problem, and start thinking of it as a housing crisis/homelessness problem. If Bay Area municipalities are going to try to curb illegal anchor-outs, then they have to deal with the root causes. Punitive measures levied against people who can't possibly pay the fines just doesn't make any sense, and only costs the taxpayer time and money!

Month after month, when we're confronted with these same questions, we end up writing the same responses, highlight the myriad problems, and tell you that there aren't any easy answers.

The best we can do, for now, is double-check our docklines when it starts to blow.

↑↓ SEARCHING FOR MY NAME

Every month I read *Latitude 38* magazine, and over the years, you have published a few letters from me. After getting the February issue, I found my name in the *Classifieds* with a portion of a letter that I'd written. I immediately asked my friends to help me read every word of the magazine to see if this was one of those, "Find your name, win a prize" deals. In my case you don't have to worry, I pretty much read every word, every month!

David Allocco
Summer Nights, Capri 22
Phoenix, AZ

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LOOSE LIPS

We've said it before: "That was the best Caption Contest(!) response yet." But honestly, you guys shredded the March contest. Of course there were numerous references to reefs. "Maybe we should throw in a reef, wadda ya think?" — @tmjameson. "Dammit! You reef your way and I'll reef my way!" — Tod Beebe. And IKEA rated a few mentions. "Last time I buy a boat from IKEA." — @pavementsailor. The photo could also be used for an ad, as readers toyed with the idea of repairing the sail. "No worries, I've got a Sailrite!" — Ron Harben. "I think it's still got a little life in it... pass me the sail tape." — @ericjonhanson. But the best are yet to come. Read below the photo to discover the winner and our next-best 10 comments.



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"Fortunately, Sven keeps his sail threads numbered just for such occasions." — Bill Willcox.

The next top 10 (in no particular order):

"The Swedish skipper's inability to understand the assembly instructions for his new IKEA mainsail led to disaster at the weather mark." — Mark Jordan.

"It's just a small tear; she'll hold." — @patrickdaugh.

"Looks like the kind of guy that buys single-ply toilet paper." — Rob Dalton.

"I knew that flat-pack was missing parts." — Jack Sheehan.

"This is why Edward Scissorhands stopped sailing." — Robert Ward.

"My bad! I forgot to tell my skateboarding crewmates that in sailing, shredding is not a good thing..." — Gary A. Green.

"Captain Olaf thought he clearly said reef, not shred." — Noel Farmer.

"Inget problem. Mina förfäder var Vikingar. (Not a problem. My ancestors were Vikings.)" — Burl Howard.

"The 'trashed' look popular with jeans just doesn't appeal on a sailboat." — Scott Henry.

"Quick, take my Swedish flag for your main – it's much stronger, colorful and you won't have to reef it!" — Tom Varley.

"Boat broker: 'Oh the sails? They are in serviceable shape.'" — Jon H.

All of us have in our veins the exact same percentage of salt in our blood that exists in the ocean, and, therefore, we have salt in our blood, in our sweat, in our tears. We are tied to the ocean. And when we go back to the sea — whether it is to sail or to watch it — we are going back from whence we came." — John F. Kennedy

LOOSE LIPS

We recently heard from two MOD70 trimarans on the move. Former Bay Area sailor Peter Cunningham is readying his MOD70 *PowerPlay* for an assault on the annual Round the Island (Isle of Wight) record, previously set by another MOD70, *Concise 10*, at two hours and 22 minutes.

Meanwhile Giovanni Soldini, of the MOD70 *Maserati*, just set a new record in the Med. Soldini and *Maserati Multi 70's* team set the Monaco to Porto Cervo record, finishing at 9:09:38 on March 21 — they sailed 195 miles in 7 hours, 50 minutes and 44 seconds. Their record is only 2 minutes and 47 seconds better than Brian Thompson's 2016 record aboard the MOD70 *Phaedo3*.



LATITUDE/JOHN

MOD70s are on the hunt for records.

Longtime Point Richmond resident and adventurer Chris Aiden Welsh passed away suddenly on March 15, at age 58. Rarely, if ever, does one cross paths with an individual as interesting or as accomplished as Chris.

Born and raised in Newport Harbor, California, Chris was introduced to sailing by his mother, Sally Welsh, at age 3, but was drawn to other watercraft before immersing himself in sailing.

He eventually bought *Ragtime*, a Spencer 65, aboard which he entered the 2008 Los Angeles to Tahiti race. Chris and crewmate Alan Andrews finished first on corrected time, winning the Fritz Overton Perpetual Trophy. That year Chris also won his division in the Sydney Hobart Race.

In addition to sailing Chris enjoyed flying (he was rated for five different types of craft) and had a keen interest in that which lies beneath the oceans. He purchased *Cheyenne* (formerly the Jules Verne record-breaking *PlayStation*), and used it as the 'mothership' for *Pentarius*, a submarine project focused on oceanic scientific and environmental research.

Chris is survived by his wife Tina, parents Terry and Sally Welsh, brother Doug and his wife, Mary, and their children, Charlie, Brittany and Becca. "And, as we like to say," adds Tina, "a thousand sailors around the world."

— ross tibbits



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Tina, Chris and Cooper on San Francisco Bay.

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SIGHTINGS

the rise and return of sv prism

In our February issue, Marissa Neely wrote about the refit of her and her husband Chris's Cheoy Lee 41 Avocet. It runs in the family. Chris's older brother Jon is also out cruising. They grew up sailing together on their family's Mason 43 based out of Berkeley Marina. Jon and his partner Shannon, who grew up going to Catalina Island every weekend on her family's trawler to scuba dive, bought their first boat in 2010 and have been cruising ever since. — ed.

Since 2013, Jon and Shannon have been sailing the world aboard their Hans Christian 33 *Prism* and were one of the first cruising couples to launch a YouTube channel.

Prior to *Prism*, the couple had lived aboard a Caliber 28 named *Tara* that they had initially planned to cruise on, but they learned pretty quickly that their plan needed to change. "One of the main lessons we have learned while cruising is to make all plans in pencil," Shannon says. "Plans are always changing. If it is not the weather, then it is something breaking." Just because *Tara* was not 'the one' didn't mean that she failed to provide the crew with any life lessons or stories to share around the bonfire. In fact,

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pacific puddle jump

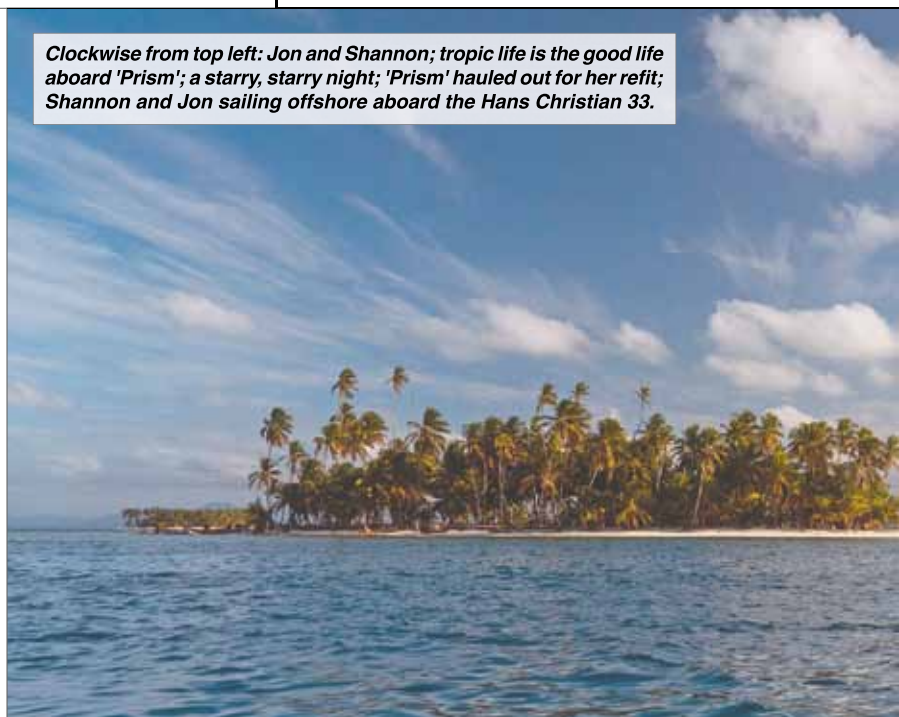
For several decades, April 1 has served as an ideal departure target for cruisers heading west into the South Pacific, either independently or as members of the Pacific Puddle Jump rally. But not this year.

Although French Polynesia's fight against COVID is going well, with the majority of the population now vaccinated, travel regulations for this French overseas territory are tied to France, where COVID cases are surging once again.

Prior to the current lockdown of French possessions, there were strong indications that both air and sea tourism to Tahiti would open on May 1. But now would-be visitors are in limbo once again, including dozens of sailors in Mexico and Panama who have been waiting to jump for a year. (And the Pacific Puddle Jump rally has



Clockwise from top left: Jon and Shannon; tropic life is the good life aboard 'Prism'; a starry, starry night; 'Prism' hauled out for her refit; Shannon and Jon sailing offshore aboard the Hans Christian 33.



ALL PHOTOS COURTESY PRISM

still in limbo

remained in hibernation.)

Although many boats ignored French Polynesia's maritime closure last year and were ultimately allowed to visit, at least temporarily, we're assured that will not happen this year. Authorities have made it clear that any boats — including megayachts — that arrive before the borders officially reopen will be turned away, with the nearest open port being Fiji, 1,800 miles to the west.

All this being said, it may still be possible to stage a late-season Puddle Jump crossing in May, June or even July. Writing this from Papeete, we can report that businesses of all sorts — especially marine suppliers — are eager for customers. Stay tuned for updates on the evolving situation.

— andy



sv prism — continued

the night that pushed Jon and Shannon to search for a new boat was the same night that earned them the mercy of Davy Jones.

Shannon recalls from their life-altering encounter: "I can remember the night perfectly. *Tara* taught us both more in an 18-hour period than the 10,000+ miles aboard *Prism*. Jon and I were making our way south in 2012 aboard our completely refitted Caliber 28, and we were getting ready for our very first night passage. The short jump from Monterey Bay to San Simeon Cove on the California coast was supposed to be a blissful 15-hour downwind run.

"We were so new to ocean sailing that a forecast of 25 knots from the north didn't seem like a big deal — we were used to sailing on San Francisco Bay. After leaving the clear, calm protection of the marina, we were faced with a strong headwind and green water rushing over our bow as we bashed out of Monterey Bay. When my stomach was not hacking up my breakfast and dinner from the night before, I was screaming at Jon, 'This is a bad idea!,' which would prompt him to calmly respond with, 'It will get better when we are out of the bay and can turn south. It will be a blissful downwind run.'

"There was nothing blissful about that night. We were out in 40 knots and 16-ft seas at 6-second intervals. We were knocked down twice, a large sea swamped our dinghy, causing half of our pushpit to rip out of the transom, and worst of all, when we were taking down our main, a huge wave broke over our boat, causing Jon to be knocked off his feet while at the mast. It was pitch-dark with no moon, so all I saw was the small beam of a headlamp being swept out to sea behind me. I thought he was gone and I was a dead woman. Like the smart man he is, Jon had clipped into the mast and had in fact not floated away; it was just his lamp that was sacrificed to the sea. After relief washed over me, I could then hear him yelling at me to turn the boat back around."

In response to that story, Jon shares that, "During that experience, we learned three major things: First is to always listen to Shannon and her weather intuition. Second: Always clip in. Third: We wanted a different boat."

Rebounding from their tainted sailing experience aboard *Tara*, their thirst for adventure was renewed when they met *Prism*. After purchasing *Prism* in Olympia, Washington, the crew began their cruising journey down the West Coast in 2013, spending a large portion of their time in Mexico, specifically the Sea of Cortez, which the couple notes as their first "real" cruising destination. "It was exceptionally captivating! The area was filled with easy sailing, warm weather, beautiful hikes and deep culture, and is jam-packed with amazing cruisers," says Shannon, "It was an enjoyable experience that proved we had made the right decision to set sail."

As they continued to sail the Mexican coastline, they shot and uploaded videos regularly to YouTube, which sparked an interest and inspired other young couples to follow suit. This included his younger brother, my husband Chris.

Following the spirit of adventure (and the wind), the crew of *SV Prism* searched for the best diving locations to fulfill Shannon's lifelong dreams. As a certified dive instructor, Shannon was initially drawn to life afloat because she could become her own version of Jacques Cousteau, traveling the world and exploring all that lives beneath their keel. When they reached the Cayman Islands in 2017, Shannon was in dive heaven. "They take reef awareness and conservation very seriously. The reefs are alive, full of color and never-ending," which is unfortunately uncommon in today's world. With Jon's passion for cinematography, the two captured unique landscapes above and below the waterline and were able to share these unique parts of the world on the internet for all to enjoy.

They have been 'on break' doing a yearlong refit of *Prism* and other boat work in North Carolina, and have finally added Episode 34 to the video library on their site, www.svprism.com. In summer 2021, they plan to take *Prism* north as far as Maine and then return south to the islands, and wherever the wind takes them.

— marissa neely

the analytics of pip hare's vendée globe

From replacing her rudder underway in the Southern Ocean to fearlessly climbing her mast to replace the anemometer, we don't need artificial intelligence algorithms to detect the victor in Pip Hare's every move racing around the world in the 2020 Vendée Globe. But San Francisco Bay Area AI tech company Medallia partnered with Hare and her team for an incredible race, pushing the limits of what can be achieved together.

But at the beginning, Hare was on her own. She entered the solo, non-stop race with a 21-year-old non-foiling IMOCA 60, and no sponsorship on the horizon. "I didn't go into this race saying, 'I will only race if I have the best boat and the maximum budget.' Instead, I started with a crowd fund," says Hare, "and I worked and worked and worked. Through working, I could demonstrate what I was capable of to possible investors."

Enter Leslie Stretch, CEO of Medallia. Medallia is in the business of managing customer experience, providing various tools to do so. Many of their customers, and a good number of their target audience, are involved in sailing. "I'm a sailor myself," said Stretch, passionate about the rigor, the history and the beauty of this fierce competition. "Watching golf is like watching paint dry. I was looking forward to following the [Vendée Globe] race in November, so I was just browsing, searching around at the start of the pandemic."

Meanwhile, Pip still had not secured a sponsorship. Stretch saw her boat, and of course the other competitors' — *Apivia*, *LinkedOut*, *Hugo Boss* and others with sponsorships on elite carbon foiling boats. But Hare's sails were blank. So Stretch took action. "I sent her an email. 'Got any sponsorships?' Literally just that!"

"Medallia came on board around July, and it's been a bit of a whistle-stop tour ever since," remarks campaign manager Lou Adams. "We've worked really, really well with Medallia and used a lot of their software. For example, we uploaded a weekly video using LivingLens. It's been quite a lot of facial analytics that we as a team have used to judge Pip's morale along the way."

From Pip's perspective the partnership is strong, but her resolve at the outset had to be stronger. "It's really, really hard work, and anybody who's going into this needs to understand that finding a sponsor and putting the team together is way harder than the race itself," she comments. "I've been so lucky to work with Medallia — our partnership is strong; we have these completely aligned core values."

For Stretch, sponsorship is an important opportunity to make a statement about the company's social values. "We're the first American company since Duracell to be sponsoring in the Vendée Globe. And we're not just sailing to get exposure; it's the sustainability angle and gender equality," insists Stretch. "I'm still surrounded by male executives. The values of the company are around women ascending in the workplace, and we found the perfect partner in Pip."

Above all else, Hare secured her sponsorship by being unabashedly herself. "She is a winner — she has done so well in that old boat," says Stretch. "That's why we backed her: She always finishes. She has really great seamanship to effect really complex repairs. The solidarity of being out there on her own is incredible. She's a great all-around world-class sailor and explorer."

Adams has always championed Hare's transparency. "From the beginning, I said, 'Pip, you're going to get a sponsor from being who you are. Get your story out there, be honest, be real.'" Beyond her performance as a sailor, Hare's brilliant individualism shines through her voice in video and blog content, no matter the challenges she has tackled.

"I think it is very difficult to imagine what it's like for me when I'm absolutely exhausted — exhausted with a raft of problems I'm struggling to deal with, or struggling to recover from extreme physical exertion," says Hare. "And at times I just felt people were asking too much from me — I'm having just to deal with the boat."

The constraints of the race mean it's prohibited for Hare to receive feedback to the boat that might enhance her performance. That's where

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delta doo dah

Unlike the Pacific Puddle Jump mentioned on the previous pages, the Delta Doo Dah is very much a go for 2021. Delta marinas and (most) businesses are open and eager to welcome guests.

Though the Lucky 13 edition will continue to be a DIY rally, we have, as usual, arranged for some opportunities for fleet members to meet one another and socialize. The first will be a virtual event, the online Kickoff and Delta Cruising Seminar. Craig



lucky 13

and Ann Perez of the Express 34 *Marrakesh* will present the entertaining and informative seminar, including all the nuts-and-bolts information about enjoying the Delta. We've scheduled the Kickoff for the evening of Tuesday, May 4, 6-9 p.m. We'll send registered fleet members a Zoom invitation. There will be 'door' prizes!

Next up is the 30th (almost annual) Delta Ditch Run. This amazing race/cruise

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pip hare — continued

the Medallia LivingLens software really aided Hare's team. Even if Hare couldn't receive contact, she could send videos to the team.

"From a shore-team point of view, when you've got someone alone on a boat for 90-plus days at sea, I'm also her team medic," explains Adams. "I'm concerned with her medical, emotional and physical health. How does this female solo sailor have such incredible resilience?"

Adams and the team ran analytics of Hare's video clips using the AI models developed by Medallia. Usually, this kind of AI tool identifies logos and branding in video and advertising content so that companies can better measure their reach to market audiences. This time, the AI tools

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Pip Hare in action on the IMOCA 60 originally baptized 'Superbigou' in 1999. Sponsored by Medallia in the 2020 race, Hare competed for more than 90 days on the oldest boat in the fleet. The race demanded incredible daring of Hare, who sailed hard and sailed smart on every inch of her craft — from bow to stern to the mainsail clew.



ALL PHOTOS PIP HARE / PIP HARE OCEAN RACING

SIGHTINGS

pip hare — continued

analyzed Pip herself to evaluate her well-being holistically. Explains Adams, "The psychology of a sailor meets AI!"

Make no mistake, in spite of the many challenges, Hare has done what so many only hope to do: realize a lifelong dream of epic proportions. What nurtures her incredible endurance? She explains it herself:

"I think I just always took the time to reflect on what it had taken to get where I was. This was a lifelong ambition, and I had worked so hard. The fact that I made it happen is a kind of confirmation. There are so few people who have a dream as a teenager, then get to do it, and it turns out it was as good as they had dreamed. You can get really sucked into the despair of a moment, feeling sorry for yourself. Each time I caught myself feeling that way, I actively zoomed back out. 'Look where you are — this is incredible.' It never failed to bring me back in balance."

— heather breaux

the history of the suisun

Arguably one of the first large, motorized vessels, if not *the* first, to 'sail' on San Francisco Bay, the *Suisun* represents a time that's long past but not forgotten.

After two years of construction, the vessel *USS Suisun* was launched in Astoria, Oregon. Her logbook notes that she sailed through the Golden Gate for the first time on July 10, 1914 — 23 years prior to the building of the bridge — at 1030 hours. She was officially delivered to Col. Rees at Pier 23 in San Francisco. She has been on San Francisco Bay or the Delta ever since.

The vessel was commissioned by what is now known as the Army Corps of Engineers for the purpose of surveying the waters of the San Francisco Bay and Delta region so that proper charts could be made for navigation. The vessel was also to be employed in assisting with rescue missions and locating and removing hazards to navigation.

The *Suisun* had missions that were dutifully recorded in her logbooks, such as the entry of August 10, 1914: "Located a large piece of old wharf floating with pile butts and wreckage." However, not all her missions were strictly business, as noted in the log of August 12, 1914, which states: "Left Pier 23 at 12:11 with Mrs. Rees and nine lady friends." Or the entry of August 14, 1914: "Run up to Suisun Bay to above Pt. Edith and turned around and came back. Distance traveled today 85 miles (longest yet)."

While the design of the vessel had the utilitarian purpose of a workboat, the Bay Area yachting community immediately took notice and welcomed the *Suisun* due to her styling and exceptionally high level of finish. The December 1914 issue of *Pacific Motorboat* featured an article providing details of her mechanical excellence and other extravagant appointments such as electric lights and hot and cold running water, creature comforts that many people did not even have in their homes at that time, let alone on a 'workboat'.

The vessel featured amenities such as a saloon with varnished mahogany paneling, and a wheelhouse with optically clear curved glass windows that were also paneled with varnished mahogany, plus a host of other custom-designed comforts. Leather settees surrounded the interior. It's no wonder that once the word got out about this luxurious vessel, there was a minor scandal with the taxpayers surrounding the elegance of this 'workboat'.

Comforts and all, this magnificently designed vessel surveyed and charted San Francisco Bay and its tributaries for 16 years (1914-1930). In 1930, *Suisun* was decommissioned and sold to the Skaggs family for \$12,000. They changed her name to *Virginia S* and kept the vessel for three years.

In 1933 Tom Case purchased the vessel — a dream come true. Tom had served aboard the vessel at one time. Tom and his wife lived aboard the stately vessel — renamed to the original *Suisun* — for the next 45 years in Oakland and Stockton, and at Lost Isle in the Delta.

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delta doo dah

from Richmond to Stockton had to be canceled last year, but all systems are go so far for June 12, 2021. Separate registration is required; find it at www.stocktonsc.org. Divisions are offered for racing boats and cruisers.

As we have done in some past years, Delta Doo Dah and Summer Sailstice are partnering to encourage sailors to get their boats out on the weekend closest to the summer solstice, June 19-20. Sign up for Summer Sailstice at www.summersailstice.com. It's free, and there are prizes.

Owl Harbor Marina is planning a BBQ and Dinghy Poker Run on July 31, and invites Delta Doo Dah guests to participate. Slip reservations are a must; call our friends at Owl at (916) 777-6055. Owl Harbor is located off the San Joaquin River on Sevenmile Slough in Isleton. Learn more at www.owlharbor.com.

Just off the San Joaquin, also in Isleton, Delta Bay Marina invites the Delta Doo Dah



— continued

to a party, BBQ and ArtFest on Saturday, August 14. Bill Wells will present a seminar about the history of the Delta at 4 p.m. that day. Delta Bay invites Doo Dah sailors to come by land or by water, and their marina can accommodate up to 20 of our boats for free that weekend. Again, advance reservations are a must! Call them at (916) 777-4153, and see www.deltabay.org.

You can access all this and more by signing up for Delta Doo Dah Lucky 13. Registration is free, but we encourage fleet members to buy a burgee and logowear at the same time, so do get out your credit card. Learn more and navigate to the secure registration form at www.deltadoodah.com.

Summer will be here before you know it. On San Francisco Bay, that means fog, a cold blast of ocean wind and choppy waters. So schedule a couple of extra days (or weeks) off and sail to where it's warm, just a few dozen miles from chilly San Francisco.

— chris

suisun — continued

The *Suisun* was a familiar and welcome sight wherever she went, as Tom loved to bring visitors aboard his prized vessel. He estimated that through the years more than 10,000 people had come aboard. He did cruises for various charitable organizations. She achieved celebrity status for a short period when John Wayne used her as his unofficial headquarters while he filmed the movie *Blood Alley* in the Delta. The vessel reportedly also hosted a Russian cosmonaut as a guest.

In 1978, after some years of neglect, the vessel sank, two days after the death of Tom Case. The Mozzetti family then purchased *Suisun*, but they soon discovered that the task of restoring the vessel was greater than they'd thought. They sold her to Paul Stevenson in 1983. Paul undertook the challenge of restoring the vessel, and after 25,000 man-hours and buckets of money, she once again became a classic maritime treasure on the Bay.

Sadly, in 1985 *Suisun* caught fire and was found to be underinsured, leaving the only option for the owner to sell her for salvage. Subsequently, her hull was picked clean of anything of value and the rest was left to rot.

Shortly thereafter, *Suisun's* brass hardware showed up at a garage sale in Marin County. A Sausalito attorney happened to take notice of the brass trinkets and inquired as to their history. One thing led to another, and the lawyer happened to learn the ship's telegraph had also come from the wheelhouse of the *Suisun*, which remained.

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USS Suisun

Launched: 1914

Builder: Wilson Brothers, Astoria, OR

Commissioned for: US Engineers Dept.,
Attn., Lt. Col. H. Rees

Length: 86-ft 9-in

Beam: 15-ft 8-in

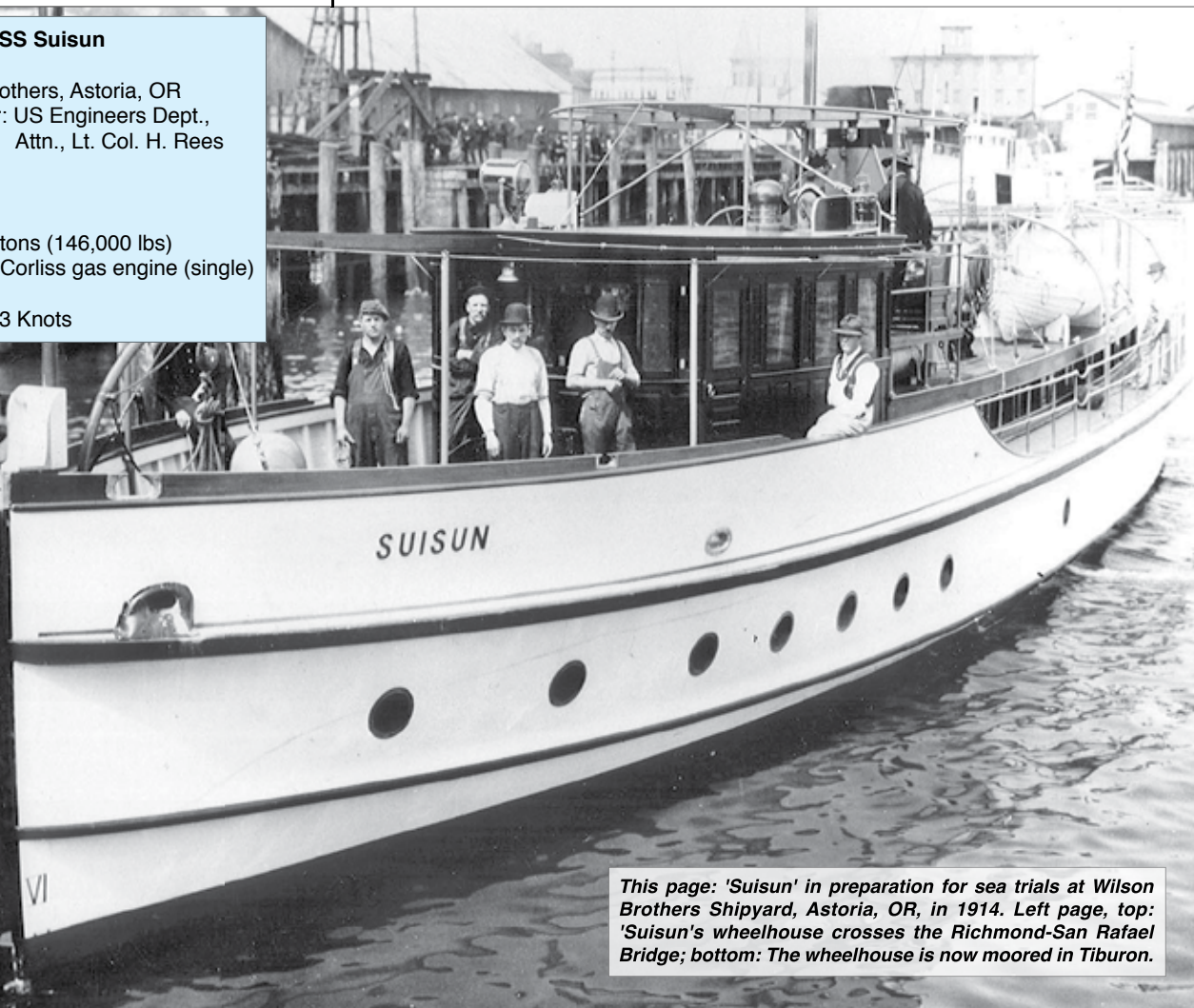
Draft: 7-ft 6-in

Gross Weight: 73 tons (146,000 lbs)

Power: 6-cylinder Corliss gas engine (single)

Horsepower: 175

Cruising Speed: 13 Knots



This page: 'Suisun' in preparation for sea trials at Wilson Brothers Shipyard, Astoria, OR, in 1914. Left page, top: 'Suisun's' wheelhouse crosses the Richmond-San Rafael Bridge; bottom: The wheelhouse is now moored in Tiburon.

suisun — continued

While the hull of the *Suisun* was not worth salvaging, her wheelhouse was spared from the fire and still intact, so arrangements were made to have the wheelhouse removed and brought to the attorney's home in Sausalito, where it remained until the Kaplans discovered and purchased the wheelhouse in December 2007.

The wheelhouse was then trucked from Sausalito to KKMI in Point Richmond, where it was restored by their craftspeople and made ready for its new home in Tiburon. In April 2008, the wheelhouse was then trucked over the Richmond-San Rafael Bridge to Tiburon, where it was greeted by a monstrous crane that was set up to hoist the wheelhouse from the truck and place it where it sits today, in the backyard of the Kaplans' home.

So, what ever happened to the *Suisun*? Sadly, she sank once again on January 26, 2021. The owner, John Speary, had lived aboard the vessel since 1994 in anchorages in the Delta and the Bay. That night, while anchored off Sausalito, Speary put out a distress call during a severe storm as the vessel began to take on water. With winds gusting to 60 knots and the bow of the *Suisun* jumping and dropping 10 feet, the Coast Guard was able to rescue Speary just as *Suisun's* floorboards went awash. With pumps unable to keep up with the flow of surging stormwater, she went to the bottom of the very Bay waters she'd surveyed, at a depth of 7 feet, in fact. The vessel was built to explore, log, and document the underwater topography of the Bay, as well as identify submerged hazards to navigation, and now the *Suisun* had become such a hazard. A salvage company was hired to refloat her for what would be the last time.

In a touch of irony, if not poetic nautical closure, the vessel was towed to the Army Corps of Engineers salvage dock. There the 107-year-old wooden vessel, built for the very agency that commissioned this celebrated craft, would be crushed into pieces. What was an artifact of human ingenuity, built by the hands of craftspeople of a trade where few remain today, was now just a pile of debris to be hauled away — leaving with us a century of memories and, thankfully, her original wheelhouse, telegraph and all.

— paul kaplan

barra de navidad cruise-in week

This is the second year that John Ryan and Elinore Craig of the Island Packet 380 *Nakamal* and John Schulthess and Monique Boucher of *Baja Fog* have been in Barra de Navidad and participated in Cruise-In Week and Fiesta de Veleros together. (It's *Nakamal's* third year). Cruise-In Week is usually full of events arranged around the boaters to encourage people to come to Barra. The Fiesta is a series of land-based events to encourage people (mostly snowbirds) to have fun and donate money for the local schools. The two events usually merge on Friday of that week when boaters volunteer their time and effort to take paying customers out on sailboat rides around the bay, relaxing and sometimes spotting whales playing. It's a huge fundraiser for the local schools; last year the boat trips alone raised almost \$5,000 to split among three local schools.

In Mexico, the government builds the schools and, after they are open, provides enough funding to pay the teachers and utilities. However, ongoing maintenance and improvements are the responsibility of the community and the occasional municipal (county) grant. Want to buy, replace or upgrade computers? Need electricity rewired? Want a shade cover for the outside play area, or new toilets in the bathrooms? Fresh coat of paint? Tools for the groundskeeper? Need to fix drainage to keep the classrooms from flooding during summer's rainy season? All that and more are the responsibility of the community, and why the donations are so important.

Cruisers, especially those of us who come down every year or stay here year-round, are grateful to the Mexican communities that share their country and hospitality with us. Events like this are one way we can give back. However, just like everything else everywhere in the world, Cruise-In Week 2021 (Pandemic Version) promised to be different.

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bay area's paul cayard

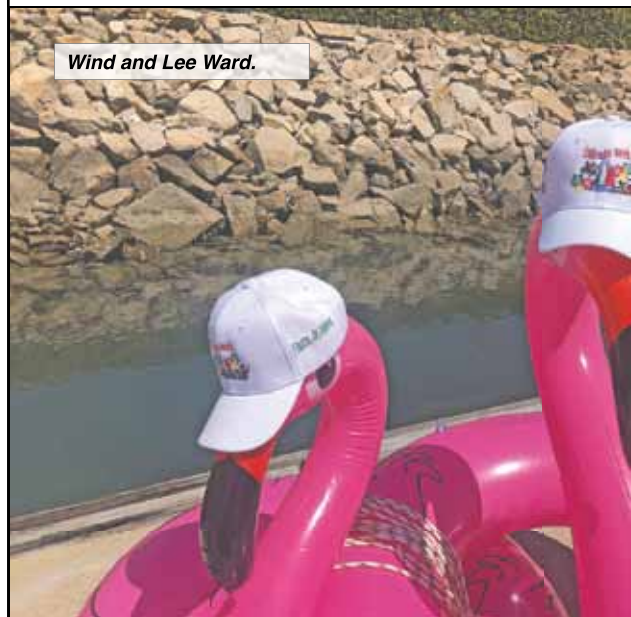
On March 23, US Sailing announced that Bay Area sailor Paul Cayard will take the helm of the US Sailing Team, including the US Olympic Sailing program.

Cayard has been involved in Olympic sailing throughout his career. He is a two-time Olympian — in 1984 and 2004 — and earned a silver medal in the Star Class at the pre-Olympic Regatta in 2003. Cayard also competed in the 2004 Summer Olympic Games in Athens, finishing in fifth place.

Cayard is a seven-time world champion and seven-time America's Cup competitor. He circumnavigated the world twice, and was the first American to win the Whitbread Round the World Race in 1998. That same year he was selected as the Rolex Yachtsman of the Year, and in 2011 was inducted into the National Sailing Hall of Fame.

Cayard expressed optimism and confidence in the future of US Olympic sailing.

Wind and Lee Ward.



COURTESY BAJA FOG

to lead us sailing team

"We have everything we need to win in this country. What we need to do is come together as a movement, as Americans, to bring American excellence to bear on the field of play, through our very dedicated and talented athletes. There is a role for everyone in American sailing to play in our journey toward the top of the podium."

"Paul's passion for Olympic Sailing and his drive for excellence have inspired American sailors for decades, both on and off the racecourse," said Cory Sertl, president of US Sailing. "We look forward to working closely with Paul as we prepare for the 2021 Tokyo Games, and we believe in his vision for our future."

The crew at *Latitude 38* is thrilled to see Paul taking this role and wish him all the best for success in his new role as executive director of the US Olympic Sailing program.

— monica

barra cruise-in — continued

In December, we didn't think we could do any fundraising at all due to COVID restrictions preventing large gatherings, plus so many snowbirds aren't even here this year. So, *Baja Fog* floated the idea of a sailboat race, and once we figured out how we could have folks bet on boats and make money on it, we were off with ideas and no clue as to how, or even if, it would be successful.

Then January and Lockdown 3.0 happened. We ground to a halt. But in early February we got the go-ahead from local authorities, giving us about three weeks to pull it together. Between generating excitement in the town, multiple people recruiting boats to race, boaters communicating with friends and family back home to donate electronically, and several large donations from the boating community and racers ourselves, we more than doubled last year's fundraising. This year, after expenses, we were able to present the two designated beneficiary schools approximately \$5,300 — each!

Yes, more than \$11,000 was raised before expenses — over \$8,000 from just the boating community and boat sponsors, plus some from online bingo, T-shirt and hat sales, and non-boating-related donations.

Baja Fog's friends and family put us on top of the donation tally for the race — almost 50,000 pesos (\$2,500)! We didn't come in first in the go-fast

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'Dolce' winning the race.



Work day at a local school.



LINDA BELLO RUIZ

SIGHTINGS

barra cruise-in — continued

fleet, but we were the first cat. We have our list of donors, and you're all invited to stop by next season for free rides and a Baja Fog (Corona, tequila and lime). For those of you not acquainted with Barra de Navidad and the Grand Isla Navidad Marina and Resort, you should look it up. Discount slips are available that week and there's a hell of an after-race party. You can go to *bajafogcat* on Facebook or our website, *www.bajafogcat.com*, for more pictures.

Next season, Barra Cruise-In will be about the third week in February, but keep an eye out here in *Latitude 38* around the end of the year. It will be bigger and better. With the end of COVID restrictions, we can resume rides and double our help for the education system.

— monique boucher

saving ocean wildlife

From a young age, I was fortunate enough to be sailing with my parents, who had a Coronado 27 sailboat. I loved spending as much time as possible sailing out from Huntington Beach. The moments on *La Del Estribo* had brought me so much joy that on the day my dad sold the boat I was really disappointed. I never gave up my love for the ocean or sailing. I kept my connection to the ocean as a surfer and swimmer. I became an ocean

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2020 us sailing

US Sailing celebrated their Association and Community Sailing Award winners on-line on March 10 in a special edition of the Starboard Portal. US Sailing honored individuals and organizations for their contributions to the sport of sailing in the United States in the areas of Community Service, Training and Education, Olympic Coaching and Volunteerism.

The 2020 US Sailing Award Winners were:

- Karen Harris (Chicago, IL) received the Outstanding Organizational Leader Award.
- Pensacola Yacht Club's Satori Foundation (Pensacola, FL) received the Jim Kilroy Award for Outstanding Outreach & Inclusion.
- Elli Ansari (Wayzata, MN) received the Volunteer of the Year Award.
- Jeff Johnson (San Diego, CA) received the Timothea Larr Trophy.
- Donna Sue Marks (Clearwater, FL)



DAN PINGARO

award winners

received the Virginia Long Sail Training and Service Award.

- Bradley Schoch (Carmel-by-the-Sea, CA) received the Dick Allsopp C.R.E.W. Award.

- Giulia Conti (Rome, Italy) received the National Coach of the Year Award.

- Philip Muller (Fort Pierce, FL) received the Developmental Coach of the Year Award.

Of the West Coast winners, Jeff Johnson chairs the Race Officer Training and Certification Committee. Jeff's countless volunteer hours in 2020 allowed US Sailing to continue delivering Race Officer training throughout the pandemic.

Brad Schoch led US Sailing into online education to maintain revenue streams in training and education.

Find US Sailing's Starboard Portal at www.ussailing.org/starboard-portal.

— chris

Left page: Laura Kasa, formerly of Save Our Shores in Santa Cruz, is now offshore helping save marine mammals; Dan Pingaro at the helm of his Catalina 38, 'Tonic'. **This page:** Saving Ocean Wildlife is all about how sailors can help their offshore friends, the whales.

saving wildlife — continued

lifeguard with the County of Orange, then a California State Lifeguard for nearly a decade. Eventually, I pursued a career in environmental protection and was recruited by David Rockefeller Jr. to lead his then-new non-profit Sailors for the Sea in 2008. Most recently, I was the CEO at Ocean Institute. One of the best perks of the job was being able to oversee our beautiful sailing vessels and join my staff from time to time as they ran programs on the boats. I departed Ocean Institute to pursue a longtime dream that involved two of my passions — owning a boat of my own and starting a project to protect wildlife.

In 2020, I purchased *Tonic*, a Sparkman & Stephens-designed Catalina 38, which is currently berthed at Marina Cortez, San Diego. The boat had a dolphin carved on the front and became the inspiration for the logo for Saving Ocean Wildlife. My business partner, Laura Kasa, who had been the executive director of Save Our Shores in Santa Cruz for nine years, recently moved to Southern California. We co-created this project.

We understood that whale entanglements off the West Coast of North America had gone from an average of 10 whales a year from 1989 until 2013 to an average of 40 starting in 2014. Our partner, Justin Vezbickie, who is the Whale Entanglement Response Network coordinator for the National Oceanographic and Atmospheric Administration (NOAA), has the huge job of coordinating the rescues for any whales in California. We offered to help.

The goal of SOW is to get more "eyes on the ocean" to save wildlife. We do this by first raising awareness about what animals boaters are most likely to see by providing a free wildlife guide.

Boaters can then play a critical role in helping animals in distress by using the Report an Animal button on our website. Reports of dead or injured animals go immediately to Justin so he can coordinate a response. Unfortunately, it can take up to five hours from the time a sighting is reported to the time the rescue team arrives on the scene due to the complexity of assessing the unique situation and coordinating the gear, boats and volunteers that make up the rescue teams. This gap in time can mean the difference between life and death for these whales, because they are likely to swim off.

SOW is working to save these whales by recruiting a rapid response standby team. We need boaters to volunteer to be on call in case a whale is spotted nearby and they are able to go to the sighting location and follow the whale until the rescue team arrives.

NOAA is not out on the water on a regular basis looking for these animals, but with the large community of boaters we have here in California, we can be the solution to helping identify animals in danger and get them the help they need.

Laura and I took *Tonic* out for the first monitoring session on Fourth of July weekend in 2020 to try to find the beluga whale that had recently been spotted. Belugas live in Alaska and have never been reported this far south. Scientists tried to locate the whale to figure out if it needed help and why it was so far from home. Sadly, the mystery was never solved because the next time it was spotted in October, it was dead in Mexico. If we had had more eyes on the ocean, perhaps some boater would have reported it and the beluga could have been further studied or perhaps saved from its fate in Mexico.

To get the word out to boaters, SOW coordinates volunteers in the Dockwalker program. We hand out free clean-boating kits along with lanyards that have the rescue hotline information on them, making it easy to quickly report animals in distress. Everyone can be aware of what to do in case of emergency. Think of it as the Heimlich maneuver for ocean animal rescue. You hope you never need to use the number, but you know whom to call in case it happens. With your help, we can establish a rapid response standby team in 2021 that will make a huge impact on the chance of a whale's survival. If you are interested in joining this team and/or volunteering to help us spread the word through our Dockwalker program, please send us an email at volunteer@savingoceanwildlife.org.

— dan pingaro

JORGE VASCONEZ



LATITUDE 38 SAILAGRAM —



Robert Cleveland, Kiani and Rachael of the Farrier 720 trimaran 'Kialani' chime in from Queensland, Australia's Sunshine Coast in January to say, "It's 5 o'clock somewhere."

KIALANI



Packard of Canvas Services in San Diego. They have such a great sense of humor they'll have you in stitches.



Denton Earnhardt sails the Nordic 44 'Simplicity' toward the San Francisco Cityfront.

SIMPLICITY



NICK VOSS

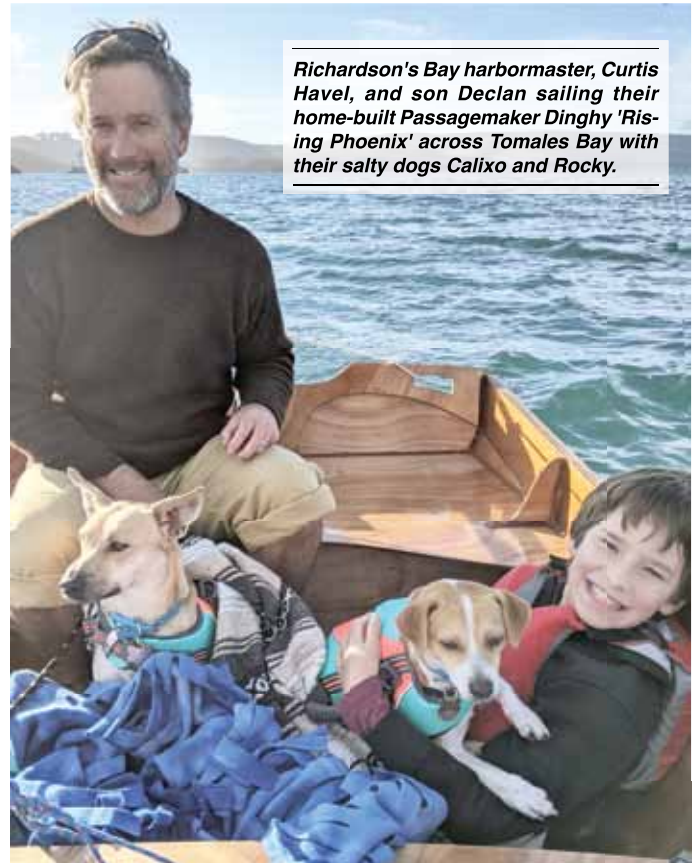


FREEDOM

GIVE IT YOUR BEST SHOT!



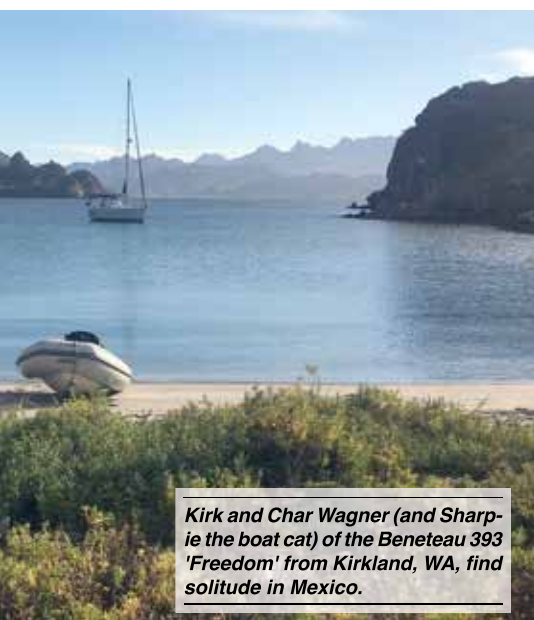
Kirk and Char Wagner aboard the Beneteau 393 'Freedom' in Mexico.



Richardson's Bay harbormaster, Curtis Havel, and son Declan sailing their home-built Passagemaker Dinghy 'Rising Phoenix' across Tomales Bay with their salty dogs Calix and Rocky.



Nick Dugdale's Moore 24 'Suerte' anchored near Red Rock in the Three Bridge Fiasco.



Kirk and Char Wagner (and Sharpie the boat cat) of the Beneteau 393 'Freedom' from Kirkland, WA, find solitude in Mexico.



Robin Basham, office manager at Rigworks in San Diego, sent in this photo of the crew on the Santana 525 'Janis', which pulled off two bullets racing in the CRA Winter Regatta on a stormy San Diego day.

CRUISERS ON

As COVID-19 has thrown a wrench into many people's sailing plans, sailors have found themselves stuck at the dock and postponing travel. Many places worldwide have shut down access to entire harbors, leaving people unable to even visit their boats. For my partner Jack and I, sailing has been the only thing that hasn't been canceled because of COVID. As full-time liveaboards, we spent the stay-at-home period hunkered down on board, tackling projects and anchoring out. We've been extremely lucky to be able to sail our boat here on San Francisco Bay, as there have not been any restrictions on recreational boating. Continuing our life aboard has been key to staying safe and sane during these difficult times, and it has also given us a chance to act as cruisers in our own backyard.

Jack and I run our own marine repair and maintenance business, Spirit Marine Services. The marine industry has boomed during the pandemic, so we've been blessed with plenty of work to keep food on the table. One of the perks of running our own business is being able to make our own schedule. In the past year, we have molded our work around our sailing plans, anchoring throughout the Bay and commuting by dinghy to client boats nearby. Not only do we feel safer avoiding marina offices and transiting dock gates, but we also have a much more scenic commute going by water.

We have enjoyed being able to sail from anchorage to anchorage, changing our backyard views while still having the comforts of home. When we began sharing our anchorage-hopping stories with others on social media, we realized that most San Francisco Bay sailors expect to return to their slips after a day of sailing. San Francisco may be a spectacular sailing venue, but it is not known for its anchorages. However, this is an unfortunate misconception, and we have made it our mission to share some of the anchorages we have been frequenting and enjoying here on the Bay. After all, there's no better feeling than waking up on the hook and taking in the sights and sounds of your surroundings.

Our boat is berthed in Emeryville Marina, so the easiest anchorage for us is Clipper Cove on Treasure Island. That is, as long as the tide is high enough for us to get in through the shallow entrance! Clipper Cove is not regularly dredged and can be impassable at low tide, so check your tide chart before you make the trip! It's a 30-minute motor upwind from our marina and is, without doubt, the calmest spot on the Bay. When entering the cove, stick to the starboard side, hugging

close to the pier to avoid the shallow sand bar that protrudes along the northern entrance of the cove. Once past the shoal and heading toward the beach, Clipper Cove is about 15 feet deep throughout most of the anchorage, all the way up to the beach. The tall trees onshore provide perfect protection from prevailing westerly winds, and in the summer, temperatures are warm enough to take a quick dip in the water. We love to paddleboard along the beach, spotting leopard sharks and bat rays gliding through the shallows, and watch blue herons perching on shoreline trees. For the past six years of living aboard, Clipper Cove has been our most frequented refuge, feeling like we are miles away from civilization even though we are just 30 minutes away from



Sonya, Jack and 'Gemini' off to the next Bay destination.

our slip. Anchorage permits are required through the Treasure Island Development Authority (TIDA) — you can do this online at <https://sftreasureisland.org/cove/> shortterm. You might also want to check for updates on facilities that are available, as these have changed since COVID. Go to <https://sftreasureisland.org/article/COVID19>. Unfortunately, this quiet anchorage is now seeing the effects of the development happening on Treasure Island, which can make for noisy mornings when construction is underway.

Venturing out farther on the Bay is a well-known anchorage destination: San Francisco's Aquatic Park Cove. Tucked in close to the bustling city at the heart of Fisherman's Wharf, it's the best of both worlds: stunning San Francisco views

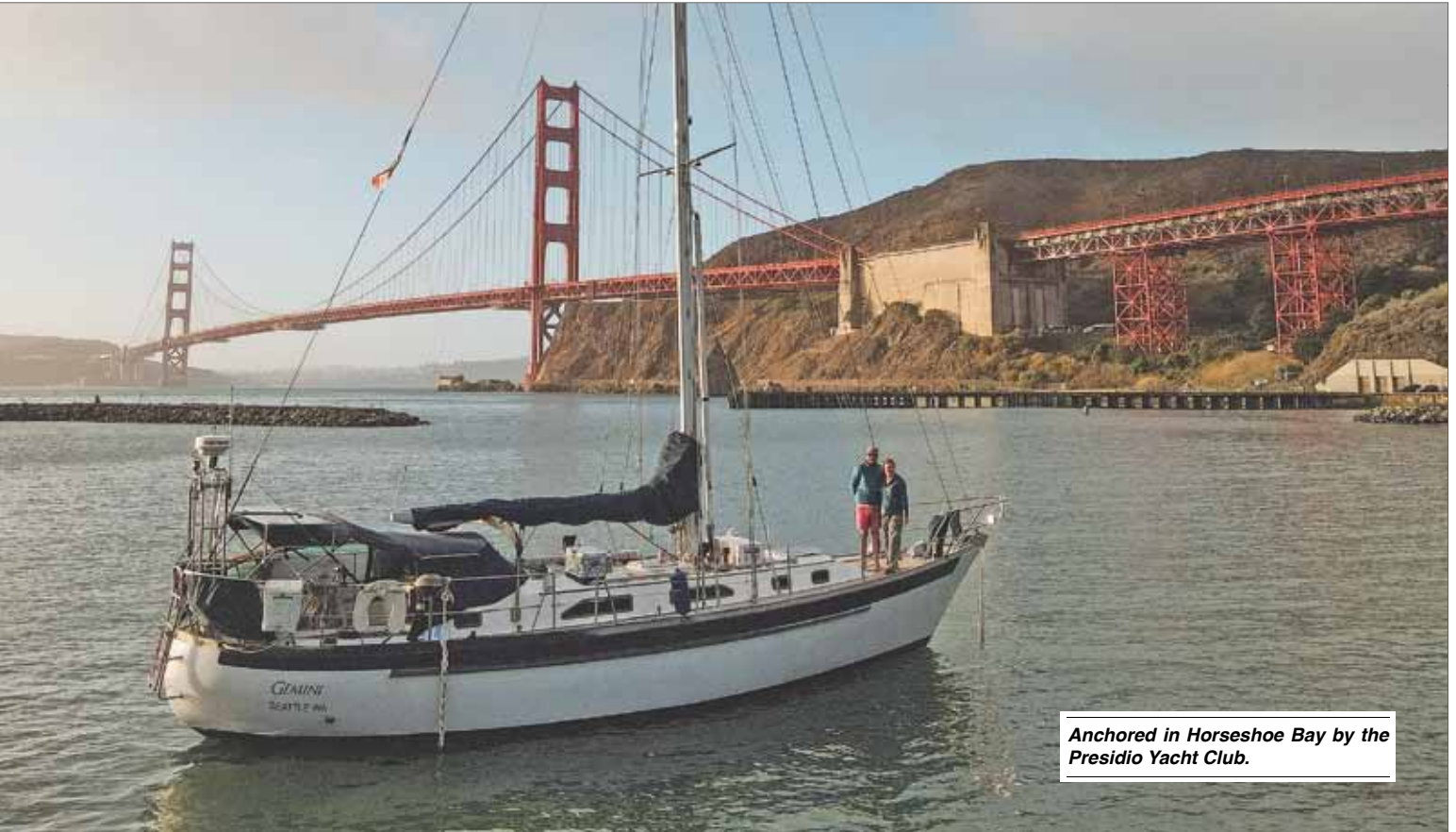
while still feeling immersed in nature. The National Park Service now requires an overnight permit, which can be paid for online at <https://www.recreation.gov/camping/campgrounds/273757>. Note that only non-motorized boats and sailing/auxiliary boats are allowed. This spot is best on calm days, as it can get a bit bouncy when the wind and current are both ripping. As you enter the cove, be very cautious of the Dolphin Club open-water swimmers who frequent this space at all hours of the day (and night). We like to have a lookout watching for swimmers on the bow, even after we've anchored. We once had a guy almost swim directly into our stern! Luckily, he heard our shouting just in time to look up. You can row a dinghy to shore and beach it on the south end of the beach, walk down Fisherman's Wharf and grab some warm chowder or a sweet Ghirardelli treat. We often anchor here and dinghy over to client boats in the San Francisco Small Craft Harbor by St. Francis Yacht Club, making for a scenic and traffic-free commute. It's a great place to stop for lunch or a quick overnight if you have plans of sailing in the Bay — just raise the sails and you'll be reaching across the slot toward Tiburon or Angel Island in a matter of minutes.

Heading across the Bay, tack upwind toward the Golden Gate Bridge, pointing for the North Tower. There you will find the most scenic anchorage around: Horseshoe Cove. This tiny gem is tucked in just past the breakwater for Travis Marina, with the glorious Golden Gate Bridge towering above. It is a very small anchorage, with only room enough for about three boats, and the overall depth is 8-10 feet. Luckily, we've never found it too crowded to anchor — in fact, we spent our Christmas holidays there and had the most stunning views all to ourselves. The Coast Guard station is on the west side of the cove, causing occasional traffic in and out of the breakwater, so we tend to anchor on the eastern end, closer to Travis Marina. Once you set your hook, settle in and take in the spectacular sights of the Golden Gate. You will understand why it is worth the upwind slog to get there. Presidio Yacht Club is located right onshore, and before COVID,



GEMINI

SAN FRANCISCO BAY



Anchored in Horseshoe Bay by the Presidio Yacht Club.

they would host live music almost every week. Check their website to see if they have music or events planned during your stay. If you are longing to stretch your legs, you can go ashore and hike up into the eucalyptus groves near the Cavallo Point Lodge. Horseshoe Cove is also a great spot for early departures to get a jump-start on your offshore adventures, as you can raise the hook and be on the Pacific Ocean before the coffee water has finished boiling.

Angel Island State Park is probably the most well-known spot for overnight Bay adventures. Most people go to the mooring field at Ayala Cove, on the northern side of the island. This cove provides protection from prevailing winds and some relief from the currents that rip through Raccoon Strait. There are a handful of slips available during daylight hours for a mere \$15, but if you plan to stay overnight, you must grab a mooring

for \$30 (you can pay at the ranger station near the docks). It's an idyllic place to head to shore and hike to the top of the island, or snag a slip for a quick lunch while getting a break from the blustery Bay. If you desire to anchor, you can do so in the next cove heading east along the north end of the island. This anchorage has many names: China Cove, Immigration Station and Winslow Cove, among others. We have anchored there a handful of times with little drama, but we've

Left: The view from above Ayala Cove on Angel Island. Worth a stop and a hike. Center: Jack, Sonya and 'Gemini' strut their stuff across San Francisco Bay. Left: Jack ferries the cat aboard the SUP in Clipper Cove.

LEFT: GEMINI; CENTER: GEMINI DRONE; RIGHT: SONYA DAVID



CRUISERS ON

JACK PATTON



Sonya and 'Gemini' at rest in Ayala Cove.

heard from fellow sailors that this cove is known as an anchor graveyard because the underwater remnants of the immigration pier have created quite the obstacle course for anchoring. We know of

a couple of sailors who had to sacrifice their ground tackle after multiple failed attempts to unfoul it from the bottom. Angel Island is a great place to share with friends and family: It has tons of amazing



The view of the beach and Ghiradelli Square while anchored in Aquatic Park.

local history, and the hiking trails provide some of the best views of San Francisco Bay.

The past year of living through this pandemic has made us all find new ways

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SAN FRANCISCO BAY

ALL PHOTOS GEMINI EXCEPT WHERE NOTED

to enjoy our time in isolation, discovering new hobbies and adjusting work routines. For us, it has given us the flexibility to spend more time at anchor and many days sailing our boat. The more time we spend floating from anchorage to anchorage, the more we refine our "cruisers on San Francisco Bay" title, upgrading our vessel to better serve as a mobile home.

There are many more anchorages left to be explored — next on our list are China Camp and Paradise Cove. We hope to inspire others to head out and set the hook in one of these many unique anchorages, making San Francisco Bay more than just a spectacular sailing venue, but also a cruising destination.

— **sonya david**



A calm and peaceful morning in Clipper Cove off Yerba Buena Island.



Sailing out of McCovey Cove.

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AMERICA'S CUP 36 —



STUDIO BORLENGHI / AGE

The whole affair seems to have ended as quickly as it started. For all the pomp, circumstance and pageantry that surrounds the America's Cup, the anticipation and expectation can sometimes overshadow the actual event.

But not this time, as the blazingly fast foiling AC75 Cup Class put on quite the show when the battle for the Auld Mug wrapped up in historic fashion. Royal New Zealand Yacht Squadron became the first yacht club apart from New York Yacht Club to successfully defend the America's Cup for a second time — albeit 21 years after the first time!

In many ways it was a wacky and wonderful affair, filled with many compelling moments and perhaps one of the best matches in America's Cup history — as well as one of the most bizarre.

Make no mistake, though — the faster boat always wins, and the 36th edition was no different. New Zealand's shapely and radical-looking *Te Rehutai* improved from race to race. The Kiwis sailed to perfection as the series progressed, making few if any mistakes for the Italians to capitalize on.

As well as Luna Rossa Prada Pirelli sailed, hiccups happened at the wrong place and at the wrong time, with little mistakes here and there. The Kiwis made

The Kiwi faithful were out in full force after COVID-19 restrictions were lifted.

them pay for each one!

What was noteworthy, though, is that this was not a runaway series with a blowout winner.

Luna Rossa Prada Pirelli had pace and several golden opportunities to gain the momentum necessary to take the Kiwis' prized and cherished trophy back to Sardinia for a much-anticipated European defense.

But it was not to be, as ETNZ became battle-hardened in short order, scraping off whatever rust may have manifested itself from sitting idle and unchallenged on the water for almost two months.

Those are the parameters of the modern America's Cup. Having multiple teams participate in the Defender Series is extravagantly and prohibitively expensive — and nonexistent these days — certainly for a small country like New Zealand.

That said, the Kiwis have regularly and routinely cleaned the clocks of the world's sailing superpowers on the racecourse with superior match-racing skills and technological advantages that have shamed their competitors over several Cup cycles for the past 30-plus years.

It's actually stunning how they have crushed their competition year in and

year out. Even when the Swiss Alinghi team had their brief run at success, it was with Kiwi sailing skill and ingenuity.

Italy acquitted themselves extremely well by keeping the Match even after the first three race days, which is unprecedented and defied the oddsmakers and prognosticators who'd speculated that with a new America's Cup Class it would be a blowout at the outset.

ETNZ has entered the history books once again and won the America's Cup for New Zealand for the fourth time — technically, winning the Auld Mug twice and defending it twice.

It was a spectacular achievement for the team and for the yacht club they

"The Cup deserves New Zealand, and New Zealand deserves the Cup."

represent, the Royal New Zealand Yacht Squadron, another confirmation that in sailing and in the Southern Hemisphere, a country of 5 million people can punch way above its weight.

Luna Rossa fought until the last race. The team showed talent and experience throughout the event. Their story is

ANOTHER DAY IN KIWI PARADISE

far from over. Team director Max Sirena confirmed that Prada boss Patrizio Bertelli is committed to carrying the team forward.

"We went out every morning determined to win races and confident that we could do so," said Sirena. "The boys on board were incredibly motivated and focused, and it wasn't easy for them."

"Obviously we aren't happy with the final results; after you have won three races in the America's Cup, you start believing that you can do it. We have given our very best every day out on the water," said Sirena. "I want to thank everyone in Italy who has supported us throughout these incredible nights. And I want to thank the team that has worked with me for over three years. I thank Patrizio Bertelli for the opportunity he has given me. These three and a half years have been unforgettable."

"To do this on home waters is something we're incredibly proud of," said the America's Cup's latest superstar, ETNZ helmsman Peter Burling. "It's absolutely unreal. Just coming back to the chase boat and seeing all the people involved with this campaign over three or so years, and how many people are out here supporting. We've had messages from everyone from the PM to high school kids to just about anyone you can think of!"

"It means the world to us as a team, and we're absolutely blown away by what we've been able to achieve," added Burling, who also bestowed accolades on the team's 35 designers and naval architects led by Dan Bernasconi, who also conceptualized the AC75 foiling monohull.



GILLES MARTIN-RAGET / WWW.MARTIN-RAGET.COM

The radical, bendy-shaped hulls created quite the artistic moment for photographers on the water during the close and dramatic action.

"The fastest boat always wins the America's Cup, but to get the fastest boat you have got to have a really good boatbuilding team to actually be able to build it," said Burling. "You have to have a good sailing team to be able to give input, and it's really the culmination of so many things coming together to create that fast boat."

"Winning it has all the emotion of that and definitely an incredible time in Bermuda, but you couldn't think of a much more special environment than this, with a couple thousand boats out every day,

Blair Tuke and Peter Burling led the parade through the jubilant crowd on their way to the victory podium.

it seemed, the village absolutely packed, and people everywhere," Burling said.

"On behalf of all of Aotearoa, I congratulate Grant Dalton, Peter Burling and the whole team, those on the water and off it, for their achievements," said New Zealand Prime Minister Jacinda Ardern. "Peter Burling and his crew of skilled sailors showed what they were capable of in all conditions, highlighting the tactical brilliance and sheer hard work of everyone involved. Following a hard year, Team New Zealand provided such optimism and excitement. I know with all the international limitations that COVID created, this wasn't the competition they expected, but they've made us so proud."

Luna Rossa Prada Pirelli has nothing to be ashamed of. They easily vanquished 4-0 a vulnerable American Magic team that never truly recovered from a catastrophic capsize, and then against all odds disposed of INEOS Team UK 7-1 when no one gave them much of a chance.

When it came to the America's Cup Match itself, which was bedeviled by COVID lockdowns, weather delays, and plain old America's Cup politics, the Italians never wavered, as they held the Kiwis in check after three race days, leaving little doubt that everyone in New Zealand and at ETNZ would be getting little sleep along with a sense of impending doom and increased nervousness.

"It's obviously been a really tough day; we started really well, but the Kiwi boat has an extra edge that didn't allow us



GILLES MARTIN-RAGET / WWW.MARTIN-RAGET.COM

AMERICA'S CUP 36 —

to match them," said Luna Rossa's co-helmsman Francesco Bruni, describing the 10th and final race. "We tried to keep the race very close, with a very good first lap, but at the downwind gate we lost the rudder in their bad air, it stalled, and we got left behind.

"It has been an amazing experience, and I think we lost with dignity and honor. Working with this team has been our privilege."

"Obviously it's not the result that we wanted," said co-helmsman Jimmy Spithill. "We went out there today to try to win a race and to get ourselves back into the competition, but at the end of the day, ETNZ was simply too strong. It really did feel, at times, like we were taking a knife into a gunfight. We fought as hard as we could every day. We came out very proud of the team. I am very thankful for all the fans, our supporters, our family members, all the people back in Italy. The Kiwis were simply too strong, but the dream isn't over. I still believe that Italy can win the America's Cup."

"I've got to say, this was definitely a change for me. I mean, in the previous campaigns I had been 10 years with the same team. Coming into the Italian team I was really the only non-Italian on the sailing team, and boy, what an incredible culture and team of people — so passionate!" continued Spithill. "The Italians embraced me, and really it's a big family. So, I'm just so thankful to have been embraced into the culture, and I really hope I get to do it again. I've enjoyed every single minute, and it's definitely been, in my career, one of the best campaigns, because of the people."

"I'm disappointed, obviously. I let them down. I believe we left some race wins on

Aussie-San Diegan Jimmy Spithill reflects on what could have been, as this loss hit the Cup veteran harder than most. He is a class act.



GILLES MARTIN-RAGET / WWW.MARTIN-RAGET.COM

the table, unfortunately," added Spithill.

By the penultimate race, *Te Rehutai* was sailing consistently quicker. All the Italians could hope for was that the Kiwis would make a mistake. That wasn't about to happen, as ETNZ by then were flying at their own pace, making sure that there were no passing lanes available anywhere for Luna Rossa Prada Pirelli to take advantage of. At the end of the 10th and final race, they comfortably crossed the finish line for the last time, 46 seconds ahead, to secure the America's Cup.

The celebrations instantly began on board and undoubtably continued on through the night, week and probably the month!

After winning the Cup in Bermuda in 2017, ETNZ CEO Grant Dalton wanted to create a new America's Cup Class, to promote fast, close and exhilarating sailing.

With the AC75 they have achieved that and more, changing perceptions of yacht racing forever. It looks as if these foiling monohulls will be coming back for an encore the next time.

Next Time?

No sooner does the winning or defending yacht cross the finish line than the rumor mill ratchets up with wild, rampant speculation and juicy gossip about from whom or where the next Challenger of Record (CoR) will come. This time was no exception.

It was widely understood that it could be the Royal Yacht Squadron from Great Britain. They supported INEOS Team UK, which was run by Sir Ben Ainslie and funded by Sir James Radcliffe. But the Origin Sports Group and Sir Keith Mills could also have been in the mix. Origin collaborated with America's Cup

ETNZ's starts improved with every race.

Event Ltd. (ACE) a couple of months back in an elaborate hosting brochure and presentation outlining the parameters for the next America's Cup.

As we go to press, INEOS Team UK and Royal Yacht Squadron Racing have confirmed that the Royal New Zealand Yacht Squadron, on behalf of the Defender Emirates Team New Zealand, accepted their Notice of Challenge for the 37th America's Cup.

The Challenge letter was signed on March 17 on board the yacht *Imagine* by Bertie Bicket, chairman of RYSR, and accepted by Aaron Young, commodore of RNZYS when ETNZ crossed the finish line to win the America's Cup for the fourth time.

In addition, INEOS has confirmed that they will continue to back Sir Ben Ainslie's team to win sport's oldest international trophy, giving much-needed continuity, the cornerstone of every successful America's Cup team. It will be the first time a British team has competed in three consecutive Cup cycles since Sir Thomas Lipton and the Royal Ulster YC bids of 1899-1930.

INEOS Team UK skipper and team principal Sir Ben Ainslie said, "We are committed to working alongside ETNZ and our respective yacht clubs to continue the development of this historic event. The introduction of the AC75 class of yacht has proven to be a transformative moment in the history of the America's Cup and will be the bedrock of a really bright future."

Two quick points on the Challenger letter:

- A crew nationality rule will require 100% of the race crew for each competitor to either be a passport holder of the country of the team's yacht club as of

ANOTHER DAY IN KIWI PARADISE

March 19, 2021, or to have been physically present in that country (or acting on behalf of such a yacht club in Auckland, the venue of the AC36 Events) for two of the previous three years prior to March 18, 2021.

- Teams will be allowed to build only one new boat for AC 37.

The exorbitant cost of hosting an America's Cup has been cause for concern for many cycles. It wasn't too long ago that billionaire Larry Ellison, who *can* afford it, yanked the event from San Francisco and took it to Bermuda, which was willing to ante up more than we were here in the Bay Area, though at the time the City of San Francisco and Mayor Ed Lee put together a pretty generous hosting agreement.

Early rumors have the event leaving New Zealand for Portsmouth. If that



RNZYS (Defender/Trustee) Commodore Aaron Young (left) and RYSR (CoR) Chairman Bertie Bicket sign the Challenge document for the 37th America's Cup. — photo INEOS Team UK

should occur, it would send tsunami shockwaves throughout the Kiwi Nation, whose citizens are passionately devoted to the America's Cup. The New Zealand government has not only generously supported the infrastructure necessary to host the costly event, but has funded

the team in part as well.

"I really hope the Cup stays in New Zealand," Luna Rossa's Francesco Bruni told the New Zealand *Herald*. "I heard some bad rumors about the Cup going to England, and I really hope that doesn't happen. It would be such a shame. I really cannot think about another place to come and challenge for the Cup, rather than here.

"The Cup deserves New Zealand, and New Zealand deserves the Cup."

The race for the 37th America's Cup has already begun. Fasten your seat belts and enjoy the ride!

— mark reid

For our day-by-day coverage of the 36th America's Cup Match and the Challenger Series leading up to it, see *Latitude* at www.latitude38.com. Also see www.americascup.com. — ed.

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PUT SAILING ON YOUR RÉSUMÉ

For the serious sailor, a maritime career can represent the intersection of hobby, passion and calling. More than "simply messing about in boats," mariners have carved niches in everything from deckhanding to captaining, minor boat work to master carpentry, and retail work to international logistics. Even journalists can find a way to write about boats and sailors.

The effects of the pandemic on the maritime sector have been as varied and diverse as the industry itself. Sailing is booming, according to everyone. Boat sales are through the roof, mechanics and riggers are booked solid, surveyors are surveying, and boatyards are humming. Conversely, the cruise ship industry has seen a "devastating impact," with the loss of over 250,000 American jobs, and some \$32 billion in economic activity. Ferry ridership has dwindled. Although international shipping saw an initial pandemic-induced slump, which had a lasting ripple effect on ports, trucking and other cogs in the supply chain, shipping is recovering — even booming.

The charter-boat industry — which we'd normally be highlighting in the April issue of *Latitude* — has had an especially rough year. "The small passenger-vessel fleets across the country have been hit as hard as bars and restaurants," said Paul Dines, the captain and co-owner of the 80-ft gaff-rigged topsail coastal schooner

Freda B. "We had 12 people working for us in 2019. We have four left. We haven't had regular shifts in over a year. People are doing what it takes to stay in the industry. So yeah, 2020 sucked."

With what we're now confident to call

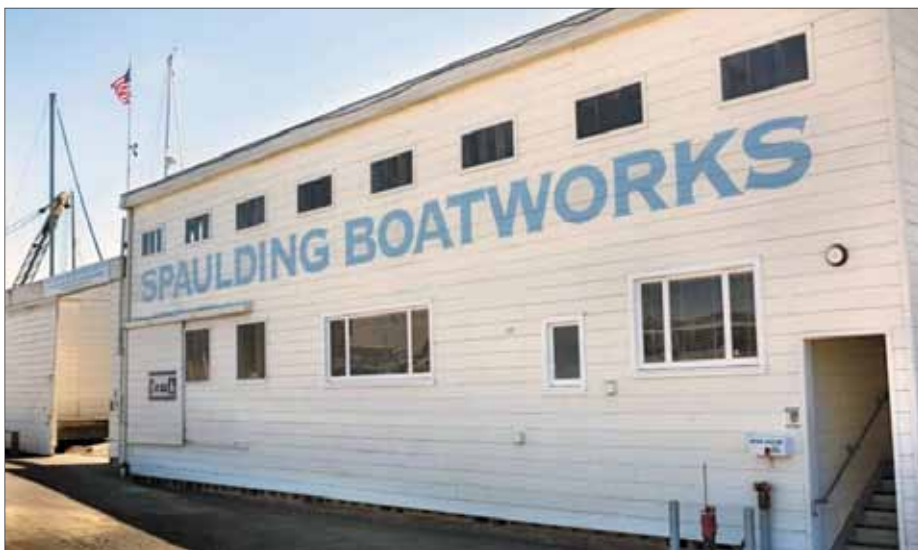
a light at the end of the tunnel, sailors should be returning to their jobs — eventually. Exactly how long it will take for the aforementioned industries to recover is unclear, but there's little doubt

that careers in the maritime trades will continue to proliferate.

Academia has also seen a pandemic-related slump in demand, though the California Maritime Academy in Vallejo has managed to safely continue on-campus learning. As students with 'traditional' degrees graduate with staggering debt and uncertain job prospects, maritime careers might look more and more attractive. What's more, the United States is facing what *Forbes* called an "unprecedented skilled-labor shortage," a sentiment that's been echoed by boatyards for the past several years. The lack of skilled labor is inextricably tied to infrastructure as a whole. As part of the American Rescue Plan — also known as the \$1.9 trillion COVID-19 stimulus package — the Biden administration hopes to expand apprenticeship initiatives for trade unions. A new pilot program at Spaulding Marine Center in Sausalito, which aims to train people in

"Even though we're a very small segment of the industry, the industry values people who have worked on charter boats."

Spaulding Marine Center will soon be hosting "Boatworks 101," an apprenticeship program that aims to train young people in a range of marine trades.



TOM BURDEN



a wide variety of marine trades, might be eligible for funds.

As the crew of the *Freda B* plans to get back to work soon, the boat will continue to serve as a training platform for mariners. "Even though we're a very small segment of the industry, the industry values people who have worked on charter boats, because they possess a breadth of skills and experience," Dines told us. We first met Paul in April 2017. It was Opening Day, and *Freda B* was among the dozens of boats parading down the Cityfront. We relaxed our (not-so-stringent) journalistic ethics and enjoyed the amazing food, ice-cold beverages, and all-around hospitality on offer by *Freda B*'s crew, and we got to know the tall, lanky, affable Dines a little.

"My first job was on a fishing boat; I was a third mate. I worked my way up to second mate, navigator, and finally took my captain's papers when I was 30," Paul said. He grew up on Hilton Head Island in South Carolina, and would eventually apprentice under such notable Bay Area sailors as Commodore Tompkins, Billy Martinelli and Al Lutz. "In that era, there were a lot of race series and offshore racing up and down the coast. I

MARITIME CAREERS



CAL MARITIME ACADEMY



FREDA B



CAL MARITIME ACADEMY



PAUL DINES / FREDA B

Clockwise from top left: The California Maritime Academy races in the 2019 Transpac aboard an Andrews 77; the 'Freda B' takes charter guests for a spin on the Bay; Captain Liza Dean at the wheel on 'Freda B'; hands-on training aboard one of the California Maritime vessels; Spaulding Marine Center is launching a marine trades apprenticeship program in September.

really enjoyed deliveries because it was contract work. I was well seasoned at 30." Dines spent some time studying at Cal Maritime for his captain's license (but was not a full-fledged 'cadet'), a process he called "pretty [darn] brutal." Paul is also commodore of the Master Mariners Benevolent Association, and is an important leader and organizer in Sausalito's working waterfront community.

"So much of our profession you can learn in an academic environment, but there's a large role for the oral tradition," Paul said. "In our industry, it's the rule of exception. It's always different, it's very dynamic, such as how to read wind and waves and currents, and how to learn leadership. And you still need sea time." Dines reminded us that to be a captain, mariners need two years of practical experience, or sea time. "It's every bit as difficult as getting a master's degree," Paul said. "It's 720 days. It's a lot.

"Given my background, I'm kind of a pain in the ass," Dines told us. "I want people to demonstrate excellence. I'm

willing to feed into that."

Dines said that he encourages his crew to acquire extra licenses through

maritime academies, and "to do everything to make themselves a professional who's respected by their peers. It's part of a management philosophy where we recognize people who are motivated and bring their A game, which ties into their longer-term goals."

Paul said that he's happy to pay for classes and credentials, because it gives him a depth of organization. "We are all enjoying their success, and it's motivating for everyone else. For people who have an ambition and want a solid job, there's a ladder for them to climb in our organization. We've had multiple women who started as deckhands who ended up captains. We've had people who go on to work for the Bar Pilots or NOAA, or on other schooners or charter boats. A lot of them own their own small boats. These are really good bluecollar jobs, and they matter."

Dines confirmed that many new sailors lack a "depth" of knowledge. "Being captain is not just like driving a bus," Paul quipped. The breadth of familiarity with various boat systems, navigational rules and judgment forged through experience requires time and training. "I'm thrilled that Bill [Edinger, the president of Spaulding Marine Center] is going to create the apprenticeship academy, to offer that depth and help support that career track."

Edinger told us that he's received strong support from the maritime community for Spaulding's pilot apprenticeship program, known as Boatworks 101, which is set to start as a six-person

The 'Freda B' serves as a platform for sailors climbing the maritime ladder.



FREDA B

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That's Cal Maritime alum Kate McCue, who was the first-ever American woman to captain a 'mega' cruise ship, the 964-ft 'Celebrity Summit'.

program in September. Bill said that where most apprenticeship programs are trade-specific, Spaulding's program will cover a wide variety of skills. "A marine-service person needs to be a jack of all trades. Apprentices are going to get exposed to electrical, engines, carpentry, hull materials and fiberglass composites. And these skill sets transfer to different jobs. People who have been through the program could go on to get a job in cabinetmaking, plumbing, or another trade. We don't think there's any shortage of need," Edinger said of the nationwide demand for skilled labor.

Spaulding said that unlike most industries in California, recreational marine services have no organized association that supports the recruitment, training, and apprenticeship programs for future employees. Spaulding also said Boatworks 101 will be very hands on, and that they have an active yard to keep people in the program busy. Apprentices will work at Spaulding for nine months, then do six months of rotations at partner organizations, which include KKMI, List Marine Inc., South Beach Riggers and Berkeley Marine Center.

When considering his personal path to a maritime career, Edinger said he tells people that where some kids grew up wanting to be a fireman, he grew up wanting to be around boats. "I think my first job I worked for Svendsen's; I worked in the marine-retail business for a number of years, and worked for a service company. I eventually bought that little company, which became Edinger Marine." Bill went on to found Spectra Watermakers. Edinger, who owns the Cross 45 trimaran *Defiance*, said that 40 years ago, the perception was that if you wanted to get ahead, you had to go to college. "A lot of people came out of college with some sort of education, but huge debt. I think the pendulum is swinging, and it's the right time for it to swing. People are aging out of the trades, there's a huge shortage of workers, and you can make a good living."

Edinger emphasized that Boatworks

101 is not a school, but rather, a paid apprenticeship. "There will be no financial barriers to entry; we think we'll get a lot of young people. We're hoping that proof of concept will help with future funding," Edinger said.

"A marine-service person needs to be a jack of all trades."

In a press release, the Biden administration said that registered apprenticeships have been a reliable pathway to the middle class for decades, and cited a study showing that workers can earn \$240,000 more over the course of their lifetime by participating in apprenticeship programs. "Registered apprenticeships are especially important as we recover from the pandemic, allowing workers who have lost their jobs or young people who are entering a weak

job market to train for the jobs of the future while earning a decent income," the release said.

Let's not discount academia altogether, though. We would be remiss to do a story about maritime trades in the Bay Area and not talk about the California Maritime Academy, which has been educating mariners for nearly a century. Today, about 1,000 students attend the Vallejo campus. Majors include marine transportation, mechanical engineering, international business and logistics and global studies and maritime affairs. "There's a number of different options in terms of career paths," said Donald Maier, the dean of maritime transportation, logistics, and management at Cal Maritime, which is a four-year college that's part of the California State University system. "The majority of graduates go to sea as part of a licensed program; others take a number of positions in supply-side logistics."

There's a bit of wisdom that says those who go to sea only do so for a limited time. "Typically, graduates get the license, ship out, and sail for five to seven years. Then they say, 'I've seen the world three times, and I miss my wife or husband.' A lot of 'shoreside deckies' take an office position with a shipping company, or with terminal operators or stevedores. Some go on to marine surveying. Some will get an MBA and start a business, or become attorneys in admiralty law. But a majority of them will take a position in the maritime industry, and our alums

That's Cal Maritime Academy alum Piet van Os (center-ish; blue shirt), meeting with cadets on board a Royal Caribbean ship in 2019, when the CMA's training ship 'Golden Bear' was in Miami. "I wanted to inform the cadets that there were good jobs available on cruise ships, and that they didn't only have to sail on US-flag ships," van Os told us. "With the way the industry was growing, pre-COVID, it was a good place to be — and it will, again, be a good place!"



CAL MARITIME ACADEMY

MARITIME CAREERS

have one of the highest earning potentials out of university graduates here in the state."

In a ranking by *Forbes* of public colleges in the US with the highest-earning graduates, Cal Maritime placed 20th. (SUNY Maritime College in the Bronx ranked first on that list; the United States Merchant Marine Academy in Kings Point, Long Island, ranked third.) The US Department of Education's college scorecard ranked Cal Maritime "the number one public university in the state for alumni earnings 10 years after enrollment." Maier said that students typically graduate with some debt, but have much more direct career paths than other university students to manage that debt.

"When we recruit at high schools, we tell students that as you're walking across the stage to graduate at Cal Maritime, you'll already have a job, or will within three months of graduating. The students that come here are much more focused on what their end goal is. There's a lot of opportunity for them."

— tim henry



ANDREW BIERNIER

That's Captain Jay Grant, right, and Thanie Pesavento sailing aboard 'Freda', the Bay Area's oldest boat, in late January. (It was Jay's birthday.) Jay told us he's managed to stay busy through the pandemic, transitioning from captain of the schooner 'Seaward' to director of education at Spaulding. "I've been in and around boating since I was very young. I considered other careers, went to junior college for a couple years for architecture, and went into other businesses that weren't boating related. But boating was always in our family. I got my captain's license in the mid-'80s, and worked in Europe, the Caribbean, on the East and West Coasts, and all over in Australia."

As mentioned, this story would normally be a listing of charter companies, which can be found on our website at www.latitude38.com. (Click on "Resources" at the top of the home page, then scroll down to "Guide to Bay Area Sailing Charter Companies.")

Freda B will start their public sailing schedule on April 1. "We are offering physically distanced, sunset sails on

Thursdays and Fridays, Sunday morning marine-wildlife sails under the Golden Gate Bridge, full-moon sails offered monthly, and more," said Marina O'Neill, Freda B's event manager. "We do have an awesome sail scheduled to the Farallone Islands for Earth Day, as well."

For more information, please go to www.schoonercaptainfredab.com, or call (415) 331-0444.



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STARTING

If you had told me a little over a year ago that we would be living in San Diego on a sailboat preparing to go long-term cruising in Mexico, I would have laughed out loud. At the time, we were both work-



Dalton and Sydney — new sailors, new boat owners and soon-to-be Mexico cruisers.

ing intense full-time jobs and living in a tiny flat in London with our dog. The quantity of things that would need to drastically change to make that reality?

Now that's a long list! However, fast-forward and here we are: two 28-year-olds, living aboard and working remotely from our 1976 33-ft Morgan Out Island in San Diego, while simultaneously tearing her apart piece by piece to give her a total facelift so we can eventually head to Mexico.

In September 2019, my fiancé Dalton Urrutia and I were getting antsy to move back to the US to be closer to family — and be ready for another big change (like the one that had led us to Scotland five years earlier). We were visiting my parents in San Diego, after a visit to Oregon that involved some very entry-level house hunting, and a realization that without any US



credit-building over the past half-decade — not to mention lack of stable jobs — the odds of getting a home loan were slim. While walking along the boardwalk,

ALL PHOTOS MIHALY

my dad pointed out an older, rough-looking sailboat — that was floating, mind you — and casually said, "You could buy that for \$5,000."

The seed had been planted.

We returned to London with a little bit of hope and deep-rooted excitement — that fresh, intoxicating inkling you get for the next big thing you want to pursue.

To preface the next part, you need to understand that we're the classic, unbearable millennial types. We're on a mission to work as little as possible while enjoying the biggest and best life we can. We want to work smarter, not harder, and books like Tim Ferriss's *4-Hour Work Week* always get us fired up.

One day Dalton stumbled on a TED Talk that broke down the modern work week and explained that, for each hour of the working week, what you're actually working for. The reality for most of us

My dad pointed out an older sailboat and casually said, "You could buy that for \$5,000."

is: If we're lucky, less than 10 hours of our 45+ hour work week actually go toward saving and the fun things that we think of as truly defining our lives and identities. This realization was the metaphorical nail in the coffin — we needed to change our

lifestyle and reduce overall expenses. In turn, this would allow us to reduce our income and spend more time enjoying life on our own terms.

So where do two people without any sailing experience start when they decide



Left: The survey of the Seahawk twin keeler in the UK. Right: The Morgan survey. You can't see it, but they're smiling more in the second photo.

they want to purchase and move aboard a boat? Thankfully, I stumbled on another book, *Get Real, Get Gone* by Rick Page, which then became our manual on how to



find a boat and buy it. Still in the UK, we began pouring over *YachtWorld* and viewing as many boats as we could. We also took a hilarious sailing intro on a lake in London on a freezing, windless day in January.

Our aim was to find a boat that was solid, sturdy and safe — one that we could live aboard, confidently cruise, and maintain, with as little damage to our bank account as possible (*insert pause for all boat owners to laugh*). We ended up finding a 1984 34-ft Westerly Seahawk, but after a sea trial and survey, had to back out due to a horrifically corroded rudder post and keel bolts, and a non-negotiable owner. This brings us up to February 2020, with the notorious COVID-19 on the horizon.

FROM SCRATCH



In August 2020, we stumbled on the Morgan for sale via Facebook Marketplace (millennials, remember!). Located in Ventura, the boat was for sale by owner, a young guy who was only selling as he had recently become a dad. Over the past few years, he had poured time and money into fixing structural issues, leaving much to be desired in terms of her



Old boats can make great choices for new cruisers. Above: 'Mihaly' in Mission Bay. Top left: The old interior (new one underway). Center: Dalton cuts insulation for the V-berth. Right: Checking rough weather performance with friends.

After the Seahawk fell through, we officially made the decision to move back to the US. We could continue the boat hunt in San Diego or Florida — both with less intimidating learning weather conditions than the UK or Mediterranean. With the plan to move back in May, COVID came along and made sure to expedite it. In March, with 24-hour notice, we found ourselves in a frantic race to pack up our

lives and catch Norwegian's last flight to the States. We landed in San Diego, moved in with my parents on their classic

You have to understand that we're the classic, unbearable millennial types.

1968 Grand Banks 42 trawler, and continued the hunt — now outfitted with masks and gloves.

internal and external aesthetics. She was beamy, super solid and absolutely perfect. Commence our second sea trial and survey, thankfully without the devastating news of a major structural component about to fall off.

On a side note, I'd also like to point out that by now, Dalton was completing mini-above water surveys with every boat we looked at. He'd pull up the cushions, expose the chain plates, crawl into the cockpit lockers, bounce on the decks and test the seacocks. Brokers would laugh at us, but after our lesson with the Seahawk, we were keen to avoid as many bad surprises as possible — and it paid off.

We were lucky enough to get a slip easily in San Diego, and able to get live-aboard status after a month. It was a relief

STARTING FROM SCRATCH

for everyone for us to get back into our own space. The shake-down cruise from Ventura to her new home went smoothly — perhaps a bit too smoothly as, except for one short period, the ocean was glass. The trip was closer to camping than sailing — we didn't trust the propane setup for the stove so attempted to cook chili in cans on the grill.

The interior had a few decades worth of grime and mold hiding in every crack and under every cushion. However, she did beautifully, her engine ran like a dream, and before we knew it, we were rounding Point Loma.

Mihaly was below our total boat buying budget, meaning we had enough left to refurbish her interior to something we really love. Unlike so many boats we viewed, she wasn't a 'beautiful classic' to be restored. Instead, we saw her as a blank slate that we could turn into our tiny dream home — 100% our own style.



Left: Dalton and Sydney (and Ipa) pop the bubbly to celebrate their first boat. Right: Sailing practice will continue throughout the refit.



that's exactly as we want it. We have a few structural projects coming up this spring (replacing the prop and prop shaft) and are excited to start installing solar sooner rather than later...

For 5% of the price of a traditional home, we were able to purchase our untraditional floating home. Yes, our current 'rent' isn't the cheapest in a San Diego marina, but you won't find a waterfront rental for this price in San Diego, guaranteed. We're slowly learning how to sail, slowly

learning our systems and trying to get out on anchor at least once a month. With every project we finish, we get even more excited to tear into the next one. Our mission is to be able to 'leave it all behind' by the end of the year and head south. Until then, we're taking it one day at a time.

— **sydney paulson**
(instagram @siempresydney)



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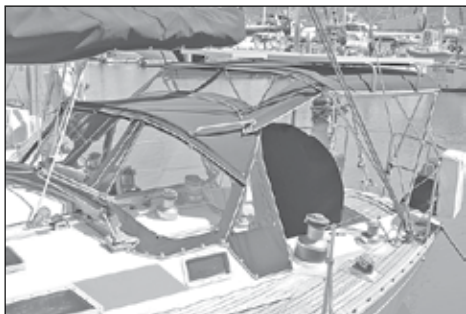


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"Docking a big boat is all about confidence." Those words came to mind as I maneuvered my friend's boat toward its slip. It was twice the size and five times the weight of my own boat, and I had volunteered to move it back to its marina berth from the boatyard while the owner was out of town.

This was a single-finger berth, port side to, and there was some wind blowing away from the dock. A little bit of extra speed would be required on the final approach, to minimize the effect of the wind. "No problem," I thought to myself. "I'll hit reverse at the right time, and the prop walk will pull the stern to port."

A voice in my head asked me to practice reverse thrust out in the fairway, but confidence overruled and the voice was ignored. I should have listened. The approach into the slip went exactly as planned, but when I applied power in reverse, the stern swung to starboard, not port, and the wind was blowing me against the neighbor to leeward, a large powerboat, with no room for backing and filling. Naturally, I had not put out any fenders to starboard.

Fortunately, the boat to starboard was a liveaboard, and the owner appeared on deck just in time to help me fend off. Other onlookers ran to help, and it wasn't long before my friend's big yacht was safely pulled up against the port-side fender.

"Must be a left-handed prop," deduced the liveaboard skipper to starboard after I explained what went wrong with my docking attempt.

"Sure felt like it," I agreed. "I expected the prop walk to pull the

stern to port, like it usually does."

"Not with a lefty propeller," he said. "It's all about torque and P-factor. Ask any pilot."

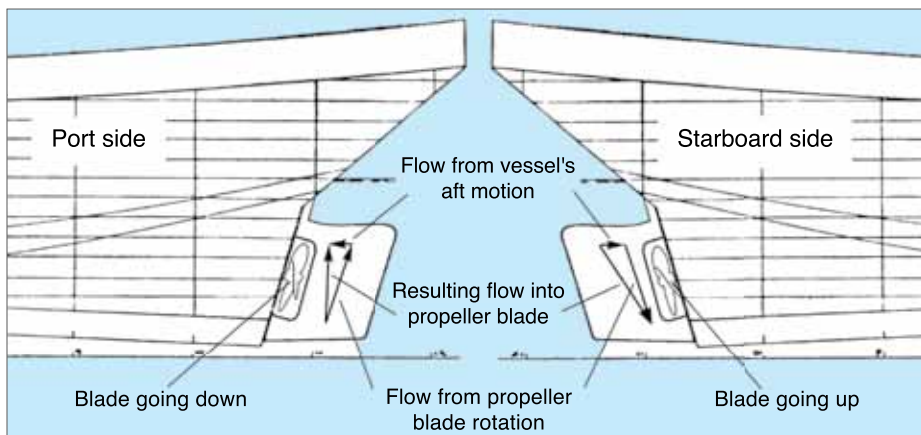
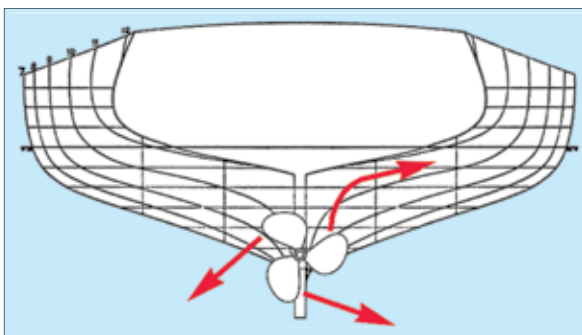
"I understand torque," I said. "But what is this P-factor?"

"Ask any pilot," he repeated. "And I just happen to have logged a couple of thousand hours."

He didn't wait for me to ask but launched into asymmetrical flight dynamics 101.

"P-factor is when one side of the propeller is producing more thrust than the other side," he began. "Think of a powerful single-engine plane with a big propeller. Especially a taildragger. The plane starts the ground roll with a high angle of attack. The propeller shaft is nowhere near parallel to the incoming air flow, so the blades on the starboard side of the plane, going down and partly into the incoming flow, see more wind and more angle of attack than the blades on the port side of the plane going up. That puts more thrust

The primary source of prop walk is deflected upwash from the propeller in reverse, especially strong when the boat is still coasting forward.



The 'P-Factor' effect: Port and starboard views of the flow into a right-handed propeller in reverse, with the boat making sternway. The blade going up, on the starboard side, pulls harder than the blade going down, on the port side. But the propeller diameter is small compared to the size of the boat, and the effect is reversed when the boat is still coasting forward.

on the right side than the left, so you have to push down hard on the right rudder pedal just to stay lined up with the runway. After liftoff, during climb, the angle of attack is still higher than in level flight, so you still have that unbalanced thrust trying to make the plane turn left, and you have to keep pressure on the right rudder. In level flight, there are trim tabs and such to keep control forces neutral, but then when you approach the field to land, essentially gliding, you need some left rudder to fly straight."

I could imagine what this would look like in a diagram. There was the airflow from the plane's forward motion approaching the propeller, and the airflow created by the propeller's rotating motion, and the apparent wind that would be the vector sum of the two. It took some mental effort to visualize, but I could see how the propeller blade on the downstroke had more pull than the blade on the upstroke, considering that the whole plane was pitched upward compared to its direction of flight.

"On your sailboat," he continued, "in reverse, a normal right-hand propeller is turning clockwise viewed from the engine, looking aft. But the shaft is pitched down, not up, so when you're backing down, the blades going up contribute more reverse thrust than the blades going down. You get more thrust on the starboard side of the propeller, less thrust on the port side, so going backward it tries to rotate the boat clockwise and pulls the stern to port."

"Except, like, that's not what really causes prop walk!"

It was the last voice I wanted to hear, because it meant that she had witnessed my botched landing. Lee Helm was behind me in a single-person outrigger canoe, and she had probably seen the whole thing. Now, I understand that there will always be witnesses to a bad docking, but did one of them have to be Lee Helm?

"Nice to see you, Lee," I lied. "Beautiful day for a paddle around the harbor."

"And a good day for crashing into docks," she said. "But like, any docking you can walk away from is a good docking."

Fortunately, my new pilot friend in the powerboat to starboard changed the subject. "OK, why isn't P-factor the cause of prop walk?" he challenged Lee.

"Because it's backward. Prop walk





LATITUDE / JOHN

is strongest when the boat is still moving forward and a big burst of reverse is applied. Look at the angles. It's the blades going down that see more angle of attack, and like, when the boat is still moving forward, those blades are on the port side. The asymmetrical thrust would tend to turn the boat to port and the stern to starboard. But like, unlike an airplane, the propeller diameter times the thrust is very small compared to the moment of inertia of the boat, so the P-factor effect is very small."

The pilot took a minute to move his hands up and down, forward and back, like imaginary propeller blades.

"Shiver my ailerons, you're right!" he finally conceded. "P-factor doesn't explain it when the boat is still coasting forward. But there's torque, the other contributor to prop walk."

"Explain how that works," Lee replied, but I suspected she was setting a trap.

"In the single-engine airplane," the pilot explained, "looking forward from the cockpit, the engine is twisting the propeller shaft to make the right-hand propeller turn clockwise. Now, for every reaction, whether thrust or torque, there's an equal and opposite reaction, according to Newton's second law."

"Third law," Lee corrected.

"OK, third. Anyway, twisting the

Prop walk follies will help you meet your neighbors.

propeller one way would cause the plane to twist the other way. It wants to bank to the left. So the pilot moves the stick a little to the right to keep the wings level. But now the left aileron is a little down and the right aileron is a little up, so there's more induced drag on the left side of the plane and less on the right side. The pilot has to compensate with some right rudder to fly straight. But again, on small planes, there's usually a little built-in rudder trim tab to keep the controls neutral in level flight."

"Any docking you can walk away from is a good docking."

"But that doesn't explain prop walk on a sailboat powering in reverse," I said.

"I'm not done! If the shaft is at a steep angle, think of part of the torque being about the horizontal axis, like in the airplane, and part of the torque being applied about the vertical axis, like a helicopter. It's just the longitudinal and vertical components of the applied torque vector. You can visualize this

better if you imagine an unrealistically steep shaft angle, like 60 degrees. The right-hand propeller, in reverse, would be turning clockwise viewed from the engine side of the propeller, so the reaction of the boat would be to turn ... uh oh. The boat would turn counter-clockwise ..." His explanation suddenly stopped. "Uh, let me try that again ..."

"See, the torque theory is backward too!" said Lee. "Your friend is, like, good at understanding and explaining this stuff, but I don't think he ever checked for the correct direction."

While the pilot was busy trying to convince himself that he had made a backward mistake somewhere in his analysis, I asked Lee what really does cause prop walk.

"A lot of people chalk it up to differential cavitation, which is very easy to understand. The top of the propeller is closer to the surface so it's in a lot less water pressure than the blades on the bottom of the propeller, so the blades on top cavitate easily and don't push as hard, and don't create as much side force, compared to the blades on the bottom half of the propeller. So the propeller 'walks' as if it were a wheel rolling along the bottom, or a half-immersed sideways paddlewheel. But even that

MAX EBB

effect is like, a little too small to explain what you see happen. Photos of cavitating propellers in reverse just don't show that much difference between top and bottom blades."

"Well then, what's left?"

"Upwash deflection!" Lee proclaimed. This got the attention of the pilot.

"The effect is biggest," Lee pointed out, "when a lot of power is applied in reverse but the boat is still coasting forward. The blades are badly stalled, and they work more like the vanes of a centrifugal pump than a propeller operating at its design condition. Water is pushed forward, blocking the oncoming flow. But like, also outward from the hub, and circumferentially from the rotation of the blades. The water pushed out and down never gets to the hull. But there's water on the starboard side that's pushed up, water flow directed at the bottom of the boat at the stern, where there's a lot of deadrise. Think of a boat with traditional 'wine-glass' sections aft. The water flung upward by the stalled propeller blades on the starboard side goes up and is deflected to

starboard, creating a lot of thrust pushing the stern to port."

"You know I never thought of that," confessed the pilot. "Learn a new wrinkle every day. But then again, my boat has a very flat stern, two propellers and a bow thruster, so I don't have to worry about prop walk. Now, on my old Herreshoff ketch it was another story ..."

I thought Lee would be interested in a closer look at this big yacht I had

*"Shiver my ailerons,
you're right!"*

temporarily been entrusted with, so I invited her to tie up the outrigger and come aboard for the tour. I also invited the pilot to come over.

Lee back-paddled clear of the dock so she could rotate the canoe in place, and after some maneuvering she leaned out to starboard for a draw stroke, to bring her seat on the narrow outrigger hull close enough to the end of the dock finger

to disembark. But she leaned just a little too far.

Outrigger canoes have their ama, or outrigger, to port. They are very stable in that direction thanks to the buoyancy of the ama. But to starboard it's the opposite, and the modern carbon boats, as Lee explained later, have such a light ama that there's almost nothing to keep them from flipping to starboard. That's what happened. Lee produced the first half of an expletive at high volume, audible to everyone on the dock, cut short by a big splash. In less than a second, the outrigger was upside down and Lee was underwater. She popped back up to the surface quickly thanks to her foam PFD, then hauled herself up onto the dock and pulled the capsized canoe in with the safety leash.

"No worries, Lee," I said. "Any docking you can swim away from is a good docking."

"And that's why I don't fly much anymore," added the pilot. "I realized that I can swim without a boat much better than I can fly without an airplane."

— max ebb



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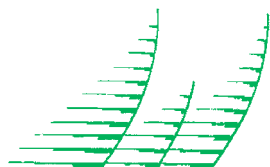
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THE RACING

We file reports from the *Islands Race*, the *SSS Corinthian Race*, the *YRA's Shorthanded #1*, *DRYC's final Single-Doublehanded Race*, and *SCYC's official Three Buoy Race*. Midwinter wrap-ups include *RegattaPRO's Winter One Design*, the *Corinthian Midwin-ters* and *BYC's Winners Race*. We learn more about *Transpac Prep*, and round out this edition with a mostly Midwin-ters *Box Scores*.

SoCal Islands Race

Newport Harbor YC and San Diego YC co-hosted the Islands Race on March 5-6. When the overnight race was done and dusted, it was a Richmond-based boat that topped the leaderboard. RYC member Buzz Blackett took his carbon Antrim 27C 'io on the road to compete in the race. The boat's designer, Jim Antrim, a regular sailing partner of Buzz, was among the crew. The others were Gilles Combrisson and David Liebenberg.

"From what I've read, this year's Islands Race was pretty typical — a 142-mile all-night sprint," reports Buzz. "With a crew of four, and only one bunk rigged, we didn't expect to get much sleep, if any. We were right."

"The first 70+ miles was an all-rhumb-line drag race from Point Fermin, around the north end of Santa Catalina Island, then south around two waypoints west of San Clemente Island. We were the smallest boat in the fleet, and one of the last three to get around Catalina, a couple of miles behind most of the boats in our division."

"With a steady 60° apparent wind angle after the turn, we flew the code zero for 90 minutes, then went to the jib as the wind increased to the high teens and the ride got wet. Although we didn't know it at the time, we had passed all of the boats in our division and gained on some of the bigger boats by the time we got near the southern waypoint. We reefed the main and set the A-7 kite a few miles before that southern waypoint. We carried on for 15 minutes past it to make sure we were clear of any San Clemente wind hole and to unreef and change to the big kite before jibing onto port for the 70-mile run to the finish off Point Loma."

"The later jibe made the race for us. The big boats ran into light air midway down the leg, particularly the ones that jibed early at the southern waypoint. A few, including Roy Disney's Volvo 70 *Pye-wacket*, had to jibe back to starboard to get out of it. Meanwhile, we had mid- to high-teens wind from a perfect 130°-140° true wind angle, planing and surfing until the last 5 miles. According to the YB tracker/viewer, there were times

when we were going faster than some of the Division 1 and 2 boats. And on top of that good luck, we were able to finish just before dawn and the glassy calm that typically accompanies it.

"The crew work couldn't have been better. Quick, perfect sail changes, great trimming, clear communication, no broaches. Jim's navigation and always-calming advice were spot-on; David's energy and instant feel for trim and speed were over the top; and Gilles's expert trimming and attention to detail were key."

"We had a great time doing the race; our success was icing on the cake. But there's no place like home. We're looking forward to Bay and Gulf of the Farallones sailing for the rest of this year, as well as a leg or two of the California Offshore Race Week at the end of May."

— *latitude/chris*

SDYC ISLANDS RACE, 3/5-6

ORR-1 — 1) **Grand Illusion**, SC70, David Clark; 2) **Peligroso**, Kernan 68, Doug Baker; 3) **Artemis**, Botin 65, Raymond Paul. (7 boats)

ORR-2 — 1) **Warrior Won**, Pac52, Chris Sheehan; 2) **Fast Exit II**, Ker-51, John Raymont; 3) **Vitesse**, R/P 52, Thomas Furlong. (4 boats)

ORR-3 — 1) **Bretwalda 3**, Rogers 46, Bob Pethick; 2) **Horizon**, SC50, Len Bose; 3) **Zero Gravity**, Soto 40, Ivan Batanov. (5 boats)

ORR-4 — 1) 'io, Antrim 27C, Buzz Blackett; 2) **Picosa**, J/111, Doug Jorgensen; 3) **Minotaur**, SC37, George Roland. (6 boats)

ORR-5 — 1) **Nalu V**, Cal 40, Mark Ashmore. (4 boats)

ORR-6 — 1) **Saga**, Beneteau First 40, John Brynjolfsson; 2) **Dunamis**, Beneteau 46, Len Shaw; 3) **Kookaburra**, Schock 35M, Mark Mal-laby. (4 boats)

ORR-MULTIHULL — 1) **Chim Chim**, Gunboat 62, John Gallagher. (1 boat)

Full results at www.sdy.com

SSS Corinthian Race

Cousins Will and Julia Paxton, partners in the illustrious Express 27 *Motorcycle Irene*, topped the doublehanded monohull fleet of the Singlehanded Sailing Society's Corinthian Race on February 27.

Due to COVID restrictions at Corinthian YC in Tiburon, the SSS ran the

start and finish from in front of Golden Gate YC in San Francisco. "We certainly prefer to start and end the race on the Cityfront," says Julia. "Although there weren't exactly ideal conditions during the start of this Corinthian Race, year-round this location has a much greater chance of providing consistent breeze at the start and finish."

The doublehanded Express 27 fleet was among the first to start. "A lot of times we get hosed as one of the first starters, because we sail into a hole and everybody catches us," said Will. "This time it was actually good, because the flood was still in the middle and the ebb was on the shore."

They were able to get around the first mark, Blackaller Buoy, and back into the easterly before it died completely. "We got away, with some J/105s and multihulls, and almost everyone else got stuck at Blackaller."

"The boats behind us that didn't tack right away at Blackaller went out to the middle of the Bay, caught what looked like a westerly that was trying to fill, and set spinnakers, but it was kind of a mirage. They got stuck with their spinnakers up running into the transition to the easterly."

"Looking toward Point Blunt and our next mark, Southampton Shoal, we could see the northerly pushing across the Central Bay," continued Julia. "With this and traffic in mind, we tacked immediately around Blackaller and set up farthest away from the Gate in our pack. We were able to put the bow down and foot to the new pressure while the rest of the boats nearby were stuck in the transition zone. For a while this looked very, very wrong, but it paid off in the end."

The next rounding mark in the long

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March's racing stories included:

- Solo Skipper Overboard in SSS Three Bridge Fiasco
- America's Cup 36
- Newport to Cabo Race
- Californian Melanie Roberts
- Female Factor in Vendée Globe
- History of the Columbia 5.5
- US Sailing News
- Preview of April Races and the America's Cup Match, and more.



BRONNY DANIELS / WWW.JOYSAILING.COM

Little 'io', the smallest boat in the Islands Race fleet, is seen here at the start on March 5, second from left.

Bay Tour course is the dilapidated Southampton platform, its concrete pilings crumbling and toppling onto the shoal it marks. A wind transition zone caused a parking lot pileup with boats bumping into one another. The Paxtons sailed to Southampton in 6-8 knots of breeze and rounded ahead of the mess.

"Escaping Blackaller led to us sailing upwind in the northerly to Southampton while a large number of the fleet set kites and sailed our exact course in the westerly," said Julia. "Totally bizarre. We had enough northerly to eke around Southampton, and as that died we rode the increasing ebb through Raccoon Strait until we connected with the westerly off Point Stuart. At that point the westerly/northerly transition battle had caught the fleet behind us between Point Blunt and Southampton."

"The ebb took us to the early westerly and we rounded Blossom Rock. Then we had a pretty high-speed run with spinnaker down the Cityfront in the building ebb, and a short little upwind to the finish. It was a lovely day," concluded Will.

Will and Julia have an easy rhythm on board. Whoever is driving is in charge of boatspeed and whoever is crewing has eyes off the boat. "We are both constantly trimming, gear-changing, and pushing the boat," says Julia. "We make tactical decisions together and have a constant dialog on the next steps in the race and

what we see developing. Will drives the starts and the first leg, usually. After that we end up splitting driving about 60/40. I'm smaller so I do sail changes and Will has the longer arms to work the cockpit while he drives maneuvers."

In this race, the SSS separated the doublehanded and overall singlehanded division starts, with the singlehanders starting last. "My start was at 11:55, and the first start was at 11," said the overall singlehanded winner, Don Martin, who sails the Wyliecat 30 *Crinan II*. "I had the luxury of observing which boats were moving well and which were stalled. I sailed wide of Blunt and approached Southampton wide. A line of spinnakers stretched toward Point Richmond. I quickly checked the sailing instructions to confirm that the mark was SHS and not the RYC buoy nearby. The wind line and the ebb caused the phenomenon."

"At SHS there was a lot of yelling and a few crunches. I managed to get through. This was the deciding moment in my race."

Tom Patterson on the Wyliecat 30 *Dazzler* observed, "*Crinan II* emerged like a watermelon seed being squeezed out."

"My pre-race plan was to return via Blunt if the wind was from the north, but the west wind made it like a typical Corinthian Race that favors Raccoon," continues Don. "At Blossom, the only other singlehander in sight was the Olson 30 *Dragon Song*, which started 5 minutes ahead of me. All went well to the finish."

"I think that separating the single-

and doublehanded boats is a good idea. However, in this year's and last year's Corinthian Races there was a virtual restart and all the boats came together regardless of start time. I wish the SSS the best of luck in developing a solution," added the solo sailor — who happens to have been SSS commodore in 2019-2020.

— latitude/chris

SSS CORINTHIAN, 2/27

SINGLEHANDED PHRF ≤ 108 — 1) **RedSky**, Olson 34, Brian Boschma; 2) **Envolée**, Beneteau Figaro 2, Nathalie Criou; 3) **Mulan**, Beneteau First 10R, Michael Chammout. (3 boats)

SINGLEHANDED PHRF 109-170 — 1) **Crinan II**, Wyliecat 30, Don Martin; 2) **Eyrie**, Hawkfarm 28, Synthia Petroka; 3) **Dazzler**, Wyliecat 30, Tom Patterson. (10 boats)

SINGLEHANDED PHRF ≥ 171 — 1) **Summertime Dream**, Schumacher 1/4-ton, Guillaume Murray Béchaux; 2) **Siento el Viento**, C&C 29-1, Ian Matthew; 3) **Byte Size**, Santana 22, Anna Alderkamp. (9 boats)

SINGLEHANDED SPORTBOAT — 1) **The Pork Chop Express**, Express 27, Chris Jordan; 2) **Bombora**, Express 27, Rebecca Hinden; 3) **Dragon Song**, Olson 30, Sam McFadden. (6 boats)

SINGLEHANDED MOORE 24 — 1) **Suerte**, Nick Dugdale. (1 boat)

SINGLEHANDED NON-SPINNAKER — 1) **Willow**, Wauquiez Centurian 40S, Bob Braid; 2) **Zenith**, Islander 36, JP Sirey; 3) **Bullet**, Express 37, Laurence Baskin. (9 boats)

SINGLEHANDED NON-SPINNAKER POWERED WINCHES — 1) **Bella**, Alerion 33, Aidan Collins; 2) **Katester**, Sabre Spirit 36, Byron

THE RACING

ALL PHOTOS THIS PAGE ERIK SIMONSON / WWW.PRESSURE-DROP.US



Reeves. (2 boats)

SINGLEHANDED MULTIHULL — 1) **Raven**, F-27, Truls Myklebust. (2 boats)

DOUBLEHANDED PHRF <70 — 1) **Invictus**, Jeanneau SunFast 3600, Nico Popp/Jacques Benkoski; 2) **Raven**, C&C 115, John Kernot/Dave Hodges; 3) **Grace**, J/100, Ted Rogers/Tim Burks. (9 boats)

DOUBLEHANDED PHRF 71-108 — 1) **Serenade**, Sabre Spirit 36, Hank Easom/Hans List; 2) **Warlock**, Olson 30, Dan Brousseau/Jon Cronander; 3) **Elan**, Express 37, Jack Peurach/John Duncan. (12 boats)

DOUBLEHANDED PHRF 109-136 — 1) **Polecat**, Wyliecat 30, Dan & Darren Doud; 2) **Arcadia**, Mod. Santana 27, Gordie Nash/Ruth Suzuki; 3) **Salty Cat**, Wyliecat 30, David & Betty Rasmussen. (8 boats)

DOUBLEHANDED PHRF >137 — 1) **Sketch**, Olson 25, David Gruver/John Collins; 2) **O'Mar**, Olson 25, David Scott/Neil Bennett; 3) **Luna Sea**, Islander 36, Dan Knox/Alex Hofsteede. (9 boats)

DOUBLEHANDED SPORTBOAT — 1) **Outsider**, Azzura 310, Greg Nelsen/Karl Crawford; 2) **Werewolf**, Olson 30, Jeff & Sean Mulvihill; 3) **Harey Legs**, Wylie Wabbit, Erik Menzel/Michele Sumpton. (12 boats)

DOUBLEHANDED J/105 — 1) **Arbitrage**, Bruce Stone/Nicole Breault; 2) **Roxanne**, Charles James/Panda Love; 3) **Arrived!**, Tom Struttman/Joerg Esdom. (6 boats)

DOUBLEHANDED ALERION EXPRESS 28 — 1) **Resilience**, Erica & Mike Quinn; 2) **Zenaida**, Fred Paxton/Jennifer McKenna; 3) **Last Dance**, Bruce Munro/Mark Darcy. (5 boats)

DOUBLEHANDED EXPRESS 27 — 1) **Motorcycle Irene**, Will & Julia Paxton; 2) **Abigail Mor-**

gan, Ron Kell/Chris Davison; 3) **Moonlight**, Jim & Jonathan Gibbs. (13 boats)

DOUBLEHANDED MOORE 24 — 1) **Snafu**, Karl Robrock/Bart Hackworth; 2) **Mooretician**, Peter Schoen/Roe Patterson; 3) **Flying Circus**, Bill & Melinda Erkens. (13 boats)

DOUBLEHANDED J/70 — 1) **Flotek**, Justin & Shar Foox; 2) **Kangaroo Jockey**, Peter Cameron/Ben Mercer; 3) **1FA**, Scott & Hannah Sellers. (4 boats)

DOUBLEHANDED PW PHRF <70 — 1) **Ventana**, Beneteau 46.1, Jim Lussier/Jeff Thorpe; 2) **City Lights**, SC52, Aaron Wangenheim/Brendan Huffman; 3) **Accey Deucey**, J/44, Richard Leute/Ken Grayson. (3 boats)

DOUBLEHANDED PW PHRF 71-109 — 1) **Carmelita**, Catalina 42, Christian Lewis/James Espey. (1 boat)

DOUBLEHANDED POWER-ASSIST PHRF >137 — 1) **Free**, S&S 30, Jim Carlsen/Brad King. (1 boat)

DOUBLEHANDED NON-SPINNAKER — 1) **Amandla**, Catalina 34, Kurt Magdanz; 2) **Music**, Catalina 34-2, Devin Shanks/Adria Trgovcich; 3) **Raven**, Beneteau First 35, Jean-Michel & Kevin Esnault. (9 boats)

DOUBLEHANDED MULTIHULL — 1) **Mama Tried**, Open 8.5, Andy Costello/Mike Radziejowski; 2) **Shadow**, Extreme 40, Peter Stoneberg/Kyle Gundersen; 3) **Whoopee**, Dash 76, Glenn Howell/Heather Annesley. (8 boats)

OVERALL SINGLEHANDED MONOHULL — 1) **Crinan II**; 2) **Eyrie**; 3) **Dazzler**; 4) **Uno**, Wyliecat 30, Brendan Meyer; 5) **The Pork Chop Ex-**

press. (38 boats)

OVERALL DOUBLEHANDED MONOHULL — 1) **Motorcycle Irene**; 2) **Outsider**; 3) **Sketch**; 4) **Flotek**; 5) **Arbitrage**. (99 boats)

Full results at www.jibeset.net

RegattaPRO — from Glass to Blast

On March 13, the morning's glassy flat waters gave way to spirited and wet romping conditions for the final day of the RegattaPRO Winter One Design series. "Saturday started with 10-12 knots at 220°, then clocked over to 230, building to 18-20 knots with gusts up to 23," reports Jeff Zarwell, RegattaPRO founder and race manager.

"We were able to bang out three races for six fleets, thereby completing all eight races of the series." Citing it as his most challenging Winter One Design in a 19-year run, Zarwell labored over meeting scheduling and health/safety regulations, plus ensuring nods from US Sailing and the Coast Guard. "We put up the notice of race and thought we might see 25-30 entries, versus our usual 55-60. We signed up 57."

Victorious in the competitive J/105 fleet was Tim Russell's SFYC-based *Ne*Ne*. "Stretching the season into March was an added bonus. We experienced different wind conditions, which ended up being a good test of skills," said Russell, who competes in other



RegattaPRO-managed events. This was his third Winter One Design on *Ne*Ne*. "The racing is great, and the ability to have pro sailors on board ups the ante. It's fun sailing against them, especially Jeff Thorpe, with his ability to make any boat go fast."

Despite the global pandemic, the J/105 fleet fattened a bit with new entries on the start line: 20 boats signed up.

RYC's Jasper Van Vliet, winning skipper on the J/24 *Evil Octopus*, noted "plenty of wind: 13-17 in Race #1, 15-18 in the second and third, all from the west. Very lumpy and puffy conditions."

Evil Octopus and Darren Cumming's *Downtown Uproar* were closely matched for the series and saw multiple lead changes. "We ended completely tied for points," adds Van Vliet. "*Evil* won it in the count back — a strange way to win and a great rivalry." Manager for the fleet, Van Vliet says new J/24 crews are competing this year.

J/70 racers reveled in top speeds and plenty of spray. Peter Cameron's *Kangaroo Jockey* prevailed, claiming a first-place finish in every race.

For the J/88 set, *Ravenette* and Brice Dunwoodie of GGYC brought a strong lead going into Saturday. They clinched a first over David Britt's *Split Water*. Special points to Jim Hopp and crew on *White Shadow* who battled, and eventually mastered, one of the most arduous and long-lived spinnaker-

Brisk RegattaPRO Winter One Design action on March 13. Clockwise from top left: J/24 start; the J/105 'Russian Roulette' at one of three starts; the J/105s 'Arrived!' (foreground) and 'Streaker'; the J/105 fleet rounds the offset hot on the heels of the J/24 'Flight'.

taming sessions seen in a long while.

The day saw 36 boats start; 25 clocked a recorded finish.

— martha blanchfield

REGATTAPRO WINTER ONE DESIGN SERIES

J/105 — 1) **Ne*Ne**, Tim Russell, 9 points; 2) **Maverick**, Ian Charles, 13; 3) **Russian Roulette**, William Woodruff, 15; 4) **Arbitrage**, Bruce Stone, 19; 5) **Kestrel**, Eric Patterson/Steve Prince, 36. (20 boats)

J/88 — 1) **Ravenette**, Brice Dunwoodie, 7 points; 2) **Split Water**, David Britt, 12; 3) **Butcher**, Dave Corbin, 18. (6 boats)

J/24 — 1) **Evil Octopus**, Jasper Van Vliet, 8 points; 2) **Downtown Uproar**, Darren Cumming, 8; 3) **Little Wing**, Robin Van Vliet, 20. (7 boats)

J/70 — 1) **Kangaroo Jockey**, Peter Cameron, 6 points; 2) **Rampage**, Robert Milligan, 15; 3) **1FA**, Scott Sellers, 17. (7 boats)

MOORE 24 — 1) **Mooretician**, Peter Schoen/Roe Patterson, 8 points; 2) **Wet Spot**, Mike O'Callaghan, 17; 3) **Moorigami**, John Siegel, 18. (7 boats)

MELGES 24 — 1) **Looper**, Duane Yoslov, 8 points; 2) **Posse**, Sallie Lang, 10. (2 boats)

Full results at www.regattapro.com

Berkeley Midwinters Winners Race

February 28 was an incredibly nice day on the Bay, with glorious blue skies and a mild northeast wind about 6-10 knots. Seventeen of the 28 winners of

the 2020–2021 Berkeley YC Midwinter series showed up to race. There were three divisions: nine boats in the Red Division, consisting of all of the first-place winners from both the Saturday and Sunday four-month series, five in the second-place winners' Blue Division, and three in the third-place winners' White Division.

Due to the peculiar nature of life this year, it was decided to have one pursuit race. It could then be known immediately who won. In addition, all were encouraged to show up to the starting area about half an hour early. The season trophies could then be handed out to each participant from the mark-set boat. Start times were calculated based on a 6-mile course. Fingers were crossed, hoping the winds would cooperate and not die or be too 'sporty'.

I am pleased to report that all of these plans worked! We were able to start on time and everyone who showed up got their season trophy delivered. Each of the day's division winners also got their trophy. (We recorded actual start times, and I can report that the closest start time was off by only 0:02. The two over-earlies successfully returned and properly restarted.)

And they did it again! Will Paxton of the Express 27 *Motorcycle Irene* won the

THE RACING



GREG GARFEIN

The sapphire Farr 86 'Sapphire Knight' in DRYC's final Single-Doublehanded Race.

Red Division Champion of Champions race for the seventh time. Glen Garfein served as the mark-set trophy hand-outer photographer person.

— *bobbi tosse, the human*

BYC MIDWINTERS WINNERS RACE, 2/28

FIRST PLACE/RED DIVISION — 1) **Motor-cycle Irene**, Express 27, Will Paxton; 2) **Fidget**, J/80, Tim Stapleton; 3) **Sea Star**, Cal 39, Bob Walden. (9 boats)

SECOND PLACE/BLUE DIVISION — 1) **Zenaida**, Alerion Express 28, Fred Paxton; 2) **Eagle**, Express 27, Ross Groelz; 3) **Mintaka 4**, Farr 38, Gerry Brown. (5 boats)

THIRD PLACE/WHITE DIVISION — 1) **Frog-lips**, J/24, Richard Stockdale; 2) **Wetsu**, Express 27, Phil Krasner; 3) **Frances**, Alerion Express 28, Sam Turner. (3 boats)

Full results at www.jibeset.net

Whales Put on a Show in March Race

On Saturday, March 6, Del Rey YC held their third and final Single-Doublehanded race before beginning a shortened 2021 season. The annual William Berger-William Stein Series will begin in May with the first two races eliminated

from the series. This is sort of a mixed blessing: The annual Malibu and Return race generally draws over 100 boats, but there is seldom more than 4 knots of breeze and there are a lot of retirements. COVID protocol may relax restrictions on the annual Cat Harbor Race; stay tuned.

Sunny skies, temps around 72°, more wind (10-16 knots) than in February, combined swells of 3-6 feet, and some Santa Monica Bay chop made for a wet race. On the committee boat, we were in short sleeves, but the sailors wore foulies. All boats were in by 6 p.m.

The 53 boats included the 'belle of the ball', Phil Friedman's 86-ft Farr *Sapphire Knight*. Phil's beautiful steed would have to take a back seat due to a whale sighting later. It was *Knight's* first appearance in the series.

The turning mark, NOAA buoy #28, was MIA, making for a white-knuckle trip to the coordinates by the race committee boat to help guide the racers. Averaging 15 knots, we barely beat *Knight* to the mark area, and were unable to anchor in approximately 200 fathoms about 10 miles offshore. We executed a holding pattern for a few other boats until the 'potholes' became too much to endure.

Will and Julia Paxton, Angie Liebert, Kelsey Tostenson and Steve Cameron earned a seventh Kirt Brooks Trophy inscription for 'Motor-cycle Irene' on February 28.

Heading back, we were treated to a whale sighting. We estimate a small pod of about 6-10 whales, most likely California grays. It's a sight that never ceases to amaze.

See results at www.dryc.org/racing.
— *andy kopetzky*

YRA Shorthanded Race #1

The inaugural YRA Sunday Shorthanded Series race attracted 51 boats starting in nine divisions. The southerly wind dictated that PRO Jeff Zarwell select the single south/north course using Olympic 'G' for the start, Blossom Rock as the windward mark, and NB-14 as the leeward mark, with a finish at the Richmond YC race deck. Sailed on a 2.9-knot flood, the 14.2-mile course offered a windward leg, a long leeward leg, and a tricky flood-current short hop to the finish in the Point Potrero Reach.

With southeast in the wind, the first leg from the 'G' starting line to Blossom Rock became a straight-line close reach against the flood and then into the con-

ELYC JACK FROST SERIES (9r, 3t)

PHRF <63 — 1) **MadMen**, J/111, Dorian McKelvy, 10 points; 2) **Velvet Hammer**, J/125, Will Paxton, 10; 3) **WildCard**, SC37, Nicholas Grebe, 11. (7 boats)

PHRF ≥63 — 1) **Azure**, Cal 40, Rodney Pimentel, 11 points; 2) **Story Maker**, Tartan 101, Mike & Sean Mahoney, 12; 3) **Vitesse Too**, Hobie 33, Grant Hayes/Volker Frank, 16. (9 boats)

SANTANA 22 — 1) **Zingaro**, Jennifer McKenna/Fred Paxton, 6 points; 2) **Carlos**, Jan Grygier/Lindsey Presson, 11; 3) **Meliki**, Deb Fehr, 16. (8 boats)

OLSON 25 — 1) **Sketch**, David Gruver/John Collins, 6 points; 2) **Shadowfax**, Mark Simpson/Kevin MacPherson, 12; 3) **O'Mar**, David Scott/J.P. Camille, 19. (9 boats)

NON-SPINNAKER — 1) **Mintaka 4**, Farr 38, Gerry Brown/Bruno Carnovale, 6 points; 2) **Ke-**

aka, Olson 34, Maher family, 17; 3) **Harp**, Catalina 38, Mike Mannix/Linda Farabee, 18. (8 boats)

Full results at www.jibeset.net

IYC ISLAND DAYS SERIES (4r, 0t)

SPINNAKER 1 — 1) **Good & Plenty**, Soverel 33, Justis Fennell, 11 points; 2) **Tramp Boat**, Farr 1020, James Dumas, 15; 3) **Vitesse Too**, Hobie 33, Grant Hayes, 19. (8 boats)

168 RATERS — 1) **Dream Catcher**, J/24, Steven Bayles, 9 points; 2) **Faster Faster!**, Merit 25, David Ross, 10; 3) **Bandido**, Merit 25, George Gurrola, 13. (3 boats)

SIZE MATTERS — 1) **Mas Que Nada**, Harbor

20, Maryann Hinden, 6 points; 2) **Firefly**, Harbor 20, Jim Astwood, 6; 3) **Blue Pearl**, Newport 20, Carlaine Johnson, 18. (7 boats)

COLUMBIA 5.5 — 1) **Sonic Death Monkey**, Dominic Marchal, 9 points; 2) **Carina**, Scott McCoy, 13; 3) **Barry Jive and the Uptown Five**, Jonathan Schimmel, 16. (5 boats)

NON-SPINNAKER — 1) **Polecat**, Wyliecat 30, Dan Doud, 7 points; 2) **Sashay Aweigh**, Harbor 25, Ghaida Zahran, 12; 3) **Boogie Woogie**, Ranger 33, John Ratto, 13. (5 boats)

Full results at www.jibeset.net

SEQYC WINTER SERIES (3r, 0t)

DOUBLEHANDED — 1) **Revelry**, Catalina 42, Rick & Petra Gilmore, 7 points; 2) **296**, Open 5.70, Andrew Lesslie, 9; 3) **Phoenix**, Dragonfly 25, Phillip Meredith/Keely Haverstock, 19. (8 boats)

BOX SCORES



SHEET

Nico Popp's Jeanneau 3600 'Invictus' (left) and Romeo Uriarte's Landmark 43 'Destin' return from the windward mark in the CYC Midwinters. Among the rounding marks was an inflatable dropped near Point Diablo Light, for a taste of ocean sailing.

Corinthian Midwinters

Due to the holiday surge in COVID cases and the resulting lockdown, the dates of the Corinthian Midwinters shifted. CYC had to cancel the first weekend, January 16-17. They were able to maintain to the schedule on February 20-21, and added March 6-7 to keep the series at four races.

"We were really fortunate with the conditions," reports CYC race chair Marcus Canestra. "Despite NOAA's best efforts to forecast unfavorable conditions, fate saw clear skies and light but steady winds for the four days of racing. The last day had an hour's postponement, but great conditions that followed were well worth the wait."

"Pursuit racing went well and helped to keep boats distanced through the course. Both of the Sunday races were pursuit races."

— latitude / chris

CYC MIDWINTER SERIES, (4r, 0t)

PHRF 1 — 1) **Destin**, Landmark 43, Romeo Uriarte, 6 points; 2) **Peregrine**, J/120, David Halliwill, 8; 3) **Good Call**, J/124, Richard Garman, 14. (7 boats)

PHRF 2 — 1) **Nuckelavee**, Melges 32, Mark

fused currents at Blossom. Taking Blossom to port meant button-hooking the buoy in strong current, with most boats taking a wide turn. Approaching boats on port encountered earlier arrivals on starboard headed for the Richmond Bridge. Threading through starboard boats getting ready to set their chutes added to the excitement. Wind speeds averaged in the mid- to high teens for early divisions and less for later starters.

The long run down to NB-14 (near the right side of the deep ship channel) was almost dead downwind with lots of current to help. Sportboats reveled in low double-digit speeds for the first few miles. Most boats reached in toward Richmond before jibing back out toward the mark, taking advantage of the wind angle. About halfway up, the wind dropped for the leaders into the high single digits.

At NB-14, the course back to the Potrero Reach entrance crossed the flood, which pushed boats back toward Red Rock. The combination of southerly wind and flood elicited many opportu-

nities to tack, as competitors sought the best combination of sailing into the current or across it. Jibset's tracker shows long, straight lines on the first two legs of the course, but sawtooth, jagged lines as boats struggled against the current on their way to the finish. Numerous places changed in the last leg.

The three one-design divisions showcased the ever-present Express 27s, the increasingly popular Alerion Express 28s, and the newly revitalized Olson 25s. There was close sailing in all three classes, especially the Alerion 28s, where less than 1 minute separated the top three boats. The healthy non-spinnaker divisions indicated a rejuvenated interest in simpler downwind legs.

The YRA Sunday Shorthanded Series continues with races on May 2, May 23 and July 11. Plenty of time to join in, to find that elusive single crewmember, and to order the extra sandwich. Entry information and results are posted on www.jibset.net.

— pat broderick

CREWED — 1) **Marnie Kai**, Oceanis 46.1, Mark Isfeld, 9 points. (5 boats)

Full results at www.jibset.net

SYC CHILI MIDWINTERS (4r, 0t)

SPINNAKER A — 1) **Ragtime**, J/90, Trygve Liljestrang, 6 points; 2) **Serenade**, Sabre Spirit 36, Hank Easom, 12; 3) **Q**, Schumacher 40, Glenn Isaacson/Peter English, 18. (7 boats)

SPINNAKER C — 1) **Youngster**, IOD, Ron Young, 9 points; 2) **Nancy**, Wyliecat 30, Pat Broderick, 11; 3) **Roadrunner**, Ranger 23, Steve Hocking, 14. (6 boats)

NON-SPINNAKER D — 1) **Leilani**, Alerion 33, Bob LaLanne, 10 points; 2) **Escapade**, Sabre 40-2, Nick Sands, 10; 3) **Osprey**, Jeanneau Sun Odyssey 349, Todd Arnold, 12. (5 boats)

NON-SPINNAKER E — 1) **Homeslice**, Ericson 27, Josh Dvorson, 7 points; 2) **La Mer**, New-

port 30 MkIII, Randy Grenier, 9; 3) **Fifty/Fifty**, Knarr, Paul Stone, 13. (4 boats)

DOUBLEHANDED NON-SPINNAKER — 1) **Rustler**, Esse 850, Cam & Tom Hutton, 6 points; 2) **Island Girl**, Islander 36, Frank & Will Burkhardt, 13; 3) **Willow**, Wauquiez Centurion 40s, Bob Braid, 15. (6 boats)

Full results at www.sausalito-yachtclub.org

OYC RITES OF SPRING, 3/13

SINGLEHANDED MONOHULL SPINNAKER — 1) **Fujo**, Wilderness 30S, Chris Case; 2) **Zeehond**, Newport 30 MkII, Donn Guay; 3) **Pie**, Wilderness 30, Alden Cramer. (3 boats)

BOX SCORES

SINGLEHANDED MONOHULL NON-SPINNAKER — 1) **Bullet**, Express 37, Laurence Baskin; 2) **Slippery Slope**, Wyliecat 30, David Littlejohn. (2 boats)

DOUBLEHANDED MONOHULL SPINNAKER — 1) **Vitesse Too**, Hobie 33, Grant Hayes/Volker Frank; 2) **Flying Fish**, Olson 30, Michael Berndt/Jeff Lee; 3) **Grace**, J/100, Ted Rogers/Tim Burks. (5 boats)

DOUBLEHANDED MONOHULL NON-SPINNAKER — 1) **La Viajera**, J/109, Brian Richards/Ernie Baton; 2) **Cassiopeia**, Islander 36, Kit & Yvonne Wiegman; 3) **Amandla**, Catalina 34, Kurt Magdanz/Alex Kabenin. (6 boats)

CREWED MONOHULL SPINNAKER — 1) **Traveler**, Express 34, David Ross/Kathy Williamson; 2) **Mers Douces**, Wauquiez 41, Brian Cooley. (2 boats)

Full results at www.jibset.net

THE RACING

Kennedy, 12 points; 2) **Ragtime**, J/90, Trygve Liljestrand, 12; 3) **CentoMiglia**, Flying Tiger 10, Zhenya Kirushkin-Stepanoff, 15. (10 boats)

PHRF 3 — 1) **Dark Star**, Hobie 33, Matt Krogstad, 9 points; 2) **Bloom County**, Mancebo 31, Elliott James, 10; 3) **Arcadia**, Mod. Santana 27, Gordie Nash, 12. (7 boats)

PHRF 4 — 1) **Serenade**, Sabre Spirit 36, Hank Easom, 6 points; 2) **Kuda Wuda**, SR33, Craig Page, 14; 3) **Another Girl**, Alerion 38, Cinde Lou Delmas, 18. (10 boats)

PHRF 5 — 1) **Youngster**, IOD, Ron Young, 7 points; 2) **Moonlight**, Express 27, Jim Gibbs, 12; 3) **Liquid Asset**, Ranger 33, John Rook, 15. (10 boats)

NON-SPINNAKER — 1) **Freedom**, Worth 40, Jib Martens, 7 points; 2) **Jarlen**, J/35, Bob Bloom/Greg Winters, 10; 3) **Q**, Schumacher 40, Glenn Isaacson, 13. (12 boats)

BAMA — 1) **Shadow**, Extreme 40 cat, Peter Stoneberg, 6 points. (1 boat)

Full results at www.cyc.org

Transpac Prep, Part 2

The 1984 vintage Express 37 *Spindrift V*, out of Richmond YC, got confirmation from the Transpac YC brass that Transpac 2021 is really going to happen. This 2,225-mile sleigh ride from L.A. to

Honolulu has happened 50 times since 1906. It is now staged in odd-numbered years, usually beginning around the first week of July. The starts are staggered, with slower-rated vessels starting first, so the lead-bellied money guzzlers don't have to hang around in the Sandwich Isles quite so long waiting for the trophy luau.

In order to qualify for the race, a rating certificate requires the vessel to be measured and weighed, and to have an inclining test performed.

With the race four months off, preparations are in high gear. Andrew Redfern is a local sailor who missed his first chance to cross the pond last summer when the Pacific Cup was canceled. He is now signed on as navigator of *Spindrift V*, and is currently lashing up a new set of B&G instruments to interface with the Expedition software package as well as the required satellite phone and myriad other detailia to make sure we find Diamond Head in a non-circuitous manner.

Conrad Holbrook of local Moore 24 fame did the race more than 20 years ago and is our primary engineer and

relief skipper. His responsibilities include lashing up the solar panels to power Andrew's world of electronic wizardry. He also engineered the rudder-bearing installation, thru-hulls and emergency steering gear. Eric Ochs, hailing from Vallejo, is the foredeck czar. There isn't much about the bow he doesn't know. His world consists of a genoa reefable to a blast reacher, a #3 blade, a working jib, storm jib and five spinnakers.

The all-purpose 3/4-oz. tri-radial is the workhorse for this race, along with a backup. The all-purpose 1.5-oz. and a 1.5 heavy runner should get us through the squalls. Just to take up any leftover space in the locker we also carry the A-5 asymmetric in case it's reachy. In addition to that quiver, there's a staysail and a spinnaker net to keep the spinnakers from wrapping around the forestay.

The chief medical officer is retired firefighter/EMT John Ross. He benefits from being neighbors with legendary S.F. Bay sailor Chris Maher, and winning SC27 championships finishing in front of the skipper himself. Equipping the medical chest and keeping the crew

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healthy offshore are crucial tasks.

In order to keep the boat light and fast there is no refrigeration, which makes tasty meals a tricky business. Enter the Tahoe connection, Ms. Lisa Wilson from lofty Alpine County. Last time we plowed the furrow to Hawaii together aboard an Oyster 56, she reminded me not to shut the generator off overnight because the breadmaker critical for fresh croissants depends on that. She is also fearless ascending the rig, and crawling into tiny spaces.

Having a crew of six folks requires carrying a six-person raft. No fewer than three sailor pals offered theirs for free if I were to pay to have them certified. Two rafts were too old to be recertified, and the third was over half the cost of a brand-new raft. Nothing like a neighbor with a certified raft willing to accept a fine bottle of Scotch and 300 greenbacks!

The plan is now to add another second-tier bunk on the starboard side to keep her level. At least for the moment all leaks have been sealed. The windows are getting polished with a special paste to bring back their luster and allow light to

penetrate. The foredeck hatch has been replaced, the engine has been serviced, all head hoses renewed, and even the head itself is new.

We'll swap out halyards before heading offshore, and the main halyard has been modified to a two-to-one style to reduce compression on the mast. The hydraulic vang was rebuilt but still leaked, so that has been swapped for a pneumatic one. The folding propeller is a new rebuild as well. The 'owner's tool' — my wallet — has taken a beating. I'm looking forward to getting out of range of local collection companies.

Be on the lookout for this crew in their snazzy new shirts sea-testing systems in local races and dreaming of grass shacks and sandy shores.

— *andy schwenk aka captain midnight*

Readers — Andy is a transplant to the Bay Area after 35 years in the Pacific Northwest and 49 prior Hawaii/West Coast trips on vessels of 27-72 feet. Part 1 of his Transpac Prep report appeared in February's Racing Sheet.

Santa Cruz Three Buoy Fiasco

Frank van Diggelen calls it "a race so good they did it twice. Back in February, Santa Cruz Harbor was beset by too much sand, so SCYC postponed the Three Buoy Fiasco. But the intrepid Sydnie Moore organized a bootleg TBF anyway (see the report in last month's *Latitude 38*). March 13 was the official TBF event.

"COVID has sure made us eager to sail, and a doublehanded fleet of 11 Moores and 7 Santa Cruz 27s ventured out through the freshly dredged harbor. The event was run as a pursuit race, with SC27s chasing the Moores."

"The SCYC hoist area was crowded with several local and visiting Moores and local SC27s. I think we all agree, the Moore the Merrier!" reports Joe Wagster. "All morning prior to the warning signal, the westerly breeze was freshening and wind chop building on a lovely longer-period northwest swell."

"With a stiff northwesterly, the only sensible option was counterclockwise, and everyone chose it, starting upwind," continued Frank, who sailed with Ryan Schuyler on the SC27 *Hanalei*. "Both classes enjoyed a fabulous downwind leg,



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www.sfbaysss.org

THE RACING

kites flying, little crew weight, ultralights — a 5-mile surfing bonanza.

"On *Hanalei*, we saw 14+ knots on a couple of waves. Face masks were blown clean away in 25 knots gusting to 30. Several boats enjoyed the waves so much that they followed them well to the left of the rhumbline before paying the price of the detour.

"The tactics of the day were: Get the kite up, surf, sail straight, don't crash, fetch to the third mark, short beat to the finish. The whole 9 miles required no more than two tacks."

Craig Smith sailed with his daughter Brianna on the SC27 *Don Quixote*. "Our Fiasco was deciding whether or not to tack or navigate through the kelp beds between SC3 and the finish while trying to stay ahead of our nemesis, *Mistress Quickly*, which was hot on our heels. We managed to navigate through the kelp, but somehow Evan managed to sneak in to beat us by inches at the finish."

Mark Merritt and Joe Wagster sailed SC27 #2, *Jersey Girl*. Joe reports: "Between the mind-numbing 1 minute and 22 second pursuit start delay and a yearlong pandemic hiatus from racing,

the scrum at the start made for a scramble.

"Following the rounding of SC7, navigational strategies began to emerge. Most of the Moores jibed and headed for SC3 toward Soquel. The 27 fleet went directly to SC4, which appeared to be the overall winning strategy. Our starboard almost-broad reach from SC7 to SC4 provided a few delightful surfing moments of 12 knots SOG. The

jibe made by the Moores to SC3 was likely a better surfing ride! We did reach up for a little more boatspeed and had to jibe to the mark.

"Our leeward mark rounding at SC4 was a classic fiasco. As *Jersey Girl* approached the mark on port tack, a parade of Moore 24s was fast approaching to round the mark on starboard. We decided that this might be a good time to exercise the option to round a mark in any direction. The beat back to the finish was a soaking bash, but it felt so good to be on the water!

"*Jersey Girl* is definitely interested in

doing this race again. The course choice is perfect, and we discovered that there were many ways to navigate it. The long downwind leg with surf from SC7 to SC4 still has me smiling.

"I do like the doublehanded requirement, but I think sailing triplehanded on the 27s would be best, as they can be a lot to handle in a big breeze like we had on Saturday."

Bill and Melinda Erkelens brought Moore 24 #11 *Flying Circus* down from Richmond — "A bit of a trek, but we would do it again next weekend given the opportunity," noted Bill. "We have been

DAVE JOSSELYN



Chris Watts and Mackenzie Cook of 'WattsMoore'.

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stuck in the San Francisco Bay all year and have had no surfing, so a nice change to get a session in. We will work on being more aware of mark locations next year!"

"It was so nice to be able to get Dave Shelton back out in a Moore 24 after more than a decade," says Stephen Bourdow of *Mooregasm*. We had a great race, starting at the pin on port. Our upwind speed was solid, leading at the first mark that everyone chose, but we overstood by 300 yards or so. Then, we set a course we thought was toward the offshore mark #2, but we didn't have any electronics nor a good heading and got nervous. We jibed a couple of times while searching for the mark, and eventually made for the first mark we could see, which turned out to be the inshore mark. So, we got that mark out of the way and beam-reached offshore to the last mark. Fortunately, many followed us. Boats heading for the offshore mark had trouble finding it



DAVE JOSSELYN

Ryan Schuyler and Frank van Diggelen of 'Hanalei'. "Winners enjoyed these cool carved nautical-chart clocks," says Sydnie Moore. "Some could have used the chart to find the marks. It was a fiasco when the lead boats led half the fleet astray to the wrong mark!"

and were delayed a little — except Chris Watts, who nailed it. Rounding the last mark, we had a one-tack close reach all the way to the finish. But we had set up the boat well for this — leads way outboard, outside the shrouds with the jib sheet, etc. — and put the bow down as best we could.

"Much like in the Three Bridge Fiasco, all we could do was to win the direction

we chose."

"SCYC PRO Barbara Booth did an outstanding job, with skipper Rick Linkmeyer and volunteers Kris North and Susie Barber on board the *Ernie Rideout* in very rough conditions," noted Sydnie Moore. "Whaler skipper Rob Franks showed his expertise in small-craft-warning conditions, with volunteers Dave Josselyn and Doug Kirk. They said it was a wicked bronco ride and came back soaked to the bone. Chris Hofmann, our technical advisor, provided the GPS coordinates, distance and compass bearings to each mark. Local SC27 fleet captain Rachel Cherry has been instrumental in getting the fleet out racing."

— latitude / chris

SCYC THREE BUOY FIASCO, 3/13

SC27 DOUBLEHANDED — 1) **Hanalei**, Ryan Schuyler/Frank van Diggelen; 2) **Kasatka**, Rachel Cherry/Mark Voropayev; 3) **Mistress Quickly**, Evan Diola/Ritchie King. (7 boats)

MOORE 24 DOUBLEHANDED — 1) **Watts-Moore**, Chris Watts/Mackenzie Cook; 2) **Mooregasm**, Stephen Bourdow/Dave Shelton; 3) **A Little More**, Chris Berge/Dave Hodges. (11 boats)

Full results at www.scyc.org

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CHANGES

With reports this month on new adventures and a new lease on life for **Euphoria Too**; an update on what **Lin Pardey** is up to these days; **Freedom Kirkland's** adventures at an abbreviated 20th anniversary Zihuatanejo SailFest; **Sonrisa's** participation in a canceled but then uncanceled Barra Cruise-In Week; and a pleasant digest of **Cruise Notes**.

Euphoria Too — Oyster 435 Mary Elkins and Tim Lewis Endless Possibilities Bay Area

There are many possible ways to launch a cruising adventure, as I've learned. A familiar choice is to find a boat close

to home and spend weeks, months or years preparing it before sailing away. Another option is to find one in a foreign port and start there. When pandemic travel

restrictions get in the way, for a handful of sailing nuts (such as myself and my partner Tim), the latter includes buying a faraway boat sight unseen.

Five years ago, when I fell in love with sailing, I couldn't unsee its many possibilities. A year later, landing a job at a sailing school would pull those possibilities closer. My role there underwent many changes over the past four years, the latest of which is to work for the same sailing school remotely, from aboard a sailboat in the Caribbean.

The route to this new life was unconventional from the start. I left a good job for a better one that paid less in a place

Enjoying the waterfall at Mr. Carmel in Grenada.



Mary and Tim — love, rum punches, and sailing the Caribbean. Does life get any better?

EUPHORIA TOO

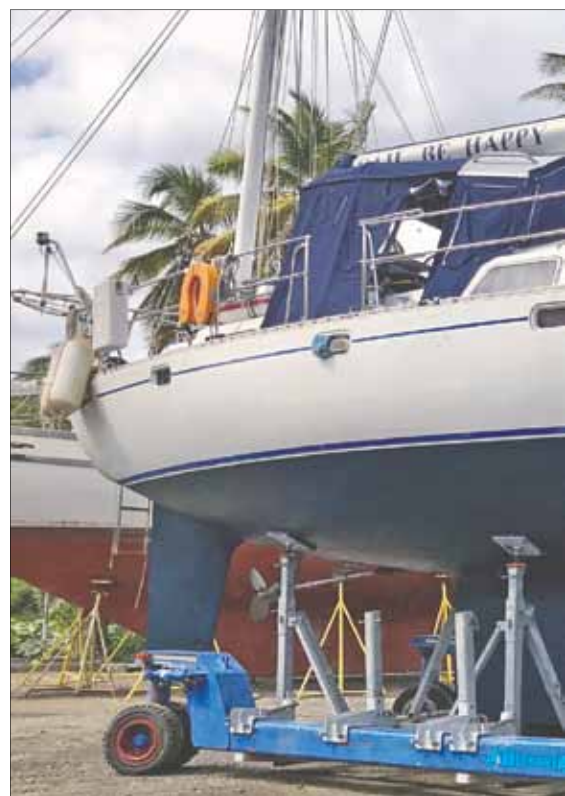
notorious for high rents. Living arrangements changed from four walls, to wheels, to boats, and back to walls — all to sail often and earn certifications while saving for a bluewater pocket cruiser of my own. My job at Sausalito's Modern Sailing School & Club enabled this pursuit. The best part was finding dear friends and a sense of belonging in a diverse community of kindred spirits.

As much as I enjoy sailing in circles on the Bay while bundled up to my eyeballs in fleece and foulies, working in the BVI in early 2018 as first mate on a week-long private charter spoiled me. I began to dream of warmer possibilities. My job and friendships helped me hold off the cravings for blue water and balmy sunshine for a while. A lot of cold, gray rain loosened my grip. A year later, I tearily hauled all the way to Florida in search of warmer sailing and a lower cost of living. To my surprise, I also found my sailing sweetheart, Tim Lewis, there.

Coincidentally, Tim grew up not far from where I lived when I began sailing. He had also cut his sailing teeth on San Francisco Bay. We were both saving up to sail the world, and we were prepared to do it alone if it came to that. But that wouldn't be the case.

The pandemic shrank our two-year plan to sail away down to mere months when, last April, Tim was laid off from his job in aviation. After much math and soul-searching, we found a way to see it as an open door and decided to step through. Preparation had met opportunity. Within a few months, a "well-found" 1993 Oyster 435 we'd never seen, in a country we'd never been to, became ours.

Waiting for Grenada's borders to open gave us time to sell nearly everything we owned, except whatever necessities we could smash into four shipping barrels and four suitcases. As much as we wanted this change, parting with our possessions and all the memories and sentiments attached to them was not a painless process. Yet, we knew what we were trading for. The timing worked out perfectly. It seemed serendipitous and surreal.



On October 17, I shed a few more tears as the plane descended over blue Caribbean waters to land in Grenada. After five days of quarantine and negative PCR tests, we donned masks and bounced onto a crowded ferry to Carriacou, where our boat waited for us to begin discovering her secrets. Five weeks of sweat, blood and tears later, we finally lowered her anchor into the clear waters of Tyrell Bay to begin our life together as full-time cruisers.

Of all the changes over the past five years, this was at once the most desired — and difficult. Our little dog, Dexter, and cat, Jasper, seem to have adapted more quickly than I. The first few days aboard, I'd get queasy working on my laptop. On land, I swayed drunkenly on sea legs that



EUPHORIA TOO



Above: Splash day for 'Euphoria Too' in Carriacou. **Top left:** Mary captioned this photo "rowing poorly." **Center:** Tim taking care of business in the engine room. **Top:** Jasper enjoys a sunset. **Right:** Mary and Dexter. **Mary adopted Dexter from Marin Humane; Tim raised Jasper from a kitten. "Luckily, they get along," says Mary ... "for the most part."**

refused to turn off. After three months at anchor, I didn't get screen-queasy or land-drunk anymore, but I still sweat almost constantly. I thought I'd be acclimated by now.

Most every detail of this life is hard work. It can be messy, smelly, and uncomfortable. Unsurprisingly, surveys don't catch everything, and our boat had been left in disarray. While I'm sweatily hammering on the keyboard in the aft cabin (aka 'the sauna'), Tim wields his tools, wit and will to wrestle our boat from neglect's gritty paws. Accomplishing this, or anything, takes longer than expected.

Our floating home's garish adornment of tools, spare parts, manuals, receipts, and hair mock this beleaguered neatnik's penchant for order.

Our environment is dynamic, alive, and sometimes unpredictable, demanding mindfulness to safely coexist with it — and each other. Bumped shins and heads, curse words, cross words, and apologies happen. Our humanity shows up vividly. There's no hiding. I actually prefer that: See and be seen, and be reassured that we've both made a good choice in partners who will share this journey.

Balance is found in meaningfully

idle moments, such as practicing a naughty ditty on the ukulele. At sunset, we often lounge in the cockpit to watch the pastel sky darken and bloom with constellations of anchor lights and stars. Whisking the dinghy painter through the water to paint fleeting arcs of bioluminescence enchants me. Every hug, laugh, or gasp of awe peels away a layer of new worry or old regret and lightens morale. Expeditions ashore explicitly to snorkel or explore can especially tip the scales. Discovering Grenada, its people, fruits, spices and libations, our boat, our close relationship with nature, new friends, each other and ourselves — and of course a few golden moments of euphoric sailing — beautify the effort that this lifestyle requires.

So far, only once since leaving Florida have we supped on euphoric sailing. During our 10-hour maiden sail from Carriacou to southern Grenada's Clarke's Court Bay, our boat sailed sweetly enough to reassure us that we'd made a good choice. *Euphoria Too* is a work in progress, as are we. Soon, she'll take us farther.

Many an old salt had advised us to do this while we could and not to wait too long. We're so glad we took that advice and a few unconventional shortcuts to fixing a boat in paradise.

— Mary 3/5/21

<https://sailingeuphoriato.com/>

Catching Up With Lin

Lin and Larry Pardey saved New Zealand for last. The couple, whose half century of cruising exploits were chronicled in dozens of books and videos, figured after their ocean-crossing days were over, they would return to their home on Kawau Island (on the Hauraki Gulf about 30 miles north of Auckland) and spend their 'golden years' exploring Kiwiland. Unfortunately, Larry started showing signs of Parkinson's and Parkinsonian dementia in 2014, and their passage from California to New Zealand later that year turned out to be their last voyage together. Soon after arrival, Larry required full-time assistance and eventually had to be institutionalized. After suffering a major stroke in 2020, he passed away at the age of 81.

While Lin will always hold Larry and their 52-year marriage dear, she is back cruising, on the steel-hulled 40-ft Van de Stadt cutter Sahula with Australian David Haigh. We checked in with her recently to catch up.

Having done most of your cruising on two wooden boats with no engines, almost no electronics and no heads,

ALL PHOTOS EUPHORIA TOO

CHANGES

has it been difficult to adjust to sailing on a boat that has all those things? Or to put it another way, what's it like to go cruising "like the rest of us"?



PATRICIA HAIGH

Lin and David are 'accepting and enjoying' ways of cruising new to both of them.

Interestingly, although it's a bigger boat, *Sahula* has less actual storage area that's easy to use. It's a man's boat — there is a huge locker way aft, but I can't even reach it. By comparison, *Taleisin* had lots of storage, and it was all tailored to my 4-ft 10-inch size.

The engine solves some problems and poses others. Larry and I mostly avoided heading up rivers or other 'inland' trips. On *Sahula*, we've been able to do those things. But there's also the servicing and upkeep of an engine. We've been stuck waiting for parts. We had to replace four batteries recently, and needed help installing them. I'm not used to waiting for someone else.

One thing I do like a lot is when you push a button and the anchor comes up!

What new skills have you learned sailing with David?

I learned to use an engine: how to maneuver in close quarters using reverse and prop walk. I've learned a bit about

In addition to everything else, even wheel steering is new to this longtime tillerlady.



LIN PARDEY

electrical systems. That's not something I necessarily want to learn. But I love learning new things and that's certainly new.

While David has introduced me to more possibilities with an engine — which I've accepted and mostly enjoyed — I've introduced more sailing into his life. He was used to starting the engine if the wind went light; I'm fine with sailing at 2 or 3 knots. So we've gotten a new multicolored drifter and he's accepted and enjoyed that.

David also likes trekking. So we've done some of that. We just came back from a 7-kilometer mountain hike that I can't believe I did. We're planning to visit Mt. Cook in a couple of weeks and do a few of the easier walks.

How did you and David meet?

He sailed to our island after a 10-year circumnavigation. He was going to spend some time in New Zealand before heading home to Australia. Through a mutual friend, I heard David had one of our books on board and wanted to get it signed. So he came over; we talked and had a few drinks. I signed the book, and that was that. Then about six months later, another friend suggested that I invite David for dinner. He hadn't left New Zealand yet and was refitting the boat at Whangarei, about 60 miles north of here. He came for dinner and never went home.

(It made me remember that Larry and I moved in after the second date. And after our second 'date,' David invited me to sail with him.)

It was a fun change. He's a fun person, and our personalities fit very nicely. The nicest thing about it is, he's not Larry.

Meaning ... what?

Meaning there's no 'competition.' I don't compare the two of them. For one thing, David is very tall — 6'2" — and slim, and doesn't weigh much more than me. Larry was 5'9" and built like a tank. David is mechanically 'challenged.' While Larry could fix or build almost anything,

What they share in common is a great sense of humor. David never got to meet Larry but I think they would have liked each other.

I should also say that David is one of Larry's biggest champions. He constantly encourages me to keep Larry's memory alive. He has told me more than once, "You're helping people realize dreams, and these days, people need dreams more than ever before."



Much has changed since you and Larry started out almost 50 years ago. What are some of the main changes in cruising that you have seen?

One of the biggest changes is that it's so much harder to separate the wheat from the chaff: necessity vs. comfort. What is really necessary is harder to figure out than it used to be — 99% of what people use today didn't exist when we first went cruising. For example, inflatable dinghies — they didn't exist! And when they did come on the scene a bit later, who wanted a tender that you had to replace every five years?

Along those same lines, I think it's much harder for people to get out there because they feel guilty — sometimes made to feel guilty — because they don't have all the latest gear.

IN LATITUDES



Above: 'Sahula' underway. Top left: Lin's Mickey Mouse Marine (really) in Kawau is a tidal grid yard: you pull in, tie off, and wait for the tide to recede. Center: Lin's 'private pleasure' is Felicity, a 15-ft Bullseye sloop based on the Nathaniel Herreshoff 12 1/2 designed in 1914 for his own personal use. Right: Learning the ropes on a different boat is part of the fun of cruising.

And there's a change in attitude. I remember years ago anchoring with a group of 17 boats all waiting to go through the Panama Canal. We took a poll and found out that 95% of them went cruising because they liked sailing. And only 5% as "a way to see the world." Now it's the reverse. I rarely see today's cruising boats taken out for a daysail.

Modern electronics are a big change of course. Navigation is so much easier than it used to be. I've come to like radar and GPS and chartplotters — backed up with real charts. But with some of it, they change the programs so often that we've been caught waiting for updated chips —

or having to do workarounds that require you to pull the chip in and out daily.

YouTube is a whole new thing that constantly amazes me — people getting other people to support them to go cruising. I'm still trying to figure that all out.

You and Larry preferred the sailing and seakeeping characteristics of full-keel boats. Do you still feel that way?

I would say I prefer "quite a bit of underbody." That can be

a full keel, a cutaway forefoot, or a long fin and skeg-hung rudder (like *Sahula* has). I've sailed and raced on extreme fin keels, and crossed lots of oceans delivering them. Let's just say I prefer the seakeeping abilities, tracking ability and ease of steering of a longer keel. And you can carry more on a heavy-displacement boat. Plus they're just more comfortable in a seaway and at anchor.

Multihulls have exploded on the cruising scene in the past 20-25 years. Have you ever sailed on any and what do you think of them?

Many of the ones I've sailed on I found uncomfortable and noisy. And I would not feel safe in conditions you'd find at Cape Horn. Yes, you can go fast, and they are good for getting into shallow places. The trade-off is higher marina fees. Some people love the expansive topsides and large living quarters — I like being down in my little cave! The biggest drawback is price: Multihulls are so expensive that most sailors can only dream of having one.

If Lin and Larry were young and just getting to know each other in 2021, do you think they would do things the same way?

I don't know what we would have done differently. I can say that we liked doing things ourselves. We really loved working together. And we worked together very well. A key element was the willingness to give other people complete control of what they were better at.

We were also a bit anti-establishment then. But would we have chosen the exact same designs and boats? I have an idea we might if we met today.

— Look for Part II of our conversation with Lin in next month's issue. In the meantime, check out pardeytime.blogspot.com for her latest writing.

Freedom Kirkland — Beneteau 393 Kirk and Charlene Wagner Zihuatanejo SailFest 2021 Edmonton, Alberta

The 2021 SailFest carried on its tradition February 8-14, celebrating 20 years helping the schools and children in the area. Organizers were considering cancelling

Kirk and Char's 'Freedom Kirkland' has been cruising Mexico waters for 13 years.



ALL PHOTOS LIN PARDEY

FREEDOM KIRKLAND

CHANGES

the event due to the pandemic, but chairperson Carol Romain was determined to keep it going, and there were enough enthusiastic people and cruisers to help her make it a success.

Eleven boats took part in the traditional Sail Parade around the bay (down from



FREEDOM KIRKLAND

Kirk, Char (and Sharpie the cat). 2021 marked their ninth consecutive SailFest.

the usual 20 to 30), and even though we couldn't take any guests with us this year, it was a great show of support for this very worthy event.

Online auc-

tions and virtual tours filled up time during the week, along with a fun scavenger hunt around town to keep everyone busy.

There was also a memorial for longtime organizing partner Lorenzo Marbut, who sadly passed away this summer. He will be greatly missed.

This year the event raised a bit more than \$100,000, which is down from previous years but amazing considering the circumstances. We are excited for next year as it promises to only get bigger and better.

Hope to see you there!

— Kirk 3/4/21

Readers — In addition to the Wag-ners' Freedom Kirkland, this year's fleet consisted of one other returning SailFest veteran, Fantasia, and eight new participants: Prairie Fox, Volare, Sea Dreams, Paradigme 2.0, Jean Anne, Tigress II, Volaré and Bonzer — as well as "two kayakers whose boats were elsewhere."

Kirk has been cruising Mexico since 2008. He and Char met in Z-Town in 2012. In 2016, they got married on the beach where they'd met, and have been cruising the winter months away in mañana-land ever since — returning to their farm in Alberta in the spring "to try to pay for all this fun." Look for a Changes feature from them in the May issue.

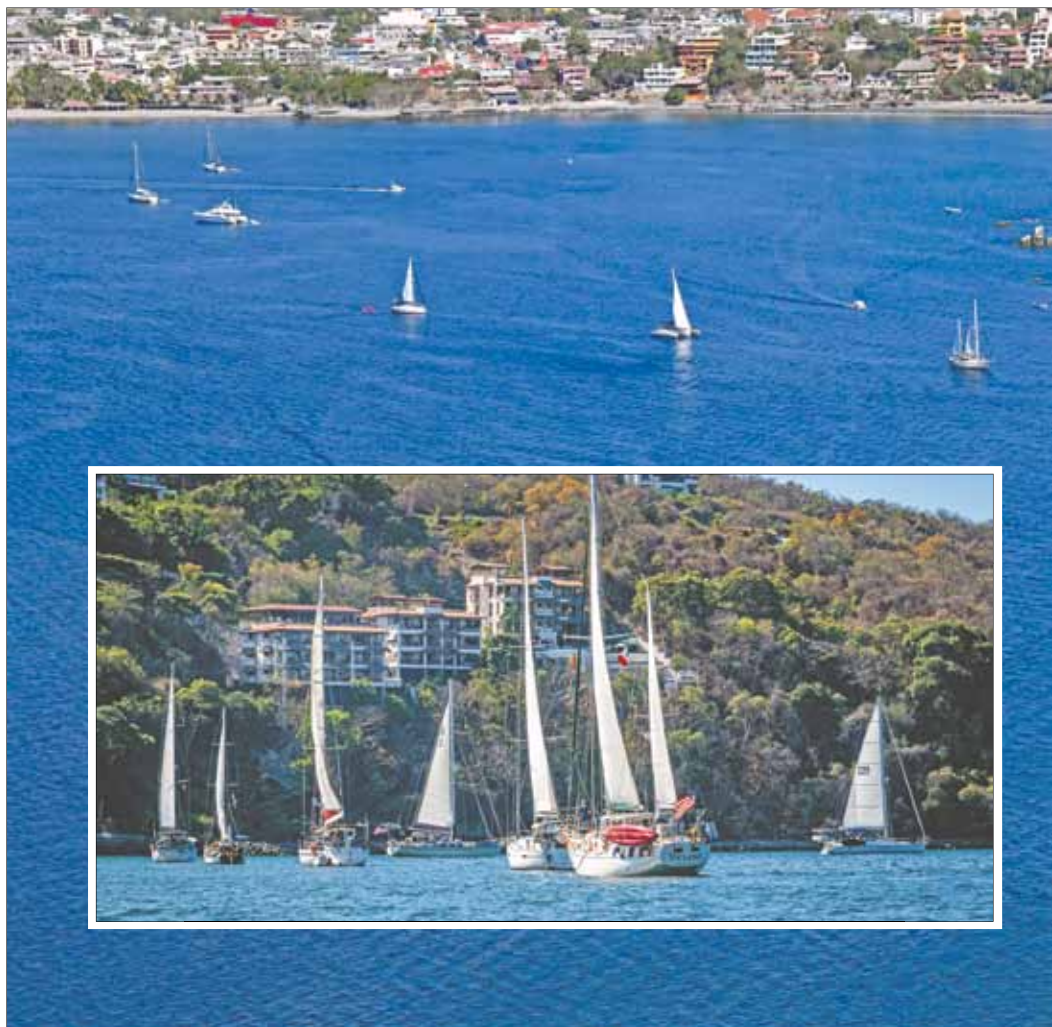
(SailFest website: www.porlosninos.com)

Sonrisa — Baba 40

Kristin and Greg Torok

The 2021 Barra Baba Battle Emeryville

When Kristin and I set out on our first year cruising Mexico with the 2020 Nada Ha-Ha fleet, we had figured that if all went well, we might make it as far



south as Barra de Navidad this season, where we'd soak up the 80-degree days and French pastries until we had our fill. We never expected to find ourselves racing our Baba 40 against the legendary Jeff 'El Jefe' Hartjoy and *Sailors Run* in the first-ever Barra de Navidad Cruise-In Week Race!

We first saw Jeff in Tenacatita, where I introduced myself as a fellow Baba owner and huge fan of his adventures. (Editor's Note: Among those adventures was a solo circumnavigation in 2016 via the five Great Capes which made Jeff, then 70, the oldest American solo circumnavigator.) Later, when we were in Barra de Navidad, we learned that because of COVID most of the normal Cruise-In Week activities were canceled, but there still would be a fundraiser, and instead of taking donors out on sailboat rides, there would be the first-ever Barra de Navidad Cruise-In Week Race. We entered *Sonrisa* — not to be competitive (really!), but to be part of the fundraiser. The race rules stipulated household and regular crew only, so Kristin and I would be doublehandling. Our primary goal was to try to get around the course without embarrassing ourselves,

The 11 boats that took part in SailFest's Parade of Sail on February 13 included two SailFest veterans and eight newcomers.

and to try not to finish last. We are racing our home, after all! However, when the list of participating boats was published, we saw that we'd be racing against none other than *Sailors Run*! Now the pressure was on. We've never raced against another Baba 40, let alone a rare ketch, let alone against someone with hundreds of thousands of miles of experience sailing his Baba solo. We considered ourselves profound underdogs. Now the goal became, 'just try to keep up with *El Jefe*.'

Unlike previous races, we actually prepared for this one. We scheduled a diver to clean the bottom. We took *Sonrisa* out the weekend prior and sailed the course a few times, comparing the conditions on the inside and the outside of the bay. We tried to guess where the marks might be and tacked around an imaginary point. We skipped running the watermaker to let our water tanks run down, and postponed our trip to the fuel dock until after the race. We left both our roll-up and hard dinghies at the dock. All told, *Sonrisa* was probably about 1,200 pounds



JOHN FLETCHER INSET: MARGARET REID

lighter than when she's fully loaded for cruising.

Race day came and we nervously tacked back and forth behind the starting line in light winds. We mostly didn't want to foul anyone else, but still hoped for a decent start. The cruising fleet started first and the Cape Dory 33 *Dolce* got a great start off the line followed by *Sailors Run* and *Confetti*. We were slow on our tack to the start line, and *Sonrisa* started close behind in fourth. In short order, however, we had our sails trimmed and passed *Confetti*. We started getting more excited as we could see that we were gaining on *Sailors Run*. We had a race!

As we crossed the bay on the upwind leg, we started creeping up behind *Sailors Run*. For the first time, I experienced racing against an evenly matched boat. As we worked the trim on the sails, we could see results of adjustments that started to close the gap. As we neared the mark, we were a stone's

throw to leeward off *Sailors Run's* stern, but each time we crept up to overlap, the dirty air prevented us from passing.

Dolce was well around the mark and putting up her spinnaker, and Jeff had just rounded as we approached. To windward, the Passport 40 *Due West* was charging up strong, and though she wasn't overlapped, I gave the mark a wide berth to give her plenty of room to round.

This put *Sonrisa* back in fourth as we started the final leg. We saw *Dolce* running away under spinnaker as *Due West* got to windward of *Sailors Run* and was stealing her wind. *Due West* appeared to be having trouble with her spinnaker set, while *Sailors Run* looked as if she was going to stick with white sails. Checking the wind gauge, I could see that we were on a perfect beam reach and already had all three sails drawing nicely in clear air. Kristin and I had a quick conference and decided, since it was just the two of us, we might mess up a spinnaker set and fall farther back. We opted to sail what we had up for all it was worth to the finish.

As *Sailors Run* was distracted trying to protect her wind from *Due West*, we dialed in our reach. Behind us, I saw the rest of the cruising fleet preparing to hoist their spinnakers for the run to the finish. I held my breath that we could make a decent showing without ours. Holding a direct

After taking second place in her division, 'Sonrisa' had to cool her keel for a while.



SONRISA



ALL PHOTOS SONRISA

course to the finish, we first passed *Due West* as she struggled with her spinnaker; then as *Sailors Run* found clear air, we duked it out again toward the finish. We were still to leeward, but this time far enough off to have clear air ourselves. As we approached



Above center: The moment of truth — 'Sonrisa' rolls over 'Sailor's Run.' Inset: Kristin and Greg. Bottom: The cruisers' race was so popular and brought in so many donations that it could become a permanent fixture next year.

the halfway point of the last leg, *Sonrisa* finally passed *Sailors Run*. I had to pinch myself. Only *Dolce* was ahead of us, but she was sailing so well under her spinnaker we had little chance of catching her. Looking back, I saw a couple of other boats flying spinnakers behind us, so we couldn't let up if we wanted to stay ahead of them. We held off the rest of the fleet to be second across the finish line. While we didn't win, it was a thrill to race against one of my sailing heroes in an evenly matched Baba.

Later that evening at the awards ceremony, Jeff complimented us on how well we'd sailed, and said this was the first time he'd lost to a Baba 40 cutter. I couldn't imagine higher praise. More

CHANGES

importantly, the race turned out to be a hugely successful fundraising event for the schools in Barra de Navidad. We're looking forward to a rematch next year!

— Greg 3/5/21

Readers — The word we got in December was that the 2021 Barra de Navidad Cruise-In Week and Fiesta de Veleros (scheduled for the weekend after SailFest) was not going to happen at all — another victim of the pandemic. But so many dedicated and enthusiastic folks expressed interest in the event — which, like SailFest, raises money for local schools — that a modified version got the go-ahead from local authorities in early February, just a couple of weeks before it was supposed to happen. As Greg noted, the main change involving cruisers was that, instead of offering sailboat rides for a small donation, participating sailboats would have a race, where shoreside supporters placed token 'bets.' Other modifications in the hastily revamped event included electronic donations from home solicited by boaters. All in all, Cruise-In Week raised



FLITE DECK

The Nada Ha-Ha was the first time Katie and Bill had ever taken 'Flite Deck' farther south than Ensenada.

more money this year than it ever has: \$11,000, \$8,000 of which was from the boating community! The money will be split evenly between the two beneficiary schools chosen this year.

In addition to the boats mentioned in Greg's write-up, other cruising boats taking part this year included Baja Fog, Boomerang, Carmanah, Edwina, Jazz, Khalisi, Wind Swept, and True Love.

We hope all Mexico cruisers will consider taking part in the 2022 editions of either the Zihua SailFest or Barra Cruise-In Week — or both! Not only are they both for worthy causes, but they're a great way for cruisers to give something back to our terrific southern hosts.

Cruise Notes

- "This was our first Ha-Ha, and we loved it!" says Katie Smith of **Flite Deck**, her and Bill Edwards' San Diego-based Seawind 1160 (38-ft) cat. The boat was

one of 31 participants in last November's Nada Ha-Ha, a quickly organized substitute for the 'regular' Baja Ha-Ha, which was canceled due to COVID concerns.

"Having never cruised south of Ensenada, it was great to have Patsy and company to help lead the way." (Patsy Verhoeven of the Gulfstar 50 *Talion* was the Nada 'Poobette'.) "But the best part was meeting some really great people who were going our way — literally! We made friends with several boats that we have stayed in contact with and hope to see more of in the future."

Like many après-Ha-Ha boats, *Flite Deck* eventually meandered up to La Paz, which Katie and Bill used as a jump-off point for hiking, snorkeling and paddleboarding adventures at some of the nearby islands, including Isla Espiritu Santo,



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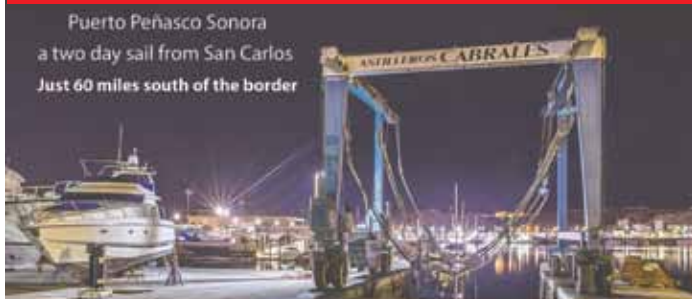
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"where the blue lights on the transom attracted an amazing amount of sea life to the back steps every night."

After that it was over to Mazatlan and down the coast to La Cruz (Puerto Vallarta), with many stops along the way. "We met other cruisers and enjoyed the best part of cruising: exploring without a schedule," she says.

• In our coverage of the Nada Ha-Ha in the December issue, Eitan Zur's San Diego-based S2 **Sierra Wind** was noted for having the youngest crewmember in the rally: 19-year-old Abbey Mauro. As it turns out, with an average age of only 24, they were also the youngest crew of the rally. Eitan is 28, Amanda Hi-c, 31, and Connor Lindsay, 20.

"After a handful of comments and banter at the Ha-Ha dinghy raft-up, one thing was clear: We were 'doing it right,'" says Amanda. "Most of the more seasoned sailors shared with us that they wished they had started sailing and cruising earlier in life — but had been held back by both the



'Sierra Wind's Eitan, Amanda, Abbey and Connor. It's never too early to start living your dreams.'

real and perceived limitations of career, savings, family, and other obligations. It was reassuring for us to hear these stories and know that it's never too early to start living your dreams!"

Since the Ha-Ha, **Sierra Wind** has gone on to explore Baja as far north as Isla San Francisco, then crossed the Sea of Cortez to Isla Isabela and down the coast of

mainland Mexico, stopping at a dozen locations along the way. "We were joined, off and on, by a handful of other boats we met while on the Ha-Ha including *Kismet*, *Solamar*, and *Atalaya*," says Amanda. "Having buddy boats to enjoy the anchorages with made the experience and sun-downer drinks even more memorable!"

"After arriving in Puerto Vallarta, we said goodbye to Connor and Abbey as they took off on their planned backpacking trip through Central America. In February, we welcomed two new crew members from Germany, upping the average boat age to a whopping 32! This new **Sierra Wind** crew plans to join the Pacific Puddle Jump and continue following the sun west!"

• Glenn Becker and Angela Smith also took part in the Nada Ha-Ha, aboard their Catana 472 **Lopaka**. After the rally, they (along with Boozle the Admiral, their 80-lb bulldog/Shar-Pei mix) also planned to head up to La Paz for a short visit, then continue on up the Sea of Cortez for a few months.

"We had visited the Sea of Cortez 10 years ago while working on another boat.

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CHANGES IN LATITUDES

As with most crewed positions where the owner is on board for almost the whole time, you don't get a lot of time to explore all of the nooks and crannies," says Angela. "So exploring was definitely on the agenda this time around!"

But upon their arrival in La Paz, they got delayed waiting for parts to come down from the US. Then there were those much-needed upgrades to be done to the boat. You get the idea — a few weeks turned into a few months.

"Our long-term goal to reach the Panama Canal before hurricane season quickly changed," says Angela. But not because of the parts or work — it was COVID once again rearing its ugly head.

Without knowing just how difficult it would be to enter Central American countries with the ever-changing pandemic



LOPAKA

Like many cruisers, Glenn, Angela and Boozle of 'Lopaka' are staying in Mexico until COVID restrictions elsewhere ease up a bit.

restrictions, Angie and Glenn went back to the drawing board. Ultimately, they decided to stay in Mexico until sometime in spring 2022. "We can easily fly back to the US to handle visa requirements and, hopefully, obtain vaccines by sometime this summer. We changed our boat insurance to reflect our new plans and booked a slip in San Carlos for hurricane season.

All that's left to do now is explore!"

• Did you know Latitude 38 keeps a list of West Coast circumnavigators? Well, we do. You can find it at www.latitude38.com. We remind you of this because as many as a half dozen people a year send their information to be included. Usually these are 'newly minted' roundabouts — a few of whose travels have been chronicled here in *Changes*. So we were surprised to hear from Keith Friedman, whose circumnavigation aboard the Cheoy Lee Offshore 41 **Keiamora** happened in 1987-1990! Keith departed and returned to Santa Barbara, with many stops along the way in Mexico, the South Seas, Indonesia, South Africa, and the Caribbean. We've sent a return note to see if he's still sailing, but had not heard back by presstime.

— latitude/jr

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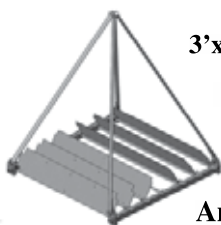
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22 FT MACGREGOR 1973. MacGregor sailboat and trailer. Sleeps 3. Large battery, electric motor, speed and depth instrument, life jackets, inflatable dinghy (never used), new winches, anchor and chain, Porta-Potti. Trailer has new tires, lights, and wiring. Crank-down center-board (not a fixed keel). Clear title; up-to-date registration. \$2,499. Springville, CA. (559) 462-9097, (559) 568-8450 or scrose2@gmail.com.



23 FT MONTGOMERY 1984. Lyle Hess design, seaworthy rare sloop. LOA 23', LWL 21'10", beam 8', draft 2'8". Lap-stake hull, dual-axle trailer, 8hp outboard recently overhauled. Lots of sails. Good headroom. Various improvements. Downsized to smaller boat. \$9,500. Phoenix, AZ. (602) 938-0711 or aakcar@msn.com.

14 FT RS QUEST 2019. Complete boat. All rigging, Main and jib. One year old. Sailed twice at Shoreline Lake, and one week at Scotts Flat Reservoir (fresh water). Like-new condition. EZ Loader medium boat trailer includes spare tire, carrier, jack, and mast stand. RS Quest deck cover (mast up). Solid mast float. Outboard motor mount. Pictures upon request. Cash or PayPal only. \$9,500. San Jose. (408) 497-8856 or nine04man@mac.com, tinyurl.com/32zkrf3.

24 FT J/24 1977. 1977 J/24 and two-axle trailer. This is a project boat that needs some love. Everything is here, two sets of sails, two motor brackets etc., no motor. Located Lake County. \$1,750. Kelseyville, CA. (707) 277-0855 or jthowell3@yahoo.com.



24 FT J/24 1980. US 1897 boat and trailer. Good sails and good club racer, many extras. Heavy-duty 2-axle trailer/go anywhere. Fully race-ready. Asking \$5,000 without trailer, with trailer \$6,500/obo. \$6,500. Valley Springs. (209) 772-9695 or bonnielopezunr@gmail.com.

17 FT COM-PAC SUNDAY CAT 2007. Cat-rigged with a huge cockpit. Bimini, 4hp, 4-stroke outboard, and everything you need to go sailing – just add water. The boat has been garaged its whole life and never bottom-painted. When you arrive at the boat ramp it takes 10 minutes to rig the boat, and when you return to the boat ramp it takes 12 minutes to prep the boat for the ride home. I sail the east shore of Lake Tahoe. There are very few Com-Pac yachts on the West Coast but they are omnipresent in Florida and the East Coast. Delivery is an option. Photos available upon request. \$14,000. Carson City, NV. (775) 781-1840 or landmannron@gmail.com.

23 FT RANGER 1973. Ranger 23 named 'Photon' for sale. Includes 5 jibs, 2 spinners and 1 mainsail, all in good to new condition. Mercury outboard motor, new custom-made cabin cushions, lifelines, rigging, winches and other misc. items also included. Boat has been disassembled for renovations and is ready to be reassembled. Buyer would have to provide trailer. Motivated seller; pictures available on request. \$2,500. (530) 921-8669 or jeannie518@yahoo.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.



28 FT WYLIE 28 1976. We're sad to sell our Wylie 28, a wonderful, compact, and economical sailboat. Mexico and SoCal vet. Many upgrades – Wyliecat 30 rudder, Hood Vectran main and jib, radar, and more. Yanmar 1GM10 runs great. Recent haulout. \$9,000. Sausalito. (860) 558-7888 or cogganbd@gmail.com.



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27 FT ERICSON 1973. \$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.



25 FT SCHOCK HARBOR 25 2007. Self-tacking jib w/roller furling, lazy jacks for mainsail, inboard engine (Yamaha 2-cylinder electric start), electric bilge pump, head compartment, sleeping bunks, sink, insulated icebox, good storage. Performance hull shape, roomy cockpit. Call Bruce for more info @831-768-8482. \$37,500. Moss Landing Harbor, CA. (831) 768-8482 or barbandbruce@att.net.

25 FT OLSON 25 1986. Good condition hull and topsides with Pineapple main and roller-reef jib. Safety lines. Spinnaker gear and sail. Self-tailing jib winches, marine radio, stereo system, instruments, stove, sink, toilet. 2014 Tohatsu 6hp long-shaft outboard with 2.5gal fuel tank. Mainsail cover, full boat winter cover. Berthed San Francisco Marina (Gashouse Cove), legal berth transfer. \$15,500. San Francisco E. Marina. (415) 810-1030 or lcorash@cerus.com.



28 FT ESSE 850 2005. Esse 850 day-sailer/day racer. Two full suits high-quality sails, trailer. Inboard Yanmar diesel with saildrive. Hull painted light blue metallic Alexseal. Teak cockpit sole. Boat can be raced with 3, daysailed with 6. This would be an ideal boat for Lake Tahoe. \$40,000. Sausalito, CA. (650) 619-0966 or Tom@thompsonhutton.com.

26 FT FOLKBOAT 1968. Marieholm International Folkboat, hull #174, bullet-proof fiberglass classic. Over-rigged, new epoxy bottom 2007, teak interior, Mercury 8 outboard new 2007, very low hrs. Strong sailer, needs cosmetics. Call Joseph. \$5,000. Alameda Marina. (415) 244-3928 or monkeyjack580@hotmail.com.



28 FT SANTANA 27 1973. Great novice boat. I'm a fiberglasser and have been rebuilding this boat. Mast rebuilt 2020 (including new halyards). New electrical 2020 (lights and charger, no gauges). Moving, need to sell. Lots of info on website. \$6,000. Berkeley. Email gumaciver@gmail.com, tinyurl.com/y7myxpyk.



27 FT SANTA CRUZ 27 1975. Very nice and successfully raced Santa Cruz 27 for sale. 'Gotcha' has been upgraded and loved for over 22 years. The boat is ready to race in the Nationals (twice previous champion) or one-design series and is extremely competitive in S.F. Bay PHRF competitions with a PHRF rating of 141. Boat is fast in all conditions and points very well. Deck has been recored, hardware upgraded, keel and rudder faired. Rudder, winches and spinnaker pole have been replaced. Nice dual-axle trailer, new class-legal Dacron mainsail, new #1 genoa, numerous other sails, Honda 2.3 outboard, handheld VHF, anchor, fenders, dock lines and new electronics (battery, lit compass, tricolor masthead light, VHF radio) included. \$16,500. Richmond, CA. (925) 818-2707 or john@fireguy.us.



27 FT C&C 27 MK II 1974. A fine example of this highly regarded classic sailboat. The original gasoline motor was replaced by an all-electric Thunderstruck 10kW electric motor in 2014. New mainsail in 2019. New battery pack (4 12V 105 Ah) in 2018. New furling jib (135%) in 2014. Full marine head with holding tank. Sleeps five. Propane cooking stove. Two Danforth anchors. VHF radio. Bottom painted in 2019, still in good condition. Currently set up with electric winch for Santa Cruz upper harbor. A very dry cockpit when sailing. \$9,000. Santa Cruz Harbor. (408) 203-8237 or pjconn16@yahoo.com.

29 – 31 FEET



31 FT VAN DE STADT BLACK SOO 1968. ULDB 'Starbuck' 27.5 LWL 4500lbs. Symmetrical and asymmetrical spinnakers. ATN Spin sock. New Tohatsu 3.5. X5 and ST2000 autopilots. Plotter w/AIS. E-rudder. Solar. 95AH Lithium battery. Double-axle trailer. \$7,500. (415) 647-7387 or buckingham@sonic.net.



30 FT WYLIECAT 30 1995. After many years of sailing adventures on the Bay and from Mexico to Canada, 'Uno' is looking for a new 50% partner or outright sale. Well equipped and well maintained. Dry sailed until May 2020. Fresh Ulman square top sail, 2 spinnakers and carbon pole. New bottom 1/2021. Yanmar Sail-drive. Also available, road ready custom galvanized trailer with all new tires, \$10K. \$70,000. Alameda. (510) 504-3409 or bmeyer_co@sonic.net.



30 FT KNARR 1962. Knarr 117 project needs love, new slip and caretaker with deep pockets. Aluminum mast in great shape. Boat MUST leave harbor; please have a new home available before inquiring. \$2,000. San Francisco. (415) 573-7030 or absolutejordan@yahoo.com.

30'3" FT PEARSON 303 1983. Very well cared-for Pearson 303 in great condition. Yanmar 2GMF diesel engine. Main, genoa, storm jib, spinnaker sails. Refrigerator, stove, TV, water heater, etc. Call/text for more info and photos. \$39,000. Brisbane, CA. (619) 246-2630 or acidbreez@hotmail.com, tinyurl.com/77bbmmnv.



30 FT NEWPORT 30 MK III 1984. A very well maintained 1984 Capital Yachts Newport 30 Mk III; a spacious, fast sloop beautifully upgraded for comfortable cruising or competitive racing. Many sails, all in good condition, all lines led aft, much more. A perfect Bay boat: fast, stiff, easily singlehanded. Everything in very good condition and well-cared-for. Pictures and equipment list available. Open to reasonable negotiation. \$19,000. Vallejo. (925) 580-1499 or daven30www@gmail.com.



30 FT CATALINA 1984. Well maintained, 2019 new, including: 9" B&G chartplotter, NMEA 2000 platform, radar plus new dodger/bimini, propane oven/stove, electric windlass, shower, Universal Diesel 25hp, 1009 hrs, 90-amp alternator. Coastal cruiser, turnkey, All upgraded or new. Fun sailboat. Call or email for photos. \$24,900. Pt Richmond. (510) 847-8994 or fastrackmom@rocketmail.com.



30 FT ETCHHELLS #439 1978. Multiple SSC season champ. Ring frame installed, up-to-date rigging, many club-race sails, fair bottom, single-point lifting gear, road-legal single-axle trailer, 2 sail boxes. \$1,200. Galt, CA. (209) 481-6954.



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32 – 35 FEET



33 FT INTERNATIONAL ONE DESIGN 1938. Well maintained IOD. Built in Norway in 1938, brought to S.F. in 1958. This boat needs some cosmetics but is race-ready. You won't find a drier wooden IOD in S.F. Bay. \$5,000. Tiburon, CA. (415) 250-7854 or pzupan@gmail.com.

34 FT O'DAY 34 1981. Excellent condition New Universal 35hp diesel with less than 100 hrs, autopilot, 4 Anderson stainless winches, Sails in excellent condition with Harken roller furler, Complete canvas cockpit enclosure. Interior of the boat in excellent condition. The boat has loads of extra equipment. Located in the Benicia Marina. \$26,000. Benicia, CA. (707) 746-1820 or stewartjm@att.net.



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.

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.

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, tinyurl.com/ymxb57k3.



32 FT CONTESSA 1988. Rare opportunity on West Coast. A legendary boat renowned for being seaworthy enough for offshore voyages in extreme weather conditions, performs 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 N.Y. to S.F., rounding Cape Horn against prevailing winds and current. In 2018/19 Pierre Huglo finished a nonstop, round-the-world race in a Contessa 32 in 221 days. The smallest boat in the race and first one home. Bristol condition, Extensive electronics, Loaded. Wonderful sailing boat. \$69,000. Channel Island Harbor, Oxnard, CA. (818) 430-7379 or jimnoonan123@gmail.com.



35 FT CHALLENGER 1974. Great coastal cruising boat and liveaboard. 6ft 2in headroom. Many upgrades including newer mainsail, boom and AGM batteries. Electrical system updated approx. eight years ago with Blue Seas System. Garmin GPS chartplotter. 16-mile radar. Boat last hauled and bottom painted June 2019. \$22,500. Alameda, CA. (925) 577-0239 or ghall4135@gmail.com.



34 FT ALSBERG EXPRESS 1986. 'Wailana' is a well-built Alsberg Express 34 racer/cruiser that checks all the boxes. A blast to race or fun to cruise! Not too big, not too small. Safe and well maintained. Ready to go today! \$48,000. San Juan Island, WA. express34forsale@icloud.com, tinyurl.com/3trpt65.



32 FT PEARSON VANGUARD 1964. New sail and cockpit covers, new updated interior with new cushions and V-berth mattress. Yanmar 3GM. Standing headroom, multiple anchors, tons of rope and gear, new topside paint. \$8,700. South Beach. (650) 906-6953 or Rchestermoores@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.



39 FT ERICSON 39 FLUSH DECK 1972. Classic cruiser/racer with Isuzu 240 diesel, Furuno radar, (8) self-tailing winches, roller furling, new holding tanks, new rigging. Wind, speed, and autopilot instruments. Needs upholstery work. Great value. Call Bill. \$20,000. Richmond, CA. (707) 225-5696 or bill.borgen5151@gmail.com.

39-FT 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.



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.



37 FT ROBERT PERRY VALIANT ES-PRIT 1981. If you're looking for a daysailer, this is not your boat. 'Wild Goose' is an experienced ocean cruiser, with Monitor windvane, solar, wind gen, autopilot, watermaker, etc. She has crossed the Atlantic and spent seasons in Mexico. She's fast and stout, with a beautifully rounded stern. I bought 'Wild Goose' in 2018 for a new book project retracing the Steinbeck/Ricketts 1940 Baja expedition. I paid \$40,000 and spent another \$70,000 on upgrades, including new upholstery, new interior varnish, life raft, standing rigging, satellite phone, dodger, various electronics, and a new paint job. I need the boat this winter for research and writing but will be ready to part with her, reluctantly, in spring 2021. \$60,000. Guaymas/Loreto/La Paz. (360) 378-7517 or jonwhite@rockisland.com.

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.



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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, tinyurl.com/y7suk4he.



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. \$35,000. Alameda. (510) 414-9332 or dinkoroko@hotmail.com.



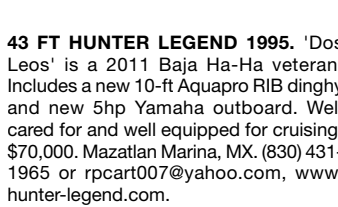
40 FT CAL 40, 1969. CAL 40 #150. Just out of extensive 8-week haulout. Complete bottom job, new standing rigging, Yanmar 27hp 3 cyl V-drive, new batteries, heavy-duty chainplates, lots of extras. \$56,000. Kaneohe Yacht Club, Hawaii. (808) 292-6844 or gvan@hawaii.rr.com.



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.



39 FT CAVALIER 39 1986. New Zealand-built ocean cruiser with tiller. Well maintained, one owner. Monitor windvane, Simrad autopilot, Furuno radar and GPS, 120 furling genoa, spinnaker with sock, 55hp Isuzu diesel, unique interior, freezer and refrigeration, new Dickinson Caribbean cook stove. \$75,000. Anacortes, WA. (510) 421-1768 or rahostler@hotmail.com.



43 FT HUNTER LEGEND 1995. 'Dos Leos' is a 2011 Baja Ha-Ha veteran. Includes a new 10-ft Aquapro RIB dinghy and new 5hp Yamaha outboard. Well cared for and well equipped for cruising. \$70,000. Mazatlan Marina, MX. (830) 431-1965 or rpcart007@yahoo.com, www.hunter-legend.com.

42 FT CATALINA 1990. Proven Bay and offshore vessel that handles heavy air that we get all summer long. Continual upgrades over the years. Plenty of extras included. Great for weekends on the water. More at website. \$70,000. San Francisco. (775) 298-1699 or garuble@yahoo.com, tinyurl.com/2zzue86o.

46 FT HYLAS 1999. Beautiful blue hull 1999 Hylas 46, German Frers-designed, well cared for and much enjoyed. Upgrades include bow thruster. Originally owned by Kyle Jackney (founder of Hylas Yachts), 'Kaian' is sold as is, where is. Call Rob. \$250,000. Long Beach, CA. (415) 821-9525 or Eticket0@aol.com.



40 FT PASSPORT 1983. World-capable cruiser. Ready to take you cruising. Cutter-rigged. Oversized rigging and 2 large extra cockpit winches. Large sail inventory, VHF, Icom HF, GPS, Aries windvane, Dickinson heater, Autohelm autopilot, Furuno radar, 40hp Yanmar engine. 3 burner stove/oven, refridge/freezer, Spectra watermaker. 2018, power train refurbished at \$20K cost. If buyer broker is involved, selling price is \$145K. \$130,000. Orcas Island, WA. (360) 632-8896 or svlandsend@yahoo.com.



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. Email cher_d1@yahoo.com.



36 FT CASCADE 1976. Racer/Cruiser. Perkins diesel, GPS, VHF, sonar, roller furler, lazy jacks, sailing dinghy on stern davits, many sails. \$29,000. Bay Point, CA. (916) 883-9302 or mail2keith@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 website for details under boat name 'Mana.' \$55,000. Langkawi, Malaysia. (808) 989-7674 or sjaaloha@hotmail.com, tinyurl.com/6ypsihud.

41 FT CHEOY LEE OFFSHORE 41 1978. Renovation in process: New D2-55F Volvo/transmission to be installed, new thru-hulls, bottom paint, wiring, refurbished teak deck/caulking, nonskid, removed and sealed storm window, deck hatches, engine bilge stripped/painted. \$35,000. Ventura. (805) 795-0143 or emijr2017@icloud.com.

50 FT HUDSON FORCE 50 1978. Center cockpit, Lehman 80, aft queen with windows, good condition. \$90,000. Berkeley. Tcparfitt@yahoo.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! \$152,000. Ventura, CA. (805) 459-1909 or woodeneye53@yahoo.com.



42 FT PETERSON 1982/2006. Refitted and refabricated to sport an open transom, dual helms by Dencho Marine. This is a one-of-a-kind custom high-performance sailor's sailboat and set up to be singlehanded. Can be used inshore but is offshore-capable. Located in Ventura, CA. Photos and equipment list on request. \$82,000. Ventura, CA. (805) 218-8204 or kimigram10@gmail.com.

40 – 50 FEET

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.



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41 FT JEANNEAU VOYAGER 12.5 1990. French-built. Pier 39 slip lease may be included for VERY low price. 3 cabins: 2 aft doubles, main cabin forward. 2 heads, refrigerator, Force 10 stove. 50hp Perkins. Great cockpit. 2020 bottom paint. Mast furling. Brokers say \$70k. Owner will accept first offer over \$55,000 before listing at end of March. See Pier 39.com for slip details. Include slip for 1/2 the lowest 40' listed. (Mo. fee \$392 + utilities) FYI - we've been at the marina for 8 yrs. Love the life. Parking deal included. Call for our experiences and details. \$55,000. Pier 39. (415) 846-5551 or mark_brunelle@yahoo.com.



40 FT CUSTOM 40 VAN DE STADT 1986. SSS Transpac vet now racer/cruiser. New main. New Volvo diesel. New Jabsco head. 300W solar with new wiring. 20# Rocna w/240 ft high-test chain. Spinnaker and gear. Bimini, fridge, BBQ, 3-burner stove w/oven. \$30,000. Puerto Vallarta. Lucie.Mewes@gmail.com.



46 FT FORMOSA CLUB 46 1979. World-cruising cutter. Recent \$45k refit: mast redo, new rigging, lines aft, Schaefer furler, traveler, vang, sails, most electronics. Main panel. Deck coatings, SSB, watermaker, Monitor vane, windlass, dodger, liferaft, rebuilt diesel, aft cabin. \$69,000. Oakland CA. (415) 713-6876 or ecoearthacht@gmail.com.



41.2 FT MORGAN 415 OUT ISLAND 1978. Well maintained, nice liveaboard. New: rigging, Harken roller furler and repacked shaft and rudder stuffing boxes (all 2020). Engine and generator serviced in 2020. Complete galley, 75hp Yanmar diesel, Onan diesel generator, 2 heads (1 with holding tank) 2 refrigerators, oven, 2 TVs, GPS, plotter, autopilot, solar panel, and lots of extras and spare parts. No dinghy. \$59,000. Vallejo, CA. (707) 771-0675 or Suncoasttrans@yahoo.com.

46 FT CAL 2-46 KETCH 1974. Great motorsailer and liveaboard. Low hrs Perkins 85hp diesel. Major upgrades just completed on all systems. Gear list and pictures upon request. Easy boat to transport to West Coast or sail away. \$79,900. Corpus Christi, TX. (559) 906-8345 or Scotsohm@pacbell.net.



40 FT BENETEAU FIRST 40.7 2003. Equity partnership. We are in the process of purchasing a First 40.7 in need of refit. Our intention is to get her up to a race-ready condition for the 2021 season! We are looking for 4 equity partners to enjoy her with and eventually become a winning team! She will be LLC-owned and partners will be co-owners in this LLC. Buy-in covers refit, and a monthly contribution will be required for moorage/upkeep/insurance, etc. Partners must have prior sailing experience and ideally be looking for a competitive boat and crew! Thanks and please call/text with questions. \$16-\$18k buy-in (depends on final re-fit cost) + monthly dues TBD (likely \$100-200). \$16,000. SF or local marina. (650) 464-2090 or bbrydon4@gmail.com.



44'-7" FT ISLAND PACKET 420 2005. 2005 Island Packet 420 - in Monterey CA. Lightly used. Excellent condition 540 hrs on Yanmar 4JH3-TE 75HP Turbo. Interior like new - email for pictures and spec sheets. New 310 Hypalon Aluminum RIB with 9.9 Mercury outboard. \$279,000. Monterey. terry.tnora@gmail.com.

40 FT VALIANT 1981. Comfortable classic bluewater cruiser. Cutter-rigged, set up for singlehanding, with recently serviced Westerbeke 45. Diesel heater, rod rigging, new running rigging, electronic windlass, rigid dinghy, bbq, and beautiful teak interior. Great value. Text George. \$44,000. San Francisco. (415) 999-6639.



48 FT ALAJUELA 1985. We are selling our beautiful 1985 Alajuela 48 ketch. She is located in the Sea of Cortez. She has been meticulously maintained and updated and is ready to continue cruising the amazing Sea of Cortez and beyond. She can be seen by appointment only. Email for more information. \$169,000. Sea of Cortez. (360) 620-1151 or svwhirlwind@yahoo.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 (+/-800hrs), 5,000W generator, Spectra watermaker, 540W solar, wind generator, Garmin and B&G instruments and autopilot, top-down roller asymmetric spinnaker, all lines led aft. Too many to list. Email for more details. [Editor's Note: Ad dropped due to our error; vessel never taken off market.] \$150,000 Barra de Navidad, MX thersbys@yahoo.com

51 & OVER



57 FT RELIANCE KETCH 1990. Fresh Yamaha diesel, new sails, and roller furling. Located Spud Point Marina, Bodega Bay, CA. South Pacific vet. Contact William. \$100,000. Bodega Bay CA. (707) 890-7530.



51 FT ENDEAVOUR 1990. Two staterooms, crew double Pullman. Hardtop full encl transom. Arch/davits w/motor lift. Available 1 March. Shallow draft wing keel, Schaefer roller furler, Autoprop, PSS dripless, Raymarine equipmt. Icom 602 VHF, 4x120W solar panels, 2 cntrls, 4x4D AGMs. Yanmar 66T, twin Raycor. Dual Danfoss fridge/freezer. Spectra watermaker, Avon RIB. Delivery available. Serious buyers only \$135,000. Puerto Vallarta. (720) 243-1540 or christopher.p.brawand@gmail.com.

CLASSIC BOATS



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.



19 FT ARIMA SR 19 1997. It has a 2014 Evinrude E115DSL motor, as well as a trolling motor. The boat has two fish boxes on deck and seats five. There is a clean cuddy cabin that sleeps two. Portable toilet. Single-axle trailer. Hydraulic jack. Fishfinder and radar. T-top with canvas. Great boat for fishing but also versatile enough to take the family to the lake for tubing. Cleaned and rinsed after each use. \$18,500. El Cerrito CA. sheryls813@gmail.com.

MULTIHULLS



40 FT NORMAN CROSS TRIMARAN CUSTOM 1978. This is a Norman Cross 40 trimaran that has been heavily modified. This trimaran has a sugar scoop and steps to the water. Aft hatch was created from scratch allowing entry and exit into the aft cabin. All the systems of the boat are modern and functional. Brand-new Engle fridge, Yanmar diesel runs great. Superbly stable and functional trimaran. Large cockpit and flat decking make for a massive deck plan. All offers considered! \$69,000. Honolulu, HI. (415) 272-7890 or jaynebrody@gmail.com.



49 FT OCEAN CATAMARAN 2000. 'Meerkat' is hull #5 of 14 - US-built, great liveaboard or cruiser. Has twin 40hp Yanmar 4JH3s with saildrives. Sleeps 6 in 3 staterooms; 2 inside showers, transom and cockpit shower. Spectra watermaker, Isotherm reefer and freezer, Splendide washer/dryer, 400W solar, 2000W inverter/charger, 2 electric winches - main halyard and mainsheet, Lofrans electric windlass with 88 lb Delta anchor and 300' of chain, Fortress stern anchor. Raymarine instruments: plotter, radar, autopilot. SSB and fishfinder. Fusion stereo w/internal and external speakers. 32" TV in main salon, 22" TV in owner's stateroom. Newer forward nets and 11' Apex RIB and 2019 15hp Yamaha. \$179,000. Ventura, CA. (805) 270-8140 or travelsmalllivebig@gmail.com.



30 FT WHARRAM TIKI 30 2014. James Wharram's catamarans are like no other catamarans, and their owners are unlike most other people. A Tiki 30 is a minimalist version of the cruising multihull. They are created to enable adventures in sunny/watery parts of the planet. If you are not familiar with these boats, please look into them. If you already know about them, please see this excellent example of a professional build at website. This is hull #214 and has been optimized for shorthanded/singlehanded sailing in her current location of beautiful Banderas Bay, Puerto Vallarta, Mexico. Take a sailing vacation and come see her. We can figure out how to get her to your waters. Owner wants a bigger Wharram! \$49,000. Puerto Vallarta, MX. (415) 602-5880 or paul@sailing-jworld.com, tinyurl.com/7xtuzt2.



55 FT TRIMARAN, HORSTMAN-IN-SPIRED 1989. MUST SELL! Majestic comfortable liveaboard, 62' LOA X 27' W. New-ish sails: Norseman System main; furling genoa. Dinghy/outboard. 800W solar, Outback VFX2812. 15kW Westerbeke generator. Needs motor. Refrigerator, large freezer. Watermaker. 2 kayaks, Brownie's Hookah, fishing equipment. 3 heads, sleeps 6+. Custom SS lifeline, large brass portholes in V-berth, teak table in large covered cockpit. 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 bsseevers@msn.com.



35 FT ENDEAVOUR VICTORY 35 2001. 2001 Endeavour Victory Catamaran. Just spent 2 years getting her ready and my wife won't step foot on her! Ready to go anywhere. She is beautiful and already in the Sea of Cortez! And a pleasure to sail. A complete listing can be found at website. You can also email me with any questions. \$143,000. La Paz Baja Sur Mexico. (239) 440-0193 or garyswenson@hotmail.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.



36 FT MACGREGOR 1977. Fast fun cat. 'Cats Knot'. Newer Mercury outboard, trailer included, can be disassembled and transported on trailer. Alameda Marina Village Gate 10A. Transferable berth \$435/mo. See more on Craigslist, "catamaran". \$15,000. Alameda. (510) 502-3543 or kentdillon@aol.com.

POWER & HOUSEBOATS



30 FT OWENS/CONCORD 2007. Fiberglass hull, deck, cabin, swim platform. Complete restoration in 2007/8. New Yanmar 6cyl 265hp 520hr. Equipped for extended cruising Sea of Cortez. Fuel 125gal one tank. Fresh water 55gal, two tanks. Two bunks in bow, bedding. Complete galley, elec. head. West Marine 9-ft dinghy, 3.5hp 4-stroke outboard. Twin axle galvanized trailer. In La Paz, BCS, maintained by Marina staff/owner. US registry. \$44,000. Marina de La Paz. Contact 011-52 (612) 125-2112 or (619) 870-6742 or mary@marinalapaz.com.



19 FT BOSTON WHALER 190 NAN-TUCKET 2005. In water Pier 2 Brisbane Marina ready to try, ready to go. 135 hp Mercury Optimax 554 hrs. Freshly serviced by Fathom Marine with new sparks and injectors. Center-console fishing and dive boat. Swim ladder, motor mount for kicker, bimini top, custom canvas boat cover, anchor and chain, life jackets and ring, fenders and dock lines. Bottom painted, no trailer. Very good condition. \$15,000. (650) 347-8417 or sfhoefers@gmail.com.



40 X 15 FT CUSTOM 1979. FHA #1514 840sq ft 2-story 1br/1bath floating home, without berth, purchaser must relocate. Currently located in San Francisco at Mission Creek Harbor, occupied by current owners for the last 20 years. Fiberglass over plywood pontoons, additional EPS floats and plastic barrels. Built in Sausalito in 1979, second-story bedroom and main floor extension added in 1993, second story extended 2006. Window replacement and repainted/weatherproofed in 2018. Marine survey/evaluation from Oct. 2020 available on request. San Francisco. (415) 269-2335 or bobmayes@gmail.com.

BERTHS SLIPS

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.

BUSINESS OPPORTUNITIES

SAILING CHARTER BUSINESS. Turnkey business with nine years' positive cash flow. Gulfstar 50 sailboat with USCG 24-passenger COI. Proven moneymaker. Prime Oakland location. \$245,000. Terms available to qualified buyer. Call or email Kirk. \$245,000. Oakland, CA. (650) 492-0681 or captkirk@sfbaysail.com, sfbaysail.com.

CREW

OFFSHORE INSTRUCTION. John and Amanda Neal provide documented ocean passageway 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 website. cbatson3@gmail.com, tropics2021.com.

SOUTH PACIFIC VOYAGE. 57' ketch 'Rufavo' looking for two adventurers for a two-year voyage through the South Pacific. Bodega Bay CA. (707) 890-7530 or johtoguy@live.com.



LOOKING FOR FEMALE SAILING PARTNER. For S.F. Bay and coastal cruising. Solid 30' pocket cruiser based at Loch Lomond Marina. 20 yrs sailing/ownership in S.F. Bay and Salish Sea. No financial commitment required — right chemistry and serious about sailing. jcandva@gmail.com.

OUR GRADUATION GIFT, YOUR CREW. Recent college graduate seeks working passage to Hawaii (or points south) late spring/early summer from West Coast (Southern California preferred). Able-bodied young man with coastal sailing experience. Carefree, willing and personable: a happy complement to a happy crew. Costs paid by grateful parents (who want him back after the adventure). Pleased to provide particulars/produce the candidate on request. (917) 337-0919 or colinbcarpenter@yahoo.com.

GEAR

NEW VOLVO D2-55F WITH TRANI. The real deal. New 55hp Volvo D2-55F with new MS25L-AA 2.27 transmission. Bought it for my sailboat but it won't fit without major engine bilge modification. \$12,800, OBO. Ventura. emjir2017@icloud.com.

JOB OPPORTUNITIES



EXPERIENCED YACHT BROKER / SALESPERSON NEEDED. Rubicon Yachts is seeking a professional yacht broker/salesperson for its new Alameda, CA office. Yacht sales experience required, must be a self-starter, membership in CYBA is a plus. Contact owner/broker Mark Miner. Alameda, CA. Email mark@rubiconyachts.com, rubiconyachts.com.



LICENSED CAPTAIN WANTED. Wanted: Licensed Captain with towing endorsement for TowBoatUS./Vessel Assist on the San Francisco Bay and Delta. Preferred if you live by SF waterfront, Alameda or Bethel Island areas. (925) 382-4422 or Philipdelano@gmail.com, vesselassistsanfrancisco.com.

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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.

SAILBOAT RIGGER WANTED. Sailboat rigger wanted. Tired of the rain and snow? Come work in sunny Sausalito, California. Friendly, highly regarded shop with 25+ years' experience. Experience and splicing skills a plus. Compensation based on experience. Free parking, waterfront location. Contact Tom. (415) 331-3400 or southbeachriggers@gmail.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. (510) 865-4700 X313 or schooldirector@clubnautique.net, www.clubnautique.net. Sailing Instructors, Skippers. Now hiring sailors! \$20-\$25 DOQ. Sail our new Andrews 21s & Santa Cruz 27s. Midweek/weekend work available. Our great location and wonderful staff make us one of the top ASA sailing schools. Email résumé/call today. South Beach Harbor, SF. (415) 543-7333 or staff@spinnaker-sailing.com, tinyurl.com/2r348wud.

EXPERIENCED SAILING CAPTAIN.

Join Captain Kirk's team. Need 50-ton license with years of experience. Must be an excellent sailor and good with people. 3 boats. Sausalito and Oakland locations. Great opportunity for a skilled, motivated captain. Corte Madera. (650) 492-0681 or captkirk@sfbaysail.com, www.sfbaysail.com.

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 weekend 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. Contact Karen Allanson for more information. Half Moon Bay, CA. (650) 728-2120 or Karen: rearcommodore@hmbyc.org, www.hmbyc.org.

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PARTNERSHIPS

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.

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.

31 FT COLUMBIA-PAYNE DESIGN

1978. One-quarter equity partnership. Well maintained. Diesel; roller-furled jib; tiller; 6 berths. Seeking experienced sailor who knows Bay and shares responsibility. Monthly \$180. Occasional capital calls; haul out every 2-3 years. No dogs. \$2,500. Clipper - Sausalito. Contact Pat (707) 338-2164 or April (415) 412-1484.

SOUTH BEACH - 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 single-handed or crewed sailing. \$12,000 (obo) for half ownership, then approximately \$350/month for recurring expenses and maintenance. Contact via email preferred. \$12,000, OBO. South Beach Marina. (415) 657-6669 or pamanddave@cocca.ca.

NON-EQUITY PARTNERSHIP WANTED.

I am retired and currently living in Point Richmond. Hoping to find someone who has a sailboat and would like to discuss partnership. Looking in Point Richmond area. Please call/text Michael. (510) 684-7388 or michaelgray@comcast.net.

PROPERTY FOR SALE OR RENT

SUBLET AVAILABLE. Friendly waterfront canvas shop has appx. 425 sq ft semi-private space available for sublet. Sunny Sausalito location. Share bath and kitchen. No live-ins or woodwork. Perfect for light industrial/office use. (415) 332-2509 or saintarbuck@sonic.net.

TRYING TO LOCATE

JAMES MCDOWELL. Trying to get your advice on one of the boats you previously owned. Thanks a lot for your time. (650) 714-7777 or saylor44@gmail.com, tinyurl.com/3z22tbf.

MISCELLANEOUS

HUGE FIRE SALE. Double-spreader tapered mast with three halyards, 4 Barent 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 cbclair1015@yahoo.com.

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New Torqeedo system at discount! TQ's Twin Deep Blue 50kW HVB Electric Propulsion (BMW batteries). Never opened/installed, factory warranty provided, generators not included. Contact Charlie for pricing and specs. SF North Bay Area. (707) 492-3272 or charlie@adventurecat.com.

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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 batdonations@baads.org.

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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 on-board your boat can make a difference. Contact Jim. Aloha. Bay Area. (831) 251-4656 or capthomer@hotmail.com, ponocharter.com.

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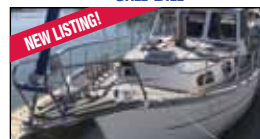
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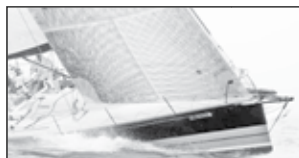
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