



Latitude 38

VOLUME 527 MAY 2021

WE GO WHERE THE WIND BLOWS

**Building Small Wooden Boats
Hey Ya, Banderas Bay Regatta!
Santa Barbara to San Francisco
Pyewacket Destroys Newport-Cabo Record**

GRAND MARINA

ARE YOU LOOKING FOR A PLACE
WHERE YOU CAN JUST SIT BACK RELAX,



AND ENJOY YOUR BOAT WITHOUT ANY HASSLE?

COME TO GRAND MARINA

and take pleasure the incredible views, great weather, and a comfortable atmosphere.

Come over and find out why Grand Marina is best.

We currently have 41', 43', and 45' slips available.



GRAND MARINA

THE BAY AREA'S PREMIER BOATING COMMUNITY

510.865.1200

Leasing Office Open Daily
2099 Grand Street, Alameda, CA 94501
www.grandmarina.com

- ◆ Prime deep water double-fingered concrete slips from 30' to 100'.
- ◆ Guest berthing available for a weekend or any day getaway.
- ◆ Complete bathroom and shower facility, heated and tiled.
- ◆ Free pump-out station open 24/7.
- ◆ Full-service Marine Center and haul-out facility.
- ◆ Free parking.
- ◆ Free on-site WiFi.

And much more...

Directory of Grand Marina Tenants

Boat Yard at Grand Marina, The ... 14
San Francisco Sail Repair..... 103
Alameda Canvas and Coverings
Alameda Marine Metal Fabrication
Atomic Tuna Yachts
Blue Pelican Marine
MarineLube
Mosley's Cafe
New Era Yachts
Pacific Crest Canvas
UK-Halsey Sailmakers

And the winner is (wait for it)...'io, Buzz Blackett's Antrim 27C

Buzz Blackett's Antrim 27C, 'io, placed first overall in March'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.

Sailboat racing is coming back; sailing in general was never really gone. Race or cruise, call us for some superior equipment of your own.

YOUR DEALER FOR: Dubarry Footwear, and Spinlock Deckwear

Sails in need of repair may be dropped off in Alameda at Svendsen's Marine, Blue Pelican Marine and West Marine (at Alameda South Shore Center).

Like us on Facebook.



BRONNY DANIELS WWW.JOYSAILING.COM

'io *



PINEAPPLE SAILS

Phone (510) 522-2200
www.pineapplesails.com
2526 Blanding Avenue
Alameda, California 94501

*Powered by Pineapples

BOAT LOANS

from

TRIDENT **T** FUNDING
Specialists in Marine Finance

*"a fresh
approach
from people
you can trust"*

Please contact

JOAN BURLEIGH
(800) 690-7770

jburleigh@tridentfunding.com
(Northern California)

JIM WESTON

949-278-9467
jweston@tridentfunding.com
(Southern California)

www.tridentfunding.com

CONTENTS

subscriptions	6
calendar	10
letters	18
loose lips	46
sightings	48
building small wooden boats	58
pyewacket destroys cabo record	62
santa barbara to san francisco	66
hey ya, banderas bay regatta!	70
max ebb — paper metacenter	74
racing sheet	78
changes in latitudes	86
classy classifieds	96
advertisers index	104
brokerage	105

Cover:

Paul Mitchell skippered the 10-ft Intergalactic Schooner *Poco Loco* in the America's Schooner Cup. His crew was Chris Frost, the original owner of Downwind Marine. Chris Frost was also the original owner of the 1979 Intergalactic Schooner *Pacifier*. For the story, see Racing Sheet on page 78.

Credit: Brian Mayhugh

Copyright 2021 Latitude 38 Media, LLC
Since 1977

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.

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

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

Ready For Sailing? New Yachts for Delivery



2021 Beneteau 46.1



2021 Beneteau 30.1



2021 Beneteau 38.1



2020 Dufour 430



Beneteau 40.1 New for 2021 Arrives May



NEW BROKERAGE LISTINGS



2015 Beneteau 45
\$309,000



1996 Catalina 380
\$89,900



2013 Oceanis 48
\$305,000



2001 Gemini 105
\$85,000



2020 Dufour 430
\$395,000



2017 Beneteau 38
\$205,000



1985 Santa Cruz 40
\$75,000



2003 Beneteau 393
\$109,500

OUR SERVICES

- New Yacht Sales
- Brokerage Services
- Yacht Charters
- Charter Placement
- Boating Club
- Private Lessons



POINT RICHMOND
510-236-2633
1160 Brickyard Cove Road, Suite 21
Pt. Richmond, CA 94801

JACK LONDON SQUARE
510-864-3000
544 Water Street
Oakland, CA 94607

WHALE POINT MARINE & HARDWARE CO.



MONTHLY SPECIALS



**MARINE PARTS & ACCESSORIES,
PLUS A COMPLETE HARDWARE STORE**

SUP GRIP Quick Grip



Locking super-grip suction handle
Now \$23⁹⁹

DAVIS Air Dryer 1000



Handles up to 1000 cu. ft.
Safe for marine use.
Now \$69⁹⁹

AQUA KEM Toilet Treatment

Biodegradable.
For use in all freshwater flush, portable toilets for odor control.



1 gallon: **Now \$34⁹⁹**
1/2 gallon: **Now \$19⁹⁹**
32 oz: **Now \$13⁹⁹**

FENDERS

Lifetime warranty



Twin-eye Fender	Hole-thru-middle Fender
5" x 18" \$13⁹⁹	6.5" x 15" \$29⁹⁹
6" x 22" \$19⁹⁹	8" x 20" \$49⁹⁹
8" x 26" \$29⁹⁹	10" x 26" \$74⁹⁹

CAMCO Water Filter



Inline RV/Marine Water Filter with flexible hose. Protects against bacteria, reduces bad taste, odors, chlorine and sediment in drinking water.
Now \$29⁹⁹

GILL Deckhand Gloves



Gill - present quality in sailing gear. Sizes: S, L & X.
Now \$24⁹⁹

BECKSON Hand Pump



Extremely narrow profile allows to reach down into narrow openings where other pumps can't reach.

24" **Now \$36⁹⁹**
36" **Now \$48⁹⁹**

LELAND Strobe Light

Now \$19⁹⁹

Small and compact strobe light, fits in ones pocket, with 3-mile visibility, waterproof and last for 30 hours. D Cell Battery not included.



**205 Cutting Blvd, Corner of 2nd, Richmond
510-233-1988**

Mon-Sat: 8:30am-5pm, Closed Sundays • FAX 510-233-1989
whalepointmarine@yahoo.com • www.WhalePointMarine.com

TAKE A BREAK FROM JUNK MAIL



**SUBSCRIBE ONLINE AT
WWW.LATITUDE38.COM**

or mail a check to *Latitude 38*
at 15 Locust Avenue, Mill Valley, CA 94941

- \$36 for a one year third class subscription
- \$60 for a one-year third class subscription & *Latitude 38* classic t-shirt + free shipping. (Designate women or men, and the size.)
- \$55 for one year first class
- Canada, Mexico, FPO/APO, and correctional facilities require first class subscription.



Women-Gray



Men-Blue

Latitude 38

we go where the wind blows

Publisher/Editor.....John Arndt.....john@latitude38.com.....ext. 108
Racing Editor.....Christine Weaver.....chris@latitude38.com.....ext. 103
'Lectronic Latitude Editor.....Monica Grant.....monica@latitude38.com.....ext. 105
Contributing Editors
Tim Henry, Paul Kamen, John Riise, John Skoriak, Richard Spindler, Ross Tibbitts
Editor-at-Large.....Andy Turpin.....andyturpinatlarge@gmail.com
Roving Reporter.....Donna Andre
Advertising Manager.....Mitch Perkins.....mitch@latitude38.com.....ext. 107
Production Supervisor.....Soren Hemmila.....soren@latitude38.com.....ext. 102
Marketing Administrator.....Nicki Bennett.....nicki@latitude38.com.....ext. 109
Bookkeeping.....Penny Clayton.....penny@latitude38.com.....ext. 101

Founded 1976. Published from 1977-2016 by Richard Spindler.

www.latitude38.com • (415) 383-8200

15 Locust Avenue, Mill Valley, CA 94941





FEATURED CRUISING BOATS



48' TAYANA DECK SALON, 2018 \$599,000

EMERY COVE (510) 601-5010



42' PASSPORT, 1981 \$145,000

EMERY COVE (510) 601-5010



38' ISLAND PACKET 380, 2001 \$179,000

EMERY COVE (510) 601-5010





85' SCHOONER- 90 PERSONS + CREW CHARTER
\$425,000
SAN FRANCISCO (415) 867-8056



50' STEVENS SLOOP, 1987
\$180,000
Emery Cove (510) 601-5010



48' TAYANA DECK SALON, 2018
\$599,000
Emery Cove (510) 601-5010



43' HANS CHRISTIAN CHRISTINA, 1989
\$129,000
Emery Cove (510) 601-5010



43' BENETEAU FIRST 435, 1985
\$64,000
Emery Cove (510) 601-5010



42' PASSPORT, 1981
\$145,000
Emery Cove (510) 601-5010



40' HANS CHRISTIAN CHRISTINA, 1986
\$129,000
Emery Cove (510) 601-5010



38' DOWNEAST 38, 1976
\$85,000
San Francisco (415) 867-8056



38' ISLAND PACKET 380, 2001
\$179,000
Emery Cove (510) 601-5010



34' GEMINI 105 CATAMARAN, 2000
\$79,500
SAN RAFAEL (415) 453-4770



34' MOODY 346, 1985
\$39,000
EMERY COVE (510) 601-5010



34' TARTAN 34C, 1973
\$27,500
Emery Cove (510) 601-5010





47' ALDEN DOLPHIN
\$95,000
Emery Cove (510) 601-5010



45' SPARKMAN & STEPHENS SLOOP, 1982
\$89,000
Emery Cove (510) 601-5010



46' BENETEAU 461, 1998
\$89,000
San Rafael (415) 453-4770



41' TARTAN S & S SLOOP
\$49,000
Emery Cove (510) 601-5010



40' SABRE 402, 1998
\$219,950
Emery Cove (510) 601-5010



40' C & C 121, 2000
\$129,000
Emery Cove (510) 601-5010



37' BAVARIA SLOOP, 2002
\$79,000
EMERY COVE (510) 601-5010



36' UNION POLARIS
\$49,000
Emery Cove (510) 601-5010



35' BENETEAU OCEANIS 35.1
\$199,000
Emery Cove (510) 601-5010



32' BENETEAU OCEANIS 321, 2000
\$63,000
Emery Cove (510) 601-5010



32' CATALINA 320, 1994
\$49,500
Emery Cove (510) 601-5010



30' BABA CUTTER, 1983
\$79,000
Emery Cove (510) 601-5010

Why Store Your Boat?

Power and Sail

GREAT RATES! 20' to 35': \$160 per mo.
36' & Up: \$4.25 per ft.



CALL FOR RESERVATIONS

- We are uniquely positioned to haul your boat
- We carefully haul you on our Brownell Hydraulic trailer. **NO STRAPS!**
- We safely store your boat on Brownell boat stands supplied by us!
- We have some of the best weather for drying out your boat.
- We have seasoned professionals that can field your calls or work on your boat.
- We have a safe environment for your boat.
- We have very reasonable rates

NAUTICAL FLEA MARKET

SATURDAY, JUNE 26

8 a.m.-1 p.m.

NO HOUSEHOLD GOODS • VENDORS WELCOME

NAPA VALLEY MARINA

1200 Milton Road • Napa, CA 94559

(707) 252-8011 • Fax (707) 252-0851

www.napavalleymarina.com

Marina • Boatyard • Chandlery • Brokerage

Dealers for
YANMAR

Interlux
yachtpaint.com

Distributors for *Brownell*
Boat Stands

CALENDAR

Readers — We've included here all of the events that we believe were still on each host's schedule as of April 22, 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. 15-May 2 — International Ocean (Virtual) Film Festival, online. Info, www.intloceanfilmfest.org.

May 1, June 5 — Virtual Dockwalker Training, Southern California, 10 a.m.-12:45 p.m. RSVP, vmatuk@coastal.ca.gov.

May 3-6 — Virtual Boater Safety Class, USCGA Flotilla 14, 7-9 p.m. Get the CA Boating Card. \$35. Mary, (415) 209-9999. Register, marinboatingclasses@yahoo.com.

May 5-26 — Wednesday Yachting Luncheon Series, StFYC, 12:30-1:30 p.m. Online via YouTube. Info, www.stfyc.com.

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

May 9 — Mother's Day.

May 15, 1995 — New Zealand's *Black Magic* defeated *Young America* to capture the America's Cup in San Diego.

May 15 — Virtual Dockwalker Refresher Course, Northern California, 10 a.m.-12:45 p.m. RSVP, vmatuk@coastal.ca.gov.

May 15 — Online Sea Chantey Sing, noon. With Peter Kasin. Info, <https://maritime.org/events-home/chantey-sing>.

May 16 — Haydn Voyages, Maritime Museum, San Diego, 4-6 p.m. Live music with the Hausmann Quartet returns to the ferryboat *Berkeley*. \$10-\$50. Info, www.sdmartime.org.

May 22 — Shields/Santana 22 Clinic. Sail trim and boat handling. MPYC, www.mpyc.org.

May 22-23 — Waterpalooza, various Sacramento River Delta locations. Speakers, music, workshops, food and wine. \$20-\$100. Info, www.waterpaloozafestival.com.

May 26 — Full Flower Supermoon on a Wednesday.

May 31 — Memorial Day.

Racing

May 1 — Around Monterey Bay/MBYRA Championship Race #1. MPYC, www.mpyc.org.

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

May 1, 15, 22, June 5 — Spring Series #4-7. SSC, www.stocktonsc.org.

May 1, June 5 — North Bay Series. VYC, www.vyc.org.

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

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

May 1-2 — Yachting Cup. SDYC, www.sdy.com.

May 1-2 — Cinco de Mayo Regatta. Santa Barbara Sailing Club, www.sailsbsc.org.

May 2 — Ron Byrne Memorial Estuary Cup. EYC, www.encycinal.org.

May 2, 16, June 6 — Fun Sail Spring Series. ElkYC, www.elkhornyachtclub.org.

May 7-9 — Moore 24 Nationals. SCYC, www.scyc.org.

May 8 — Summer Series. SeqYC, www.sequoiayc.org.

May 8 — YRA Summer Series #2. YRA, www.yra.org.

May 8 — Cinco de Mayo Race. TYC, www.tyc.org.

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

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

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

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

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

May 8, June 5 — Mercury NorCal Series. EYC, www.encycinal.org.

SIRENA

[58' & 64' FLYBRIDGE]



AXOPAR

[37 XC CROSS CABIN]

BRABUS

[SHADOW 900]



PARDO

[PARDO 43]

bespoke brokerage & yacht sales

Sausalito | 298 Harbor Drive @ Clipper Yacht Harbor, 415 887 9347
San Diego | 2330 Shelter Island Dr., Suite 105, 619 222 9899 Flagship Office
Newport Beach | 2507 West Coast Highway, Suite 101, 619 709 0697
Seattle | 901 Fairview Avenue North, Suite A170, 206 949 2270

JeffBrownYachts.com



1997 J/Boats J/160 Libra
\$579,000



2011 Sabre 456 MKII
\$499,000



2017 Bavaria Virtess 420 Flybridge
\$515,000

CALENDAR

ATTENTION
CRUISERS!
MEXICAN
LIABILITY
INSURANCE
ONLINE



Since 1959

Insuring Personal/
Commercial Vessels,
Marinas & Shipyards
World Wide

From California
to Maine
Alaska to Florida

Retail and
Wholesale Divisions

Contact us for a quote at
800-992-4443
or **800-639-0002**

www.marinersins.com

San Diego, CA

Newport Beach, CA

Bradenton, FL



Ins. Lic. #0D36887

May 15 — Singlehanded Farallones Race. SSS, www.sfbaysss.org.

May 15 — Anne McCormack Invitational Cup. SFYC, www.sfyf.org.

May 15 — Spring One Design #2. SCYC, www.scyc.org.

May 15 — PHRF #3. ElkYC, www.elkhornyachtclub.org.

May 15, June 12 — Classic Boat Invitational Series. SYC, www.sausalitoachtclub.org.

May 15-16 — Elvstrom/Zellerbach for invited one-design dinghies. StFYC, www.stfyf.com.

May 16 — Singlehanded/Doublehanded Race. SeqYC, www.sequoiayc.org.

May 16 — PHRF Spring 4 & 5. MPYC, www.mpyc.org.

May 16, June 13 — Baxter/Judson Series. PresYC, www.presidiyachtclub.org.

May 21-23 — Stone Cup. StFYC, www.stfyf.com.

May 22 — OYRA Duxship Race. YRA, www.yra.org.

May 22 — 3 Island Fiasco, Konocti Bay, Clear Lake. KBSC, www.kbsail.org.

May 23 — YRA Doublehanded North South Regatta. YRA, www.yra.org.

May 23 — SCORE #2. SCYC, www.scyc.org.

May 23 — One Design Spring. MPYC, www.mpyc.org.

May 29 — Master Mariners Regatta for classic vessels. MMBA, www.sfmastermariners.org.

May 29-30 — Memorial Weekend Regatta on Whiskeytown Lake. Info, www.whiskeytownsailing.org.

May 29-30 — Spinnaker Cup, San Francisco Bay to Monterey. Kicks off California Offshore Race Week. Info, www.offshoreraceweek.com.

May 31-June 1 — Coastal Cup, Monterey to Santa Barbara. Info, www.offshoreraceweek.com.

June 3-5 — SoCal 300, Santa Barbara to San Diego. Info, www.offshoreraceweek.com.

June 3-5 — CA 500, San Francisco to San Diego, for the really fast boats. Info, www.offshoreraceweek.com.

June 5 — OYRA Farallones Race. YRA, www.yra.org.

June 5 — Otter Cup Invitational. Monterey to Moss Landing. MPYC, www.mpyc.org.

June 5 — Merton Yolles Race. CPYC, www.cpyc.com.

June 5 — Rear Commodore's Regatta. HMBYC, www.hmbyc.com.

June 11-13 — US Open Sailing Series in San Diego. SDYC, www.sdyf.org or <http://usopen.ussailing.org>.

June 12 — 30th Delta Ditch Run, Richmond to Stockton. RYC/SSC, www.stocktonsc.org.

June 12 — Summer Series. SeqYC, www.sequoiayc.org.

June 12 — Katherine Eavenson Regatta on Folsom Lake. FLYC, www.flyc.org.

June 12-13 — J/105 and Knarr Regatta. SFYC, www.sfyf.org.

June 12-13 — Gardiner Regatta. StFYC, www.stfyf.com.

June 12-13 — Commodore's Regatta. Monterey to Stillwater and return. MPYC, www.mpyc.org.

June 13 — Around the Pins Race, South Lake Tahoe. SLTWYC, www.sltwyc.com.

Beer Can Series

BERKELEY YC — Every Friday night through 9/24. Info, www.berkeleyyc.org.

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

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

CORINTHIAN YC — Every Friday night through 9/3. Info,



THERE ARE A
LOT OF GOOD
REASONS TO BE
HEADING OFFSHORE
THIS SEASON.

Check all systems on board your vessel to ensure a safe voyage,
where ever your sense of adventure takes you.



**SVENDSEN'S
BAY MARINE**
BAY MARITIME GROUP

The Premier Bay Area Boatyard
310 West Cutting Blvd., Richmond CA
510-237-0140 • office@baymaritime.com
sbm.baymaritime.com



VISIT OUR WEBSITE:
www.boatyardgm.com

We're just a 'click' away.



Click our
'Yard Cam' and
'Yelp Reviews'



IT'S SIMPLE!

Call The Boat Yard at Grand Marina
for the Lowest Bottom Prices!

~ THE ONLY BOAT YARD IN ALAMEDA ~



CALL FOR A RESERVATION

(510) 521-6100 • Fax (510) 521-3684
2021 Alaska Packer Place, Alameda

CALENDAR

www.cyc.org or (415) 435-4771.

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

ENCINAL YC — Twilight Series, Fridays. Spring: 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. Summer Sunset Series: 5/7, 6/11, 7/16, 8/6. Info, www.flyc.org.

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

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

LAKE 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: 5/21, 6/25, 7/23, 8/27, 9/24, 10/22. MPYC, www.mpyc.org.

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

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

ST. FRANCIS YC — Knarrs, Folkboats & IODs every Wednesday through 6/30 & 8/4-8/18. Thursday Night Kites: 5/6, 5/20, 6/3, 6/17, 7/8, 7/22, 8/5, 8/19, 9/2, 9/23. Friday Windsurf Slalom: 6/4, 7/16, 8/13, 9/10. Info, (415) 563-6363 or www.stfyc.com.

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

SOUTH BEACH YC — Fridays: 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.

TAHOE YC — Laser Racing, every Monday night: 5/3-8/30. Keelboat Racing, every Wednesday night: 6/2-9/1. Info, (530) 581-4700 or www.tahoeyc.com.

TIBURON YC — Every Friday night: 5/14-9/3. Info, www.tyc.org or www.jibeset.net.

TREASURE ISLAND SAILING CENTER — Vanguard 15 Series every Thursday; Team Racing every Tuesday, through September. V15 Fleet 53, <http://vanguard15.org>.

VALLEJO YC — Wednesday nights through 9/22. Info, www.vyc.org/sailing or www.jibeset.net.

In the Tropics

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

June 14-20 — St. Thomas International Optimist Regatta, including a three-day racing clinic, for ages 8-15, on Cowpet Bay. St. Thomas YC, www.stthomasyachtclub.org.

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.

BOATING CLUB CHECK LIST

If you're shopping clubs, Club Nautique proudly offers this check list to aid in your comparison.

CN	A	B	Description*
✓	<input type="checkbox"/>	<input type="checkbox"/>	Sail training from Basic Keelboat through Offshore Passage Making
✓	<input type="checkbox"/>	<input type="checkbox"/>	Internationally recognized certifications issued through US Sailing, the National Governing Body for the sport of sailing.
✓	<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
✓	<input type="checkbox"/>	<input type="checkbox"/>	All instructors are US Coast Guard licensed captains
✓	<input type="checkbox"/>	<input type="checkbox"/>	Ocean-equipped yachts are insured for charters in California coastal and inland waters from Pt. Arena south to the Mexican border for 200 miles offshore.
✓	<input type="checkbox"/>	<input type="checkbox"/>	In-house charter brokers offer discounted vacation charter booking service
✓	<input type="checkbox"/>	<input type="checkbox"/>	Weekly electronic newsletter to keep you posted on classes, events & cruises
✓	<input type="checkbox"/>	<input type="checkbox"/>	Dues are credited towards charters for members with advanced certifications

Alameda
 Ballena Isle Marina
 1150 Ballena Blvd. #161
 510-865-4700



Sausalito
 Clipper Yacht Harbor
 400 Harbor Drive, #D
 415-332-8001

* Fleet size varies from time to time and is generally growing to accommodate membership growth. Description of features subject to change without notice or obligation. Contact a Club Nautique Membership Director for details. © 2021 Nautical Miles Inc.

A Few Upwind Tacks

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

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

The distance from your slip to the open Bay can be measured in feet, not miles as you simply head west through our fairway and

around the break-water to begin your sail. For your return trip the Marina's east/west orientation makes it easy for the experienced sailor to sail into their upwind-facing slip.

Let the wind take you on your next adventure and carry you home. Call the Berkeley Marina today to reserve your slip at (510) 981-6740, or email us at slips@cityofberkeley.info.

Boat-in visits up to 4-hours are free. Our team is at the ready to help get you started. Visitors welcome.



**Berkeley
Marina**
CALIFORNIA

www.Berkeley-Marina.com

CALENDAR

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

November 1-13 — Baja Ha-Ha XXXVII. Cruising rally from San Diego to Cabo San Lucas. Info, www.baja-haha.com.

November 17-21 — St. Barth Cata-Cup for F-18 catamarans. Info, www.stbarthcatacup.com.

Please send your calendar items by the 10th of the month to calendar@latitude38.com. Please, 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.

May Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
5/1Sat	0245/6.1	0947/-1.1	1724/4.6	2152/3.1
5/2Sun	0343/5.6	1052/-0.8	1835/4.6	2322/3.1
5/8Sat	0429/0.7	1040/4.4	1608/1.1	2245/5.5
5/9Sun	0506/0.3	1131/4.3	1643/1.5	2309/5.6
5/15Sat	0127/5.5	0829/-0.5	1615/4.2	2015/3.3
5/16Sun	0206/5.3	0913/-0.4	1710/4.2	2110/3.4
5/22Sat	0250/1.2	0849/4.4	1432/0.6	2123/5.7
5/23Sun	0338/0.4	0959/4.5	1519/1.1	2158/6.2
5/29Sat	0132/6.5	0833/-1.6	1604/4.9	2031/3.1
5/30Sun	0226/6.1	0928/-1.2	1702/4.9	2145/3.1
5/31Mon	0324/5.5	1024/-0.8	1800/5.0	2308/2.9

May Weekend Currents

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

date/day	slack	max	slack	max
5/1Sat	1118 2248	0124/2.8F 1442/3.4F	0348 1824	0636/2.9E 2042/0.9E
5/2Sun	1212	0218/2.3F 1542/3.1F	0442 1930	0730/2.4E 2148/0.9E
5/8Sat	1212	0230/2.2E 1442/1.2E	0630 1742	0900/2.3F 2100/3.4F
5/9Sun	0006 1300	0312/2.4E 1524/1.1E	0718 1812	0948/2.5F 2142/3.4F
5/15Sat	1006 2130	0042/2.1F 1348/2.6F	0300 1800	0600/2.4E 1954/0.4E
5/16Sun	1042 2218	0118/1.9F 1436/2.5F	0336 1854	0630/2.3E 2048/0.4E
5/22Sat	1024 2248	0112/1.8E 1312/1.6E	0442 1554	0730/2.1F 1942/3.4F
5/23Sun	1130 2318	0148/2.3E 1400/1.5E	0542 1636	0830/2.5F 2024/3.6F
5/29Sat	1018 2142	0018/3.1F 1330/3.7F	0242 1706	0536/3.1E 1930/1.0E
5/30Sun	1106 2248	0106/2.7F 1424/3.4F	0330 1806	0624/2.7E 2030/1.0E
5/31Mon	1200	0206/2.3F 1518/3.2F	0430 1906	0718/2.2E 2130/1.0E

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

SEATTLE YACHTS

International

With offices in Canada, Washington, California, Florida, Maryland & the Philippines

info@seattleyachts.com

844.692.2487

www.SeattleYachts.com

Seattle Yachts is Your West Coast, Nimbus, Hanse, Moody, & Dehler Yachts Dealer & Broker!



Arrives July

2021 Hanse 458 - Yours Order Now!
to Alameda/San Diego, CA



Arrives July

2021 Hanse 388 - Yours Order Now!
to Alameda/San Diego, CA



Arrives July

2021 Hanse 348 - Yours Order Now!
to Alameda/San Diego, CA



2 In Stock

2020 Nimbus C9
Perfect for SF Bay Boat



2020 Tartan 365 - In Stock
NEW MODEL



2001 Hunt Yachts 33' \$185,000
Tom Mowbray 415.497.3366



Cust. Carb. Marten Marine 65' \$795,000
Rob Fuller 207.233.8846



2016 Fountaine Pajot 58' \$1,350,905
Tom Mowbray 415.497.3366



2018 Hanse 548 54' \$746,498
Kenyon Martin 858.775.5937

Get Top \$\$ for your Boat! Call us Today!



SAN FRANCISCO BAY AREA

Marina Village Yacht Harbor
1070 Marina Village Parkway, Suite 109
Alameda, CA 94501
(510) 227-2100

SAN DIEGO

Sun Harbor Marina
5060 N Harbor Drive, Suite 155
San Diego, CA 92106
(619) 523-1745

Defender
Marine Outfitters of Choice Since 1938

Defender is your Source for
LEWMAR® Products



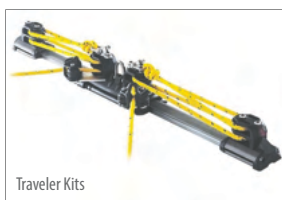
Folding
Wheels



Winches



Blocks



Traveler Kits



Anchors

We are the Largest Independent
Stocking Dealer in North America

samson®



The Strongest Name in Rope

Defender.com | 800-628-8225



Follow Us
@DefenderMarine

LETTERS



STUDIO BORLENGHI / ACE

It seems that Latitude Nation has — albeit reluctantly — accepted the foiling generation of the America's Cup.

↑↓ THE 36TH AMERICA'S CUP HAS COME AND GONE

The foiling monohulls are fascinating and impressive machines. But for the most part, the windward/leeward racing in such a confined course is not nearly as interesting. In honor of the original race around the Isle of Wight, future races should be required to go around a sizable island as part of the race course. That would improve spectating opportunities, improve the background scenery for the cameras, add more passing lanes and uncertainty to the outcome after the start, and probably make it all much more relatable to non-sailors.

Jim
S/V *Cheyenne*

↑↓ DITTO: LONGER COURSES, MORE BOATS

I have watched all the America's Cup Races since the '60s in Newport, with the exception of the debacle on the Bay in San Francisco. I look forward to the next challenge with eager anticipation, and trust that the race committee and their leadership will establish a longer triangular or rectangular course, perhaps a 45-minute to one-hour race with more legs, giving both the crews and the boats greater challenges and the worldwide spectators a more exciting competition. Also, it would be great to watch four, five, six or even seven boats all racing, simultaneously, for the Cup!

Timothy Otterbach

Tim — We're not quite sure what you mean by the "debacle in the Bay," but for our money, 2013 was one of the greatest America's Cups of all time.

↑↓ A FULL-FOILING BAN

I hadn't missed an AC race dating back to 1983. Once foiling became the thing, I haven't seen (or cared to watch) another race.

Jose Kanusee

↑↓ 'AMERICAN' SAILORS WITH 'SOUTHERN' ACCENTS

I would love to see the old rules back in play again, [pertaining to] boats, sails, materials, and afterguards — all of which should be from the [team's] country of origin. Anyone tempted to buy into these 'new' rules may not realize that they mostly benefit New Zealand. I'm so tired of seeing an American afterguard composed entirely of aged sailors from Australia or New Zealand.

We must grow our own if we're ever to succeed in this sport again.

Chuck Greene

PANELED SAIL PERFORMANCE



Whether you strive to improve your Wednesday night race results or win a world championship, North Sails will take your results to the next level.

Contact Your
Local Loft:



northsails.com



QUALITY YACHTS FROM
SWIFTSUREYACHTS.COM

FEATURED LISTING

Firefly
2000 Morris 45
\$450,000



When first-rate design meets exceptional construction, finish and out-fitting, the result is a dream racer-cruiser that truly excels in both categories. The Morris 45's deep keel, long waterline, carbon fiber rudder and rig, and exceptional sail inventory make it a performer on the race course and a fast passagemaking cruiser. While **Firefly** is well known in racing circles for her performances in the Vic-Maui Race, Down East Race Week, Cowes Week and Antigua Race Week, she's also well regarded as a comfortable liveaboard both underway and at anchor. Anyone who steps aboard is instantly struck by **Firefly's** top notch craftsmanship and ease of use for a couple or full crew, making her a must see.



Perry Far Harbour 39 • 2010 • \$139,950



Nordic R5 46 • 1992 • \$239,000



Hinckley Sou'wester 42 • 1984 • \$245,000



Hylas 49 • 2001 • \$399,000

64 Frers	1978	\$325,000	40 Bavaria Cruiser	2013	\$170,000
49 Hylas	1999	\$399,000	40 Passport	1987	\$127,000
48 Waterline	1997	\$299,000	39 Swan 391	1983	\$115,000
48 Sunward	1983	\$249,000	38 Baltic DP	1983	\$90,000
48 Chris White Atlantic	2010	\$565,000	38 Ohlson	1984	\$115,000
48 Camper and Nicholson's	1974	\$140,000	37 Jeanneau 379	2012	\$178,950
46 Hylas	1996	\$265,000	35 One Design 35	1999	\$59,000
46 Swan	1985	\$160,000	34 Webber's Cove	1966	INQUIRE
46 Ker	2006	\$279,000	33 Beneteau 331	2002	\$67,500
44 Gozzard	1997	\$320,000	32 Seaward 32 RK	2013	\$159,900
44 Island Packet 445	2005	\$328,000	31 Tashiba	1988	\$115,000
42 Bavaria	2017	\$349,000	30 J Boats J/92	1993	INQUIRE
41 Sceptre	1985	\$180,000	30 Henderson	1997	\$32,900
41 Jeanneau 409	2012	\$229,000	28 Cutwater	2017	228,000CAD

In the San Francisco Bay Area, contact Swiftsure Yachts broker Allison Lehman at 510.912.5800 or allison@swiftsureyachts.com. Swiftsure Yachts serves the West Coast from San Francisco to Vancouver Island.



SwiftsureYachts

www.swiftsureyachts.com
206.378.1110
info@swiftsureyachts.com
facebook.com/swiftsureyachts

New yachts for world cruising:
Allures Yachting Garcia Yachts
Outbound Yachts Hallberg-Rassy

LETTERS

↑↓ A FAN OF DC, AND THE KIWIS

I have watched AC back from 1983, and was a huge fan of *Stars & Stripes* and Dennis Conner, who made me love to watch AC racing and, conversely, to be very proud of the Kiwi team. I wish they would make the course much larger with more legs to watch. Keep it going, I love AC racing.

Bill Chambers

↑↓ THE CUP WAS COOL. THE TV COVERAGE WASN'T.

I think this was the best AC series ever. The foiling monohulls are amazing. However, I am very disappointed in the NBC Sports Network. They carried the Christmas Series and the Prada Cup Series but during the actual AC I was only able to see/record Race 1-4. What happened? It seems they stopped covering it when there was a day where racing was aborted due to low winds. I hope they don't do that with Formula 1 racing that starts this month!

Christopher Ashley

↑↓ AMERICA'S CUP TV HACK/PRO TIP

Despite earlier information that indicated that the America's Cup was going to be pay-for-view only at an exorbitant \$175, it then appeared that the Match was being broadcast after all. It was not clear whether some payment was required, but it was eventually scheduled for free on regular cable broadcasting, and thereafter on all race days. (Spoiler alert: A summary of each day's races was broadcast on YouTube the day before the day we got the full coverage.)

Bill O'Connor

↑↓ HOW MULTICULTURAL IS NEW ZEALAND SAILING?

So the Kiwis christened their boat *Te Rehutai*, and it was blessed by Maori shamans. But the next time you tune in to the Cup, pay particular attention as the camera shifts to the Kiwi spectator crowd. Not a Maori in sight. The crowd is so blazingly white, shades are *de rigueur*.

Jay Esse

Jay — Thanks for your comment. Team New Zealand has always been respectful of the islands' indigenous past and culture. The Maori tribespeople were quite involved in many 2013 events in San Francisco during the Cup summer. (I attended several of them, and they were way cool.) As far as



new Zealand has been — at least from an outside perspective — a model of reconciliation with its indigenous people, the Maori. Sites like the Mataatua Whareniui house, as seen above in Whakatane, New Zealand, in May 2020, are commonplace around the country. But how common are Maori spectators in the stands watching the America's Cup?

THE FINEST SAILS BEGIN WITH THE BEST SAILCLOTH

Great Job Randall on the Figure Eight Voyage. Sixty thousand miles in the world's toughest oceans with Hood Sails.

Our patented woven Vectran® sailcloth performs like the laminates with the durability of Dacron®, especially in roller furling applications. In fact, Vectran® is lighter, lower stretch, and retains its shape over a longer life than any sailcloth we've ever offered to cruising sailors. That's because Hood Vectran® is woven, not laminated to Mylar® film. And you can be sure that each sail we roll out is built by hand, with the same care and craftsmanship that has been the Hood hallmark for 50 years. To discuss your sailcloth needs – whether our state-of-the-art Vectran® or our soft, tight-weave Dacron® – give us a call today.


-  **Sails & Service**
-  **New Sails**
-  **Sail Repairs**
-  **Furling Conversions**
-  **Free Pickup & Delivery**

Möli,
Randall Reeves with
Full Batten Mainsail,
125% Genoa and Solent Jib

PHOTO COURTESY
TIM HENRY/LATITUDE 38

HOOD
SAILMAKERS



 Find us on
Facebook

HOOD SAILMAKERS 465 Coloma Street, Sausalito, CA 94965
Call Robin Sodaro (800) 883-7245 (415) 332-4104 Fax (415) 332-0943
www.hoodsails-sf.com hoodsails@aol.com

LETTERS

Beautiful waterfront office space available

crowd shots, never quite sure where the camera pans, but I know from many of the festivities that have taken place in Auckland that the Maori were quite involved. — Mark Reid, who covered the America's Cup for Latitude this year

⇕ **LET'S ALL TAKE A MOMENT TO APPRECIATE THE AWESOMENESS OF MELANIE ROBERTS**

Great to see the update on Melanie working for the America's Cup Race Committee. She was always a joy to work with at St. Francis YC. I'm very proud of what she has achieved.

ML Higgins

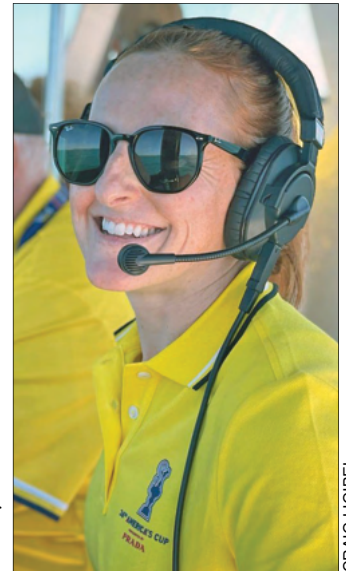
The following comments stem from a March 8 'Lectronic Latitude.

I stumbled across Melanie's name in my phone the other day and started thinking about our volunteer time together in 2013, so it's fantastic to see what she's accomplished. Bravo, Melanie!

Lauren Knobel & Mark Dallow
WindChaser, Cal 2-29
2013 Delta Doo Dah alums

Thank you for sharing this incredible and wonderful life story! It is an amazing commitment, adventure, a dream of lifelong learning and sharing. Wishing Melanie a continued long life of happiness and success.

Sharon Hewitt



CRAIG LIGIBEL

The San Diego-raised Melanie Roberts is on her third stint as an America's Cup race official.

⇕ **WHO WAS AN INSPIRATIONAL WOMAN SAILOR?**

Sylvia Stompe has been my personal inspiration. I have only been privy to the tip of the iceberg of her sailing and all-things-nautical knowledge base. When she wants to learn something, she does! Every time I raced or sailed with her, she was teaching, whether it was me, other newbies, or anybody who wanted to learn.

She had tips at every post, be it at the helm, on the lines, on the foredeck, or in the galley. There was depth to her lessons as she shared *why* something was done, whether it was to gain speed, be safe, or cherish the vessel that was taking us, and taking us to where we wanted to be.

But the part that awed me the most was that she dispensed this knowledge articulately and with profound patience. And she'd do it again if someone missed it. I would go anywhere in the world with her!

Penny Clayton
Latitude 38 Bookkeeper

These comments are from a series of March 'Lectronic Latitudes. We also paid homage to Dawn Riley, Jessica Watson, Tracy Edwards, Laura Dekker and Kay Cottee — not to mention Flying Cloud navigator Eleanor Creesy.

⇕ **ONE OF THE GREATS . . .**

Jocelyn Nash was my inspiration as a young sailor growing up in Berkeley. I wanted so badly to race in the Mallory Cup on S.F. Bay, but, alas, college took me on a different course and I never realized my dream.

If you love boating, this is your place.

Welcoming. Serene. Convenient.

Perfect.



1030 Marina Village Parkway • Alameda, California 94501 • 510 521-0905
www.marinavillageharbor.com



Marina
COSTABAJA



Experience Marina CostaBaja

AT THE GATEWAY TO THE SEA OF CORTEZ IN LA PAZ

Marina CostaBaja's protected location, concrete docks and double basin design offers controlled access to 250 prime slips for vessels ranging from 30 – 200 feet.

OUR PRIME FACILITIES

- Potable desalinated water
- Largest fuel dock in the area
- Crew lounge with satellite TV
- Pump out service at each slip
- WiFi Internet
- Shuttle to downtown
- Total boat care services

Visit Marina CostaBaja and enjoy of the near by resort facilities, gourmet restaurants, convenience store, beaches, shops, charter services, kayak rental & more...



Gabriel Ley (Marina Manager) marina@marinacostabaja.com
Toll Free 888-866-9394 • www.marinacostabaja.com



**FAST SAILS BUILT
TO YOUR NEEDS**



**Ullman Sails San Francisco
& Monterey Bay**

David Hodges
104 Bronson St. #20
Santa Cruz, CA
831.454.0868
dhodges@ullmansails.com

Synthia Petroka
510.205.9412
spetroka@ullmansails.com

Ullman Sails Sausalito

Robin Sodaro
465 Coloma St., Sausalito, CA
415.332.4117
UllmanSailsSausalito@gmail.com

LETTERS

Mimi English-Koch
Latitude Nation

↑↓ A HUGE IMPACT

Jocelyn Nash also made a huge impact on me. I had raced for several years with my father, Roy Raphael, but one year Jocelyn asked me to be on her all-girl crew for the midwinters. I learned how to compete with Jocelyn — I crewed for her for that season, but had to pass on the next as I was pregnant and that took precedence. However, we remained friends, and she and my father

were always good buddies. Sadly, we lost Roy and Jocelyn just a few weeks apart this year.

Ginger Raphael

↑↓ CELEBRATING WOMEN SAILORS

I still have the sails, and she gave me an incredible deal. It is about time to buy a new suit, but...

My favorite photo of her was racing the S.F. Bay in the 1960s wearing a shower cap. She told me that she was still expected to look like Marilyn Monroe at the yacht club after the race.

Wally Bryant
Mexico

↑↓ RANDY TARS

These women are incredibly accomplished sailors. Sadly, there are too many 'sailing bachelors', whose spouses continue to resist spending water time together. Sailing is no more gender-specific than swimming, surfing, kayaking, hiking, or skiing, but still, far fewer women participate. 'Randy tars' still prevail.

Jim 'Goose' Gossman
Regale, West Wight Potter 18
Benicia

↑↓ A WORD FROM JEANNE SOCRATES

Greetings from Yorkeys Knob in Queensland, Australia (just north of Cairns), where I'm 'marooned' until flights and border restrictions allow me to return to *Nereida* in Victoria, BC. (Go to my website blog, www.svneraida.com, for a big news update I posted recently.)

Many thanks for giving me a happy memory of my very first (westabout) circumnavigation — a friend just sent me an email with your link. The main photo was taken in the 'shack' in the Cocos Keeling Islands where all the yachties would meet up on many an evening. All three of my subsequent circumnavigations were eastabout, of course, sailing in the cold Southern Ocean, not usually as skimpily dressed as in your photo!

I just wanted to make a couple of comments on the text that is in the main story:

"...And five years later became the oldest woman to



Jocelyn Nash — at the tiller on the Bay in the black-and-white era — in a photo from the upcoming documentary, 'Sailing Set Her Free', produced by the Bay Area-based Life on the Water.

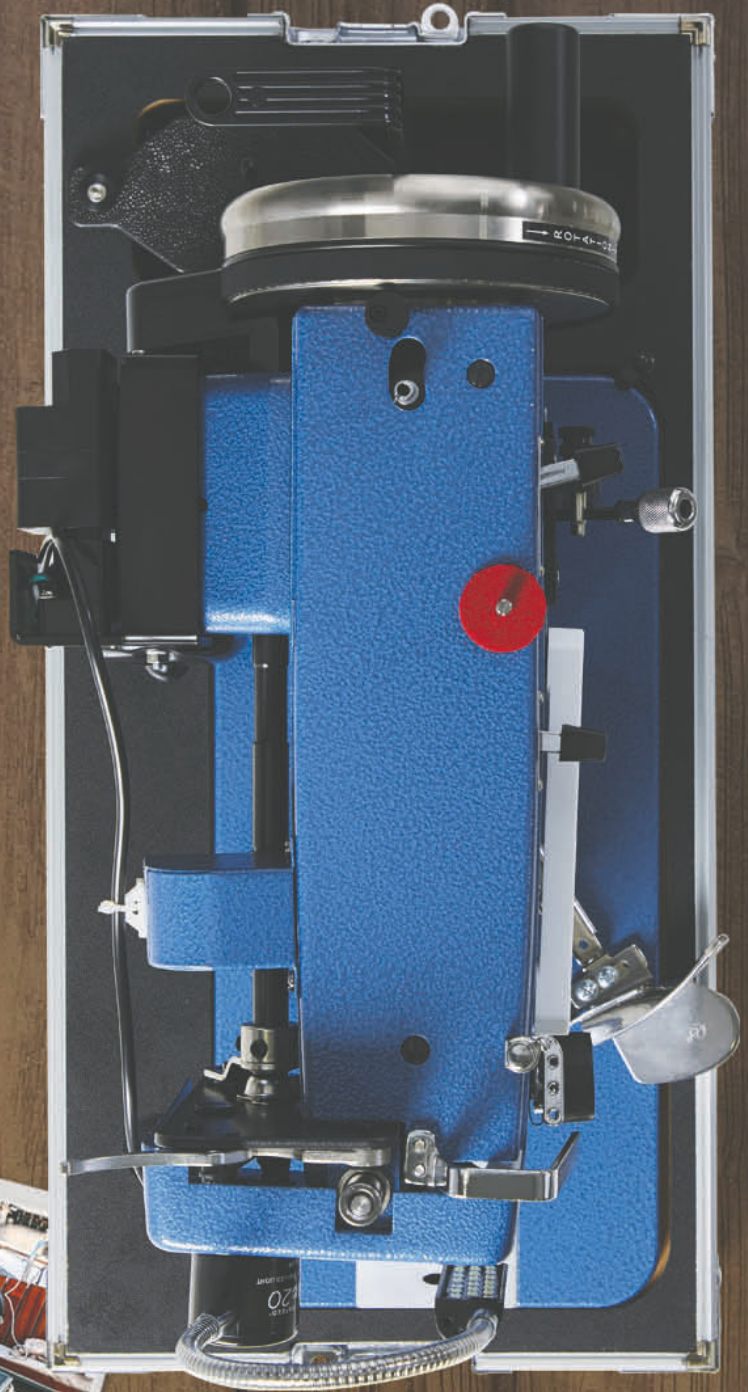
LIFEONTHEWATER.US

No Horizon Left Uncharted

WE PUT THE PORT IN PORTABLE

When you have a sewing machine on board, nothing can hold you back. The **Sailrite® Ultrafeed®** is a portable machine with industrial power, allowing you to sew your own sails and canvaswork everywhere you go. It's the most trusted sewing machine on the water.

Don't set sail without it.



SAILRITE®

Est. 1969

FABRIC // SEWING MACHINES // TOOLS // KITS // FOAM // NOTIONS // HOW-TO VIDEOS // SAILRITE.COM

©2021 Sailrite Enterprises, Inc. Customer photos above from left: Jessica J., Denny S. and Bailey H.

f p YouTube t i #sailrite

RACE WITH CONFIDENCE

Whether you are racing at a club level or Grand Prix, the same knowledge and attention to detail is applied to each and every sail.

doylesails.com



Doyle Sails San Francisco
Bill Colombo
doylepacific@gmail.com
+1 510 773 8015



LETTERS

complete a nonstop solo sail around the world."

"Unassisted" is a highly relevant word also associated with this record!

I do still hold the record as the oldest person to circumnavigate (2018-19) solo, nonstop, unassisted south of the five southernmost capes in the Southern Ocean. It's a more difficult passage if Tasmania and New Zealand are passed to their south, in the stormy Southern Ocean, than if passed to their north (as Bill Hatfield did) and I still hold the 'oldest person' record for an

eastabout solo nonstop unassisted circumnavigation. I'm also still the first (and only) woman to have circumnavigated solo, nonstop, unassisted from North America — twice now.

Interestingly, I'm hoping to meet up with both Bill Hatfield and Kay Cottee soon (having met with Lisa Blair and Jessica Watson last year), and was reading up on Kay's achievements. I think I might have taken over some of her records as quoted on her return. I wonder if I now hold the record for the longest period alone nonstop at sea, 339 days, — by a woman — and also for the greatest nonstop distance, 27,911 miles, covered by a singlehanded woman.

I'm keeping busy writing and taking part in Zoom meetings here in Australia while I wait to find out when I can leave and fly back to *Nereida*. In the meantime, I'm occasionally managing to get out on the water, courtesy WWSA members and Ham-radio friends. So I'm not totally landlocked!

Jeanne Socrates
Nereida, Najad 380
Victoria, BC



COURTESY JEANNE SOCRATES

Jeanne Socrates, as seen at 'The Shack' in the Cocos Keeling Islands in 2008, when she was 65. Jeanne wrote this letter in response to the March 19 'Lectronic: Celebrating History-Making Women Sailors.

↑↓ CHARM OF THE HISTORICAL SCHOONER VIVEKA

In your May 2020 issue, my friend Kelly MacDonald and I were interested to see that the *Viveka* has been fully restored and is sailing once more. You included a note that you were interested in learning more about this storied yacht, and this might pique your interest.

On March 14, 1964, Kelly and his friend Dave Guidici were joined by the 'President of the Pacific Ocean', Merl Peterson, who was captaining *Viveka* on San Francisco Bay, launching from the Trident restaurant in Sausalito. Also aboard were a *Life* magazine reporter and journalist and several volunteers.

Why the press? Kelly and Dave — both teenagers — were in the final phases of launching the would-be first civilian satellite into Earth orbit. The project, *Searcher*, had been vetted by scientists at NASA, industry giant Lockheed, and the University of California. Some \$40,000 worth of supplies (half the total cost) had also been donated to the effort.

The plan was to lift a balloon to 100,000 feet, and from there release a four-stage rocket, dropping the one-pound

Northern California Office

License #0E32738



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

Southern California Office



2600 Newport Boulevard, Suite 106 • Newport Beach, CA 92663
Across from Balboa Boat Yard

TWIN RIVERS

marine insurance agency, inc.
"Your Marine Insurance Specialists"

Shop Your Renewal & Save - Flexible Survey Requirements • Broad Navigational Areas • Liveaboards • Agreed Value Policies • Fuel Spill Liability
Call Us Now For The Most Comprehensive Policy At The Most Competitive Price ~ Get A Quote Online

WWW.BOATINSURANCEONLY.COM

Our Agents



Gary Doug Shannon Roy

Our Staff



Kari Lori Erika Jill Christian Kristi

Servicing Over 35 States With Their Insurance Needs For Over 22 Years

WEST COAST | HAWAII | EAST COAST

- Representing -

Marine Insurance Made Simple, Affordable And Effective



Years Of Unbeatable Experience To Match Your Needs To The Right Product

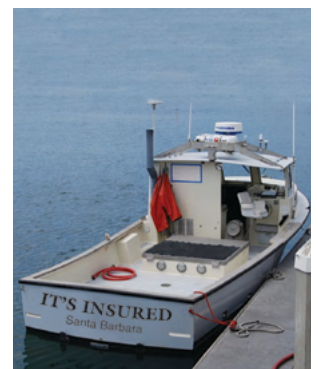
800.259.5701

Commercial Marine Insurance | CALL DOUG for a QUOTE



Doug Rader

- Marinas/Resorts
- Yacht Clubs
- Dealers/Brokers
- Rental Vessels
- Yacht B&B
- Charter/Tour/Fishing Vessels
- Vessel Repair Facilities
- Boat Builders
- Marine Contractors
- Marine Products Manufacturers
- Wholesalers & Distributors
- Workboats



Doug Rader - Your Commercial Marine Specialist • Direct: 209-334-2858



South Beach Harbor is a great way to experience San Francisco. Boats of all sizes are welcome in our protected harbor. Bring your boat to South Beach and enjoy all the attractions of the city, including the new Chase Center.



- Guest Berths up to 50'**
- Temporary Subleases Available**
- After Hours Security**
- South Guest Dock for Charters**
- Free Pump-Out Station**
- Convenient Access to Public Transportation**
- Adjacent to Oracle Park**
- Casual and Fine Dining Nearby**
- 1.2 miles to Chase Center**



For Reservations:
415.495.4911 (x1111)
fax: 415.512.1351

<https://sfport.com/maritime>

LETTERS

Searcher into orbit. This particular expedition on the *Viveka*, dubbed Project Epsilon, was orchestrated to elude the local fire marshal, who couldn't stop the boys from blasting off out at sea. It was also ostensibly to test whether to equip their rocket with stabilizing fins or to set it spinning with a special motor. But as Kelly will attest, that was more



An image from the 1964 Life magazine story about two teenagers who attempted to launch the first-ever civilian satellite into orbit. Above, 'Searcher' is launched from the foredeck of the recently restored and oft-mentioned 'Viveka'.

just a ploy to keep the public and the press engaged in the saga.

The exploit was documented in the April 24, 1964, edition of *Life*, including many pictures aboard *Viveka* from that day 57 years ago. I'm working on a project to document the fuller version of this story, and stumbled upon your article. Kelly and I are dying to know, is *Viveka* still in the Bay Area? We'd love to see it and share stories.

Natalya DeRobertis-Theye

↑↓ **A BETTER WAY TO BASH**

In January 2018, I crewed on a so-called 'Baja Bash'. It was anything but.

January generally has light winds and flat seas. I think the strongest wind we encountered was less than 10 knots, along with typically very low swell. It was mostly motoring through a glass lake. I've been in marinas with more surge!

Scott Henry

↑↓ **HOW DO YOU PLAN FOR A PASSAGE FROM SOCAL TO THE BAY?**

We've made at least a dozen trips from Santa Barbara to San Francisco on our Bristol 30 *Felicia*. Our strategy: Don't rush or try to unnecessarily use blast mode (motoring under reefed main only) when pulling into anchorages or places like Morro and San Simeon Bays, which are possible destinations for rest and fun.



"The photo of the boat with all the laundry hanging is typical of a boat that has just completed a bash after having been left cooking in the sun for too long and improperly maintained," commented Peter J. Caras on the March 15 'Lectronic: The Outside Route — A Better Way to Bash.

At sea, I learned how little a person needs, not how much.

— Robin Lee Graham



**SAN FRANCISCO
ON THE BAY™**

Dock, Dine, Stay, Play & Shop x12!

The Bay...it brings us together

With gratitude to all the local businesses working tirelessly to serve us under these difficult conditions —we salute you!

Please check out our sponsor businesses and many others at sfonthebay.com/list-38 and find out where to pick up your Trail Guide!



RICHMOND



BERKELEY



RICHMOND



BEER CO.

RICHMOND



RICHMOND



SAUSALITO



HERCULES



EMERYVILLE



EMERYVILLE



OAKLAND



ALAMEDA



SAUSALITO



RICHMOND



OAKLAND



BERKELEY



ALAMEDA

sfonthebay.com/list-38

Alameda Benicia Berkeley Emeryville NorthShore Oakland Richmond San Francisco San Leandro Sausalito Tiburon Vallejo...Join Us!



NEW ENGLAND ROPES



The Next Generation of Performance Cruising Lines.

VIPER Series - The next generation of performance lines for cruising and club sailors is super strong while remaining flexible. It is ideally suited for our customers looking for better performance than polyester without paying the premium price of Hi-Techs!

Available in an assortment of colors at your local marine retailer or riggers shop.

**Others make line.
We make line perform.**



www.neropes.com

LETTERS



LATITUDE / JOHN

Delivery crew Randall von Wedel and Michael Rossi round a glassy Point Conception in mid-March aboard 'Finistere'.

Here's how we do it: Leave Santa Barbara in the early evening for a passage to San Luis by early afternoon the next day. Hang out for at least a day to relax. Then on to Morro Bay for a day or two of relaxation and fun. Then a half-day passage to San Simeon for rest. Leave in the early evening for an overnighter, rounding Point Sur by early morning for an arrival at Monterey by early afternoon. Hang out for a day or two enjoying the scenery, hiking, and great cuisine.

Then, half day to Santa Cruz for a day or more, and the last, final blast to S.F., leaving before sunrise. Radar is essential for the entire trip, mostly because of likely fog in and out during the entire passage. If you're on a tight schedule because of crew commitments, you're likely to suffer, unfortunately. All the above applies only to our summer and fall passages.

Carlos Valencia
Felicia, Bristol 30
Channel Islands Harbor

These comments are from the March 31 'Lectronic Latitude: Finistere Battles Raging Seas from Santa Barbara to San Francisco. (The title was satirical, as Finistere — which is Latitude publisher John Arndt's new-to-him Sabre 38 MkII — encountered glassy, windless seas on what is notoriously one of the roughest stretches of water in the world.)

↑↓ **NORTHBOUND ANCHORING PRO TIPS**

When making this northbound trip, be sure to stay behind the kelp beds.

- 1) In San Simeon, stay off the beach in 20 feet [of water].
- 2) By the Año Nuevo elephant seal house, stay to starboard of the red can, and go straight toward the beach and Highway 1; [then] go 90 degrees to port and the drop hook in 20 feet. These are great ratholes in a northwest sea state, as the kelp blocks 90% of swell.

Michael Kehir
Merilon, Yorktown 35
Moss Landing

↑↓ **SEALS IN THE BOAT, AND NOT FROM THE NAVY**

We dropped the hook at Point Lopez for three nights once to avoid big wind coming north. When we launched the dinghy, harbor seals jumped into the boat!

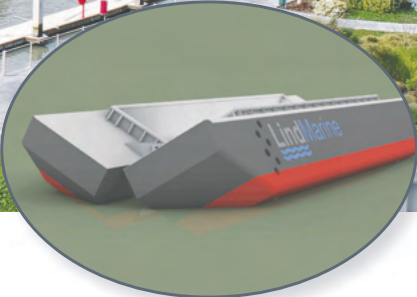
Paul Moench
Endeavour, Hans Christian 38
Sausalito

BORN TO DREDGE

MARINAS | HOMEOWNERS | MUNICIPALITIES



OFFERING
UPLAND AND
IN BAY
DISPOSAL



Lind Marine is proud to announce it has launched an entire **NEW FLEET** of marina and homeowner dredging equipment.

Providing services throughout the San Francisco Bay and Delta, and the Sacramento and San Joaquin Rivers, since 1906.

Lind Marine Added Capabilities

- ⚓ Fleet of 4 new dump scows designed to fit in all marinas and homeowner docks
- ⚓ New electric clam shell dredge, ABS loadline, designed to dig out slips up to 90' long
- ⚓ Pile driving, dock repair, seawall repair and installation
- ⚓ In house permitting department
- ⚓ Survey boat with brand new state of the art single beam system
- ⚓ Small and large vessel salvage
- ⚓ Full service shipyard



Please call 707-762-7251 for all dredging inquiries or email us at: chris@lindmarine.com
LIND MARINE SHIPYARD | 1250 Nimitz Avenue, Vallejo, CA 94592 | www.lindmarine.com

VOLVO PENTA

EXCLUSIVELY WORKING ON VOLVO PENTA SINCE 1988 WITH THE LARGEST INVENTORY OF VOLVO PENTA PARTS & ENGINES



Up to \$1000 off a Volvo Penta Sailboat Engine Package

Spruce up your boat and give it new life with a quieter & smoother engine!



MARINE SERVICE INC.
AUTHORIZED VOLVO PENTA POWER CENTER
GASOLINE AND DIESEL
CA - HI - NV - UT - AZ - NM - GUAM

CALL US FOR QUESTIONS OR MORE DETAILS
1-800-326-5135 • helmutsmarine.com

LETTERS

↑↓ CALM AND SMOKY

We bought a sailboat in January 2020 in Ventura. By the time repairs and prep were completed, COVID hit. It wasn't until September that we could finally move her north to her new home in Brisbane Marina. We had similar conditions rounding Point Conception — calm and smooth seas — and actually towed a distressed sailboat with engine failure into San Luis Obispo. The roughest part of the trip was the overnight passage from SLO to Monterey Bay, where we had to duck in for a few days to avoid gale-force winds moving down the coast. It was smoky and dead calm rounding Mile Rocks into the Bay.

Ken Kotsur
Gita, Polaris 43
Brisbane

↑↓ CALM, ROUGH AND SALMON

I once took a shower while northbound on the beautiful 80-ft schooner *Shearwater*. But the next trip north on her the following year was a different story. We ducked into Morro Bay after taking a licking, which was interesting in a boat that big, but Morro Bay YC was more than welcoming to us. Off the Golden Gate Bridge, we caught a salmon, but had to lower a crewman over the side to hand-catch it as we had no net.

Milly Biller
Big Pink, International 110
Inverness

↑↓ SOLO MOB IN THREE BRIDGE FIASCO

When I heard that the USCG was restricting the SSS Three Bridge Fiasco to just 125 boats, and all singlehanded, I thought it was a big mistake from a safety point of view. My reasoning is you have fewer boats on the water to render assistance, and you don't have a fellow crewmember to help you either. I'm so pleased to see James [Fair, of the Merit 25 *Chesapeake*] was unharmed, but it goes to show how incredibly difficult it is to get back aboard your boat.

Gerard Sheridan
Tupelo Honey, Elan 40
Bay Area

These comments stem from a March 10 'Lectronic post.

↑↓ LESSONS LEARNED FROM GOING OVERBOARD

Several years ago, I was teaching a beginning sailing class on a Merit 25. We had just tucked in a reef, and I went forward to tidy it up, leaving the students to keep a deep broad reach. The boat turned more downwind and jibed. The boom knocked me overboard.

To their credit, the students were able to get back to me, but I was unable to pull myself back onto the boat even with the help of the students. A group of dinghies were practicing nearby, accompanied by a chase boat that came over to help. My first attempt to get aboard the RIB was unsuccessful because my inflated life jacket was in the way. I had to remove it before I was able to slide over the side like a floundering fish.

If only I had waited for a few minutes until we were on a closer point of sail to tidy the reef.

Dan Haynes
Latitude Crew Lister

↑↓ THROWING IT WAY BACK TO A 2014 'LECTRONIC

Nau Moksa is the boat that was beached [by Hurricane

BAY AREA INVESTMENT OPPORTUNITY



BOAT SLIPS FOR SALE & RENT

DOCKOMINIUMS AVAILABLE NOW



CALL TODAY

(707) 552-3236

**Open and Covered Slips
18-75 feet**

GlenCoveMarina@gmail.com
www.GlenCoveMarina.net
Glen Cove Marina, Vallejo, CA

2014 National Marina of the Year

SLIPS

NOW AVAILABLE

Slips for rent and long term leases for sale

IN THE HEART OF
SAN FRANCISCO

Be where little cable
cars climb half way
to the stars.



PIER
39
MARINA

Come take advantage
of our central location.
Minutes from downtown.
Public transportation friendly.

www.pier39marina.com | 415-705-5436

LETTERS



JIM COCHRAN

James Maxwell's 'Nau Moksa' has been on the hard ever since being washed ashore by Hurricane Odile in 2014.

Odile, which swept past the tip of Baja in September 2014]. She's mine.

I had paid for a guy to take care of her while I was in La Paz. He did, in fact, help other boats but watched as *Moksa* broke free the next morning, dragging anchor for an hour until she was beached. She took moderate damage considering that the surge would pick her up and slam her in 4 feet of water, time and again, until she landed. Thank goodness for the Coronado's '71 hull construction — a veritable *tank*.

Anyway, no recourse (of course) against the marina guy. I had actually sent other friends to get the key to move the boat to the marina prior to the storm; the guy played dumb. If anyone is interested in helping get her back in the water, I would offer up all the time they wanted on her for free use. I really need some help. She's been on the hard ever since Odile. She took on water but only through vents above the waterline and such, but the hull was not breached. Hope to hear from anybody interested in helping.

James Maxwell
Nau Moksa, 1971 Coronado
jmaxwell1964@gmail.com

↑↓ FEBRUARY'S BARRA DE NAVIDAD CRUISE-IN WEEK

This year's crop of Barra cruisers turned what was going to be something between a bummer and a disaster into an inspiring, successful Cruise-in Week for everyone concerned. [Pat was commenting on an April 2 'Lectronic Latitude with the same name as this letter.]

This was an imaginative, well-executed, week-long event pulled together by people who really love cruising *and* who are dedicated to helping the local folks who have welcomed us all into their town. Elinore, John, Linda and so many others have turned lemons into lemonade — or maybe it's limes into margaritas. In this case, congrats and well done.

Pat McIntosh
Espiritu, Hunter 430
Sacramento

↑↓ SWALLOWS AND AMAZONS, ANYONE?

This is in response to the letter in your March issue from Daniel Irwin, asking if he was, "the only American ... aware of *Swallows and Amazons*," and to the reply by *Latitude* 38. Daniel, you are far from alone; we and many friends, not all of whom are sailors, have read the books for themselves or, especially, to their children. That noted, *Swallows and Amazons* — both the book and the complete series of books by Arthur Ransome that numbers about 12 volumes — deserve greater attention by Americans, and especially sailors, American or not, with kids whom they would like to engage in their passion.

The books, written in the late 1920s and into the 1930s, are set in a loosely disguised version of the Lake District of England, but no knowledge thereof is needed to thoroughly

Easy Access

In The Center of San Francisco Bay Perfect Location - Great Investment!

EMERY COVE
YACHT HARBOR

BUY OR RENT A SLIP

- BUY A SLIP - Save money and earn equity! Enjoy tax savings. Listings start at \$33,900. Emery Cove Yacht Harbor is the only marina on the Bay with FEE SIMPLE (not a grounds lease) dockminium ownership.
- RENT A SLIP - 35-60' slips, rates from \$12.15 to \$13.15 per foot.

AMENITIES

- Wide fairways, free wireless, modern facilities and Marina Guard® ground fault monitoring.
- Restaurants and shopping within walking distance.
- Free bus: Emery-Go-Round to Bart & Amtrak

ON PREMISES

- Emeryville Yacht Club
- Rubicon Yachts
- SailTime
- Websolar

Certified

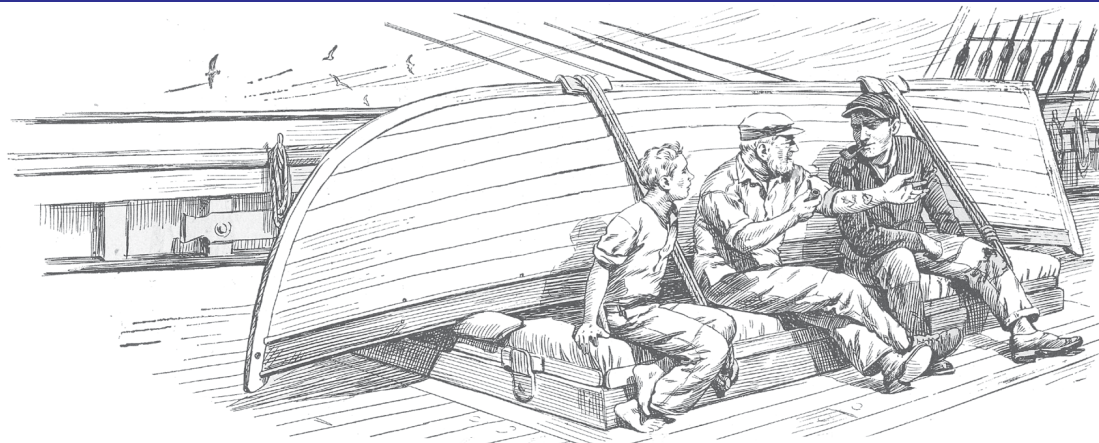


CALL FOR AN INFORMATION PACKET | 510-428-0505

3300 Powell Street, Emeryville, CA 94608 | www.emerycove.com | Email: info@emerycove.com

SPAULDING BOATWORKS

Quality Workmanship for Over 60 Years



"Hey fellas, don'tcha know Spauldings' is THE place to haul out"

HAUL-OUTS

- Fast turnaround
- Fixed price
- Prop and shaft work
- Fiberglass and blister repair
- Expert topside painting

SERVICES

- Electrical
- Plumbing
- Equipment installation
- Marine engineering

GATE 5 ROAD, SAUSALITO 1-415-332-3721

Learn to Design Yachts With Westlawn

"LM46" Designed by alum
Kevin Dibley, built by Lyman-Morse



Enabling our students and alumni to achieve their
dreams of becoming successful yacht designers



SAN JUAN ISLANDS



Evergreen-studded islands, abundant wildlife and peaceful anchorages. Experienced or new to sailing, we can help you discover the joys of cruising the beautiful San Juan Islands! Beginner to advanced liveaboard courses. Monohull and catamaran bareboat charters. Guided flotillas too!

CHARTER

Sail & Power Yachts
from 29' to 51'



INSTRUCTION



Our location in Bellingham, WA is easy to reach from SFO/OAK
and just a 1-hour bay sail from the San Juan Islands!

360-671-4300 • sanjuansailing.com

LETTERS



UK. BOATS.COM / HARBOUR PICTURES / BBC FILMS

'Swallows and Amazons' was adapted from Arthur Ransome's children's novel into a film in 2016.

enjoy reading the volumes. They are notable, and merit your attention, for several reasons:

First, the books focus entirely on kids getting out and having adventures, largely, albeit not solely, revolving around sailing small boats. Messing around with boats, one might say, but having real adventures and real learning along the way. Adults make an appearance, but are never the primary lead characters, and only show up as fellow protagonists in a few of the volumes.

Second, the books are accurate from a sailing point of view, embedding in the story lines key concepts of sailing, tacking, navigating, knot-tying, and more — as well as the unintended adventures that one can experience if one fails to follow the lessons learned.

Third, exactly half of the six primary protagonists are girls. The two oldest serve as "Captains" of their respective sailboats (*Swallow* and *Amazon* if you couldn't guess), one a boy and one a girl. The girls are treated as equal to (and often better than) the boys in sailing ability, taste for adventure, cleverness in solving challenges, and more. As such, the books' characters serve as valuable role models, especially for those of us who have daughters. It's all the more impressive given the era in which the books were written.

We read the first half dozen of the series out loud during weekly family reading nights with our daughters for years, and subsequently we all individually read the rest of the volumes. Most of the books cover adventures in the Lake District and other areas of England. However, two of the most enjoyable venture farther afield. In the third volume, *Peter Duck*, the kids join a ship voyaging to Crab Island in the Caribbean, in search of treasure, facing conflicts with pirates and shipwrecks and more. It's the sort of book that could have ended with a "waking up from a dream" — but doesn't.

In the seventh volume of the series, *We Didn't Mean to Go to Sea*, the kids more or less accidentally end up on an adventure crossing the English Channel on a sailing craft slightly larger than their lake dinghies, but still a small craft. Great fun, great adventures, and once again, great educational value embedded within.

Excellent synopses of the books can be found at: www.arthur-ransome.org/the-12-books. I cannot recommend these books more highly to anyone who is a sailor with kids!

David Cohan
Tahu Le'a
Redwood City



SUMMER SAILSTICE

#Raiseyoursails



Save the date to sail June 19
21st Annual Celebration of Sailing



Join the whole world sailing - race, cruise, or daysail

**Signup, sail solo, with the family
on the bay or anywhere you sail.**

**Become a Summer Sailstice Ambassador
to connect your fleet, class, or club
to share sailing with the world.**

Sail Locally—Celebrate Globally

How to celebrate will be up to you

Post your plans at www.summersailstice.com then plan to #raiseyoursails

It's possible to improve upon perfection.

Just not very likely.

Over Center Pelican Hook

FREE OFFER! Nifty Johnson Caliper

LIFE LINE FITTINGS

For 62 years your safety has been our concern.

Our Over Center Pelican Hook is superior to other gate hooks. When closed, the load is transferred to the body. This tightens the lifeline and is easier to open since load is not on the hook itself. To release, pull the pin and move the hook arm down.

UPGRADE NOW Purchase a hook from your favorite Rigger or Chandlery between 3/1–11/1/2020. Email a copy of your receipt to info@csjohnson.com and we'll send you a free nifty Johnson caliper to measure stuff on your boat!

Free offer limited to one caliper per customer



C. SHERMAN JOHNSON CO. INC.
Johnson
C. Sherman Johnson Co., Inc.
East Haddam, Connecticut, USA
800.874.7455

STARBUCK



CANVAS WORKS

...UNLESS YOU JUST DON'T CARE

67 Liberty Ship Way
Sausalito, CA 94965

415•332•2509

LETTERS

↑↓ TIMING IS EVERYTHING WITH WHALE SIGHTINGS

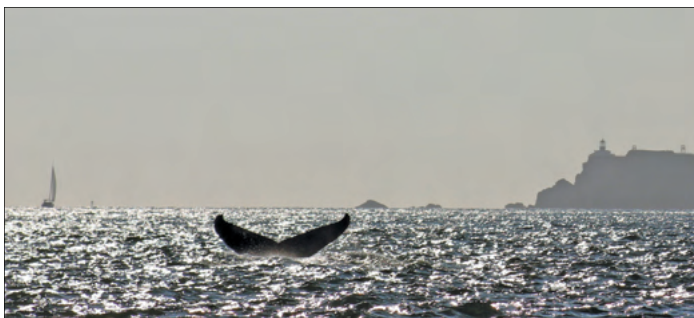
Please be alert. We were very nearly rammed by an out-bound whale two years ago as we crossed southward from Yellow Bluff to Blackaller. His quick 90-degree turn opened up a big hole in the water. He punctuated his displeasure with a big tail stand and fluke slap about 40 feet away. It was a trouser-changing moment.

Jeff

↑↓ KEEP A WEATHER EYE OUT

It is good to look out for breaching whales and any whales in the water nearby. Sometimes they aren't paying attention, especially if they are feeding.

Esta Lee



Impeccable timing wasn't really required in 2017, when an extraordinary number of humpback whales 'summered' in the Bay. On any given day on the water that year, spotting a whale was all but a given.

↑↓ SPEAKING OF MAMMALS AND BOATS . . .

Man and Woman's best friends make great crew. I had a Wheaton terrier, Reilly, back in the late '80s; he was great crew. I had a power boat and a Gloucester Gull rowing dory in the San Francisco Marina. Reilly and I would row down to Pier 39 and back. He loved sitting on the stern of the Gull, and loved the attention he received from the tourists waving at him. The Woodle and the water dog are on our short list for the future.

Chuck Cunningham
St. Francis YC

Readers — Chuck was commenting on April 5's 'Lectronic: Dogwatch at the Richmond Yacht Club Beer Can Series.

↑↓ THE SINKING OF PILGRIM, ONE YEAR LATER

As we approach the anniversary of the tragic sinking of the tall ship *Pilgrim*, I am left wondering why she was written off so quickly. As far as I am aware (I live 10 minutes from Dan Point Harbor), nobody has been held responsible for the poor maintenance, or for the slow response, or for the decision not to try to salvage such a local icon.

All of my five kids had overnight experiences with their schools on the ship, and I just cannot believe it went so quickly. Has anybody heard any news about the ship?

Vincent Neale

↑↓ A POSSIBLE EXPLANATION

I visited my old ship, *Pilgrim*, just a couple of years ago. What I discovered was very troubling. I was one of the original crew, just following her original conversion. There was already evidence of a bad case of 'hogging' back then. [Hogging describes how a rigid structure will deform in an upward curve when load is applied.]

Having the balance changed from a three-masted



Fisheries Supply
Marine Supplies Since 1928

Harken Winch Sale

Now Through May 16



1, 2 and 3 Speed Plus Available Rewind



Aluminum, Bronze and Chrome Finishes



Plain Top or Self-Tailing



Manual & Powered Options

HARKEN®

To view our complete Harken offering stop by our store in Seattle or visit fisheriessupply.com/harken



Call us 800.426.6930



FisheriesSupply.com



1900 N. Northlake Way, Seattle



CALL US TODAY
401-847-7960



Gain a full knot of speed

GORI PROPELLER

experience the difference

Lowest drag, 100% reverse thrust. Unique Overdrive pitch.

SHAFT SHARK

Best rope & line cutter there is! Two piece, simple underwater install. No prop removal.



Now 2X More Teeth!



New! VARIPROP GP

Feathering Profile Blade. 10% greater performance, outstanding reverse, extraordinary thrust.

New Symmetric high-tech Gawn Profile blade

MOONLIGHT HATCHES High quality hatches & portlights. Flush, compact, elegant design.



sales@ab-marine.com | ab-marine.com



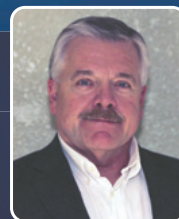
LET US HELP YOU GET ON THE WATER



Sterling Associates is a financial services firm that provides financing, insurance and documentation services for many types of boats. We specialize in financing for new and used purchases and refinance loans.

We offer loans at the lowest possible rates while providing the expert, personalized service you deserve.

» Rates as low as **3.49%**



West Coast Representative with 25 years of Marine Lending Experience

Max Salvater
916-849-9070
Call us today for a quote



Contact the boat loan PROFESSIONALS • boatbanker.com



LETTERS

HARDWARE SAIL

ROBUST **BATTSLIDE**

TUFF LUFF RELIABILITY

BOOM FURLING

INNOVATION

BLOCKS

JIB FURLING SOLUTIONS

LIFESTYLE IDEAL WINDLASS

PERFORMANCE

SCHAEFER
LEGENDARY STRENGTH

CALL US TODAY: 508-995-9511 | SALES@SCHAEFERMARINE.COM
WWW.SCHAEFERMARINE.COM

Surprisingly powerful.
Simple to use.

EP Carry's electric outboard motor for dinghies:

- Only 21 lbs., including waterproof lithium battery.
- Typical ship-to-shore use results in 2 to 3 days of run time without the need to charge the battery overnight.
- Simpler and safer to operate than a gas motor.

EP carry \$1600 Visit epcarry.com

(425) 502-5232 info@electricpaddle.com © 2019 PropEle Electric Boat Motors, Inc.

schooner to two-masted square rig was probably not healthy for her. But that enormous three-cylinder diesel, sitting just below the captain's quarters, was a defining factor. I was told, on my recent visit, that she had hogged over 18 inches! That's far beyond what a re-shoeing could assist. *Pilgrim* also had a watertight bulkhead installed in the fore-castle, because of issues that the shipwright had discovered. Without investing a ton of money, she was doomed. That massive iron bulkhead, combined with the engine, was basically snapping her in two.



NBC LOS ANGELES

The full-sized replica 'Pilgrim' sank at the dock in Dana Point on March 29, 2020.

I expect some major timbers had separated, resulting in her flooding. To effect the repairs that she truly needed, that cost money. Our original captain

has passed on, and he was the instrumental person for creating this vessel. He bought her in Denmark (I think) and sailed her to Southern California. He paid for the retrofit. His passing, I feel, opened it up for there to be less assistance to the dying girl. She used to be under the Orange County Marine Institute. There was no shortage of funds to create an enormous facility for Ocean Institute, but only a small portion of that facility is used for public education.

James S. Rounsaville

Readers — Vincent and James were commenting on the March 30, 2020, 'Electronic Latitude: Tall Ship Pilgrim Sinks at Dock in Dana Point.

James — Thanks for your insight on the status of Pilgrim prior to her sinking at the dock in March 2020, just as the pandemic took hold and devastated sailing schools. Here's what else we know: The 98-ft full-sized replica of the merchantman brig — which was immortalized by Richard Henry Dana Jr. in his novel Two Years Before the Mast — was due for a haulout in June 2020. (The original haulout was actually scheduled for January 2020, but "postponed until June due to overload at the yard," according to NBC Los Angeles.)

We will speculate, a little, on why Pilgrim wasn't salvaged: money. The boat was run by the nonprofit Ocean Institute, and the bill to repair a sunken vessel was probably way too high. In fact, Ocean Institute had to raise funds just to "support the haulout and repair scheduled," according to NBC.

After Pilgrim's sinking, we saw more than a few comments suggesting that something nefarious must be afoot. Why else would such a loved vessel with such a deep history in the community be written off for dead?

Is it possible that we mistake love and affection for old maritime institutions for a viable business model? By the way, Latitude 38 is accepting contributions. Please go to www.latitude38.com and click on the "Contribute" button at the top of the page.

↑↓ FORMER STANFORD SAILING COACH JOHN VANDEMOER TELLS HIS STORY

To be fair, the sailing program at Stanford has been



Alameda: (510) 521-1327
 Sausalito: (443) 454-2275
 San Diego: (619) 681-0633
 Marina del Rey: (310) 821-8300

www.CruisingYachts.net

New Catalina 425 & Bavaria 34 In Stock! Catalina 315 on the way!

Life is better with a boat. Don't let yours sail away without you!

 NEW '20 JEANNEAU 490 - IN STOCK!	 NEW '21 CATALINA 315 - ORDERED	 NEW '21 CATALINA 425 - IN STOCK	 NEW '21 BAVARIA C50 - ORDERED	 NEW '21 BAVARIA CR34 - IN STOCK!	 NEW '21 BAVARIA C42 - ORDERED
 NEW '21 BAVARIA C45 - ORDERED	 Sale Pending '09 BENETEAU 49 \$269,900	 '02 BENETEAU 473 \$179,000	 '14 SEA RAY 450 \$369,900	 '92 CATALINA 42 \$108,900	 '98 CATALINA 400 \$115,000
 sistership '97 BLOCK ISL. 40 \$119,000	 sistership '00 HUNTER 380 \$84,500	 '02 CATALINA 380 \$119,500	 '01 BENETEAU 361 \$82,000	 '08 HUNTER 36 \$81,500	 '03 CATALINA 310 \$69,500



Check out our "Must-See" website!!

The Iverson's Dodger is now available in the Bay Area!

Dodgers • Bimini Tops • Enclosures



206-849-2274

www.iversonsdesign.com



SPECIALISTS

Your best source of insurance, tailored to your needs and competitively priced, for your boat or yacht, marine contractor liability, yacht club, boat yards, and boat builders/restorers

We Insure:

Sail or Power ♦ Classic or Contemporary
 Fiberglass ♦ Aluminum ♦ Steel ♦ Wood

At Heritage Marine Insurance you will find knowledgeable insurance professionals who provide superior service and the finest coverage available today.

To be sure you're getting the best insurance value please contact us for a quote.

www.heritagemarineinsurance.com

800-959-3047

Fax 860-572-5919

info@heritagemarineinsurance.com

FEEL THE FREEDOM

With Hydrovane: Your Independent Self Steering Windvane AND Emergency Rudder

- ★ Your best crew ...steers 24/7
- ★ Have confidence for all scenarios
- ★ Install off center, with davits & gear

"I made it from San Diego to Hawaii and loved using the Hydrovane (her name is Ruby!)"

- OLIVIA, SINGLEHANDED SAILOR
SV JUNIPER, PANDA 34 @wildernessofwaves



Photo @joshmunoz



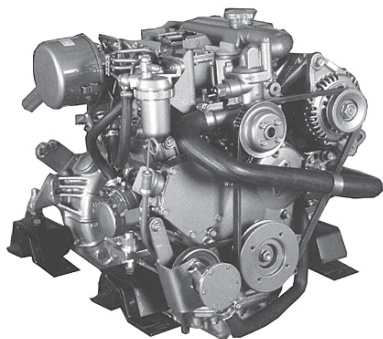
★ **HYDROVANE** ★
STEERING THE DREAM

SAUSALITO



LIST MARINE INC.

- Full service engine shop
- Marin County's YANMAR DEALER
- Dockside facilities
- Seasonal Diesel 101 Classes



YANMAR

69 LIBERTY SHIP WAY • SAUSALITO, CA 94965
Adjacent to Schoonmaker Pt. Marina

415-332-5478

www.listmarine.com

LETTERS

underfunded by the university for as long as I can remember. Stanford's sailing program competed with West and East Coast schools that understood how to fund their programs, while Stanford University funded their program at a level less than a club sport.

I can still remember the sailing facilities in Redwood City that were embarrassingly substandard for years. Yes, Stanford University does receive substantial endowments, and is on a financial level far surpassing most other universities. However, very little monies went to the sailing program.

RS

These comments are from a March 26 'Lectronic Latitude, which reported on fired Stanford sailing coach John Vandemoer's announcement of his upcoming book, Rigged Justice, about the 2019 college admissions bribery scandal. Harper-Collins, the book's publisher, said Vandemoer will describe how he was used "as a stooge in a sophisticated scheme designed to take advantage of college coaches and play to the endless appetite for university fundraising — and wealthy parents looking for an edge for their college-bound children."

In June 2019, John Vandemoer was sentenced in a federal court to one day in prison, deemed served, as well as six months of house arrest, two years' probation and a \$10,000 fine.

↑↓ THE EXACT OPPOSITE OPINION

Stanford is hardly a sailing program that suffers for lack of funding. This is a preposterous, misleading and shameful distortion. I can hardly wait to read (but not to buy) the self-serving protests of a convicted, privileged, white racketeer. Prisons are full of innocent people. Is he really claiming to be one of them? [He got] probation. He's the lucky one.

DP

↑↓ INSULT TO INJURY

I have known John and his wife since their time in Hawaii. This is a true tragedy. The monies raised went 100% to Stanford sailing; John did not take a dime. To add insult to injury, Stanford (disclosure: I'm an alumnus) kept the monies and permanently closed the Stanford sailing program.

Tim Dick
Malolo, Lagoon 42
Mexico

↑↓ CALIFORNIA PROPOSES A 250% INCREASE IN BOAT REGISTRATION FEES

It's just amazing that people keep electing these people who come up with this crap. It hurts the smaller and new boaters more than anyone. The larger boats are [US-] documented. I guess they feel that *anyone* who worked hard to get a boat and out on the water is "entitled." They seem to ignore the economy/sales tax that boaters bring into the state — but we are not dealing here with intelligent people, only ones with political agendas. It's so sad, but that seems to be the norm now with the government of California.

Mark Sahs
Almar's Cabrillo Isle Marina
San Diego

These comments are in response to the March 3 'Lectronic Latitude with the same name as this letter. The state of California has proposed a 250% increase in vessel registration fees — representing a rise from \$20 biannually to \$70 biannually — that's meant to bolster the Harbors and Watercraft

LETTERS

Revolving Fund, or HWRF, which currently has more than a \$52 million annual deficit, and which funds infrastructure, education, aquatic centers, local boating law enforcement, and invasive species prevention and control.

The HWRF is administered by the California Division of Boating and Waterways, or DBW, which was absorbed by the California Department of Parks and Recreation in the recent past; the parks department has been dipping into the HWRF for non-boating-related expenses, such as beach restoration.

↑↓ A BARGAIN BY COMPARISON

This makes the annual USCG \$26 documentation fee look like a bargain even though it used to be free. Don't look for any big improvements if the new fee happens.

John Foy

↑↓ DON'T FORGET THOSE OTHER FEES

I wish I paid \$20 for my boat sticker, but it's actually \$36 with the mussel fee. I guess that \$16 wasn't actually an increase. But it sure felt like it to me. Sort of funny how when, after boating was rolled into Parks and Rec, we now have a shortfall. I also assume the \$70 fee does not include the mussel fee, which means it's really an \$86 fee.

Beni Bacon

↑↓ IF WE ONLY COULD GUARANTEE WHERE THE MONEY WAS GOING

Too bad that the Department of Parks and Recreation took funds from DBW (sounds like there might be a bigger story there). I, for one, would welcome an increase in the fee if I knew the money were to go to truly fighting invasive species, upgrading boating facilities, and generally improving recreational boating in California.

Ben Shaw
Dovka, Hallberg-Rassy 352
Horseshoe Bay

Ben — California also "guaranteed" that the increased gas tax a few years back would go to fixing roads. Then Newsum decided he would divert those funds to other projects. Giving more money to the State of California is usually a worse choice than just lighting said money on fire.

Tony C.

↑↓ AND NOW IT STARTS TO COME OFF THE RAILS

Right on! The Democrat's way is to rob Peter to pay Paul. It started with Johnson when he had Social Security funds put into the general funds. No one noticed or complained. And here we are, all these years later, watching the same type of game with the Department of Boating and Waterways that had money till it was absorbed by the California Department of Parks and Recreation. The politicians have many years of perfecting this game. Different groups only really notice when they are affected.

The game started in Washington way back when and is now being used by the states, counties and cities throughout the country. Time to read or reread 1984 by George Orwell, and see what the final goal of our professional politicians and bureaucrats is.

H. Arthur

Arthur — You think a \$25 a year fee increase is akin to Orwellian-esque totalitarianism?

↑↓ SHOW ME (WHAT I GET FOR) THE MONEY

It would be nice if they told us what we get for our money.



**SVENDSEN'S MARINE
& INDUSTRIAL SUPPLY**
BAY MARITIME GROUP

**ENGINE & FILTER LINES
NOW IN STOCK & AVAILABLE
FOR ORDER!**



2900 Main Street, Alameda
510-522-2886 • orders@svendsens.com
www.svendsens.com

SAIL HARD



WITH A Hardtop Dodger



UNMATCHED...

- Durability
- Dependability
- Protection
- Low Maintenance
- Rigid Support
- Aesthetics

Call us to schedule your
new Hardtop Dodger
for the ultimate
sailing experience!

415.331.6527
sales@thecanvasworks.com
www.thecanvasworks.com

CABRALES BOATYARD & DRY MARINA

-Family owned since 1946-

Maximum Protection from Hurricanes in the Sea Of Cortes!

NOW OPEN

Puerto Peñasco Sonora
a two day sail from San Carlos
Just 60 miles south of the border



Marine Travelift 150 ton capacity

Full service boat yard uniquely located outside
of the hurricane belt near the Colorado River Delta

- Vessel Recommissioning / Decommissioning
- Wifi • Cruiser's Lounge

CABRALES BOAT YARD

Space is limited, call for a reservation
+521 (638) 112-0204

scabrales@cabralescorp.com

Recinto Portuario 91-A Zona Astilleros, Puerto Peñasco, Sonora Mexico 83554

www.cabralesboatyard.com

LETTERS

What do we get? I still don't understand why I have to pay a registration fee for sailing dinghies and boats without propulsion, but not rowing dinghies, sailboards, surfboards, kayaks, canoes, etc. Not advocating that they should start charging for these, just wondering!

Barry Demak
Oakland

↑↓ GEEZ LOUISE

Geez — \$70 over two years shouldn't break the bank. I've always been amazed it was only \$20 every two years.

Ralph

↑↓ GOING FULL INSURRECTION

After 17 years of the fee not changing, people here go full insurrection over \$25? Calm down folks. You'll drop thousands to add a shiny stainless doodad, but cry "Big Brother bad" over \$25 going toward infrastructure improvements and healthy water maintenance? Give me a break already.

Christopher Coburn

↑↓ WHERE'S LATITUDE 38'S INVESTIGATIVE DIVISION?

Lat 38, please publish an impartial analysis of where the money collected from boaters actually does go and where it is supposed to go. Both before and after the "absorption" of DBW into State Parks.

Mike Mellon
Santa Cruz

Mike — That sounds like a worthwhile story to do, but unfortunately, Latitude does not have the resources to launch an in-depth investigation into the state of California's budget process. And while we enjoy dipping our toes into politics from time to time, we're not really interested in the minutiae of the budget process — unless lawmakers are having their budget meetings while sailing on the Bay.

The Department of Parks and Recreation's — and by default, the Division of Boating and Waterways — use of the Harbors and Watercraft Revolving Fund does not strike us as particularly conspiratorial, though it has certainly been frustrating (nay, infuriating) to boaters. There's no question that the state of California has been dipping into a fund that was, to our understanding, created solely to finance boating-related infrastructure and programs.

In an email to The Log, DBW admitted that there have been "increasing cost pressures" to the HWRF, "such as climate-driven expansion of the Aquatic Invasive Plant Control Program, [and] new fund commitments for the Public Beach Restoration Fund," among other financial allocations.

Winston Bumpus, the president of Recreational Boaters of California (RBOC), told The Log, "Boater fuel tax dollars are being steadily and increasingly redirected away from the HWRF into the state General Fund and other funds in State Parks." What's more, RBOC "had requested the exact amount of boat fuel tax revenues that go to the HWRF," The Log reported. "RBOC leaders said they didn't receive a response until February 2021, after the budget had already come out." So timely government transparency has been a bit of an issue.

Many of you mentioned that you'd like to know where your money is going, and some assurance that your money is going to programs that you support. We understand that sentiment, but has any government, run by either political party, ever offered that kind of dollar-for-dollar transparency? Outside of voting, do we get to pick and choose what our tax dollars pay for? Is it unusual for governments to 'plunder' a fund in order

RICHARDSON BAY MARINA

formerly Kappas Marina

MODERN FACILITIES IN A WELL-PROTECTED HARBOR

Concrete
— Dock System

Well Maintained
Facilities

Beautiful
Surroundings

- DEEP WATER BERTHS:
BASIN AND CHANNEL
DREDGED
- CARD KEY SECURITY SYSTEM
- DOCK CARTS
- PUMP OUT STATION
- AMPLE PARKING
- CLEAN SHOWER AND
TOILET FACILITIES
- WITHIN WALKING
DISTANCE: MARKET/DELI,
LAUNDROMAT,
RESTAURANT
- AT EACH BERTH:
LARGE STORAGE BOX,
METERED ELECTRICITY,
PHONE HOOKUPS, WATER

BERTH YOUR BOAT IN SAUSALITO

415 332-5510 www.richardsonbaymarina.com
100 Gate Six Road, Sausalito • Fax 415 332-5812

LETTERS

to pay for more programs?

The answer to all of these questions is: No.

We believe that boaters already pay their fair share in property, luxury and fuel taxes, and the mussel fee. We would like to see a more reasonable fee increase that reflects the cost-of-living index, and to see the HWRP again focus on boating. We'd love to see a more transparent and better-run government, too. In that, we all play a role. Every politician makes grandiose promises on the campaign trail, suggesting that we can have everything for nothing, or that someone else will pay for it. Our choices in voting are woefully limited to two or maybe three political parties, and we hope to cast our vote for realistic priorities.



RICHARD SPINDLER

With the proliferation of the COVID vaccine, 'herd immunity' on the horizon, and a steady, shining light at the end of a dark tunnel, we're more than ready to practice some social closening. Registration for Baja Ha-Ha XXVII will open on May 6. The world's largest cruisers' rally is set to sail out of San Diego on November 1. Go to www.baja-haha.com for details.

↑↓ **BARRING ANY UNFORESEEN GLOBAL CALAMITIES, THE 27TH BAJA HA-HA IS SCHEDULED TO RUN**

Richard Spindler, this news was a most welcome ray of sunshine. [From an April 7 *Lectronic*.] For a year and more that has gone far too long with a dearth of good news, this was truly a bright morsel to celebrate.

Kelvin D. Meeks

↑↓ **EIGHT BELLS FOR GUIDO AT GARHAUER**

Guido Gargiulo at Garhauer passed on January 4. Many folks on the Bay knew him. He was always so available to answer questions and give advice. I remember how he'd be explaining something to me, and then say, "I'm making a drawing — one minute," and then I'd get a text from his son's cellphone with a picture of Guido's drawing he'd done on notebook paper. A real asset to the sailing community; he'll leave a big missing piece.

Bob Walden
Sea Star, Cal 39
Point Richmond

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

KISSINGER CANVAS

Marine Canvas & Interiors
STEVEN KISSINGER

(925) 825-6734

Covering the Entire Bay Area

- Biminis
- Enclosures
- Boat Covers
- Cushions
- Sail Covers
- Awnings



DODGERS

Over 25 Years in Business

Side handrails and window covers included.

OPTIONS

Aft handrail, dodger cover, sailing bimini.

Free Estimates and Delivery

BETA MARINE

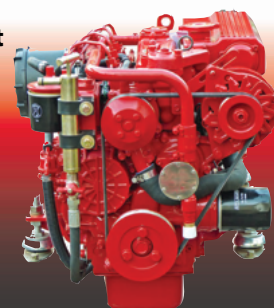
REPOWER SOLUTIONS

WHAT WE OFFER

- Marine Diesels From 13.5 HP To 99 HP
- Generator Sets
- Sail Drives and Sail Drive Replacement Engines
- J-Prop Feathering Propellers
- Custom Engine Mounts
- Transmissions, Alternators & Flexible Panel Options
- Customizable Exhaust Risers
- Available and Affordable Parts
- Unparalleled Customer Support

WHAT SETS US APART

- 5 Year Warranty
- Lowest Total Cost of Ownership
- Direct Support To You and Your Installer
- Mechanical Engine
- Marinized Kubota Engine Block



Beta Marine West (Distributor)

400 Harbor Dr., Sausalito, CA 94965 • (415) 332-3507
www.betamarinewest.com • info@betamarinewest.com



COMPASS CANVAS



Compass Canvas specializes in the design and fabrication of:

- Canvas
- Dodgers
- Solar
- Boat covers
- Flooring
- Awnings
- Bimini
- Enclosures
- Repairs

1150 BRICKYARD COVE ROAD
POINT RICHMOND, CA

415.299.3415

www.compass-canvas.com



Compass Canvas

@Compasscanvas



Electric Yacht Clean! Green! Quiet!

ASK FOR THE LAT38 \$500 CREDIT

Your First
Choice in
Electric
Propulsion



www.electrifyacht.com

Call Mike Gunning:
855-339-2248 x1
or 626-298-2262

LOOSE LIPS

"No man is an island," wrote the English poet John Donne. This must explain why there are four people on this raft. We do wonder how they got there, and more importantly, how or when they made it back to shore! Larry White commented on FB, "Not sure how they got to shore, but they weren't there the next morning. Saw them about two hours earlier when they were about eight feet from the mud and still being blown in. The man actually had called for help; Berkeley PD contacted Berkeley Marina but their staff were unable to assist since the "boaters" were in such shallow (understatement) water." On the funny side, their predicament did provide a good dose of entertainment. "I swear this is where I dropped my keys." — Dan Colton. "HMS Dinghy 'Three Hour Tour'." — Cecile Schwedes. Below is our number-one pick, then our next top 10. Oh, and there's a little ditty at the end, just for fun.



LARRY WHITE

"At least we didn't block the Suez Canal!" — Mark Bettis.

The next top 10 (in no particular order):

"No, you were in charge of bringing oars not Oreos!" — Dave Peterson.

"If we all move to the starboard side, do you think we'll refloat?" — David Henry.

"Are you sure the GPS says that this is where we parked the car?" — Jim Ness.

"If 2020 were an unexpected low tide ..." — Tim Henry.

"A butcher, a baker, and a candlestick maker all went down to the sea ..." — Miles Constantine.

"We must be getting better at this, we can STAND UP without rocking the boat or falling in!" — Scott Henry.

"We're gonna need a bigger hovercraft." — @nsm5000.

"Seriously...you forgot the clamming shovels?" — Doug Gibson.

"Are you sure this is what they mean by a raft-up?" — Don Cavers.

"I told you the earth was flat." — Jim "Goose" Gossman.

"There were four boys in a tub, who sailed onto the ebb's goeey mud.

And now they are stuck, in the Bay's sticky muck, until the upcoming flood." — Pat Broderick.

Yachtfinders/Windseakers

in the heart of
San Diego's boating community



A LEADER IN
BROKERAGE
SALES
ON THE
WEST COAST!



2330 Shelter Island Dr. # 207, San Diego, CA 92106

info@yachtfinders.biz

www.yachtfinders.biz

(619) 224-2349

Toll Free (866) 341-6189



LANCER 42 '81 \$59,900

Elaine. Incredibly roomy and very livable with large rooms, spacious cockpit, 6'6" headroom and a proven cruising track record.



46' WARWICK CARDINAL 46 '82 \$134,500
Sirena. A wonderful all-around sailing vessel. Easy to handle! Totally refurbished 2012 thru 2014 including new diesel engine.



40' SOTO 40 '11 \$225,000
Zero Gravity. Professionally maintained in race-ready condition. Large cockpit, narrow hull, and big asymmetric spinnakers. Fun to race.



CATALINA 42 MK II '02 \$145,000

Aloha R&R. Easy to sail. Generous interior space with forward pullman berth. Well-equipped with watermaker, air conditioning, furling sails.



40' WILDERNESS 40 '81 \$29,900
Falcon. Upgraded from a stripped out racer to a functional and comfortable interior without hindering performance. Easy handling.



35' SCHOCK SANTANA 35 '79 \$15,900
Jabberwock. PHRF racer/cruiser with an extensive complement of sails. Make an offer and get a great performance boat at an economical price.



38' VAGABOND '87 \$69,500

Tremaine. Lovely two-stateroom yacht built solid for offshore work. Ready for coastal cruising or setting out on a blue water adventure.



30' TA SHING BABA 30 '85 \$56,900
Joshua. A traditional double ender with a new dodger and newer standing rigging, chain plates, lifelines, main sail and genoa. Beautiful interior.

THINKING OF SELLING
YOUR BOAT?

LET US HELP!

Power or Sail, we have buyers waiting. Call us at 619.224.2349 or email: info@yachtfinders.biz

A **Prepare to Take the Helm Webinar** brought to you by



Mastering Seamanship: Advanced Sailing Tools & Techniques

A 3-part **live webinar series** to help you prepare for sailing adventures near or far.

\$35 for 1 lesson or \$75 for all 3

Wednesday evenings 6:30 - 8:00 PM in May

- May 5 - Lesson 1: Sail Theory and Advanced Trim for Cruisers
- May 12 - Lesson 2: Adverse Conditions & Emergency Response
- May 19 - Lesson 3: Apps to Enhance Your Sail

Call (415) 331-8250, email office@modernsailing.com, or visit www.modernsailing.com/article/webinars.



SAUSALITO'S BOUTIQUE MARINA

- 80 SLIPS FROM 20' TO 40' WITH POWER AND DOCK BOXES AT EACH SLIP
- FREE WATER AND HIGH SPEED WI-FI
- SUP, KAYAK AND OC-1 STORAGE WITH 24/7 ACCESS



www.bluewateryachtharbor.com
chris@bluewateryachtharbor.com
55 Liberty Ship Way
Sausalito, CA 94965
415.289.0135



SIGHTINGS

alpha — a labor of love

What do you say when someone invites you to sail San Francisco Bay on a beautifully maintained 48-ft classic sloop? "Yes."

A few weeks ago we joined Nick Raggio for a spectacular sail on one of the Bay's gems, his S&S 48 *Alpha*, out of Sausalito's Schoonmaker Point Marina. It was a cool, breezy day and just right for the solidly built *Alpha*, Nick, and the crew of Roger Howard, Chris Lustic and Mario Schuhmann.

Following the sail, we caught up with Nick to find out more about both *Alpha* and Nick himself. *Alpha* is 47 feet, 6 inches long and was built at Stephens Marine in Stockton, California. Like many custodians of a classic, Nick has been gathering the history of *Alpha* in a scrapbook along with notes on Stephens Marine. Stephens operated from 1902 to 1987 and was famous for high-quality powerboats and sailboats, as well as for having a military contract for the Navy in WWII. With a price tag of \$100,000, *Alpha* was the first aluminum sailboat they built, in 1967.

Nick figures he's the fifth owner. The original owner was Theo Stephens of Stephens Marine. Nick says he was fortunate to find *Alpha* through fellow club member and former St. Francis YC commodore Rick Pfaff. Pfaff owned her for 25 years and was a great custodian of the yacht. The boat

continued on outside column of next sightings page

putting the baja ha-ha

Registration will open at noon on May 6 for Ha-Ha XXVII, the world-famous 750-mile cruiser's rally from San Diego to Cabo San Lucas. The earlier you sign up for the event, the higher up you will be on the list for the chance of getting a slip in Cabo.

Ha-Ha XXVII will start on November 1 with a parade out of San Diego Bay. Local and Mexican officials, as well as a mariachi band, will be aboard the *Dolphin* to fire the America's Cup cannon and launch the rally. Fireboats will be on hand for the traditional artificial rain send-off.

Although it's not yet confirmed, the Grand Poobah is confident there will be the traditional Ha-Ha Kickoff Halloween Costume Party at West Marine the day before, with representatives on hand from many marine-related businesses from Mexico.



Spread: Regular crew, left to right, Roger Howard, Chris Lustic and Mario Schuhmann, with Nick Raggio at the helm. Top left: Nick Raggio. Bottom: Nick and Roger put her to bed after a day sailing the Bay.



ALL PHOTOS LATITUDE / JOHN

band back together

During the Ha-Ha there will be the usual R&R stops at fun and funky Turtle Bay and pristine Bahia Santa Maria. Turtle Bay will be the site of the heralded 'Cruisers versus Turtle Bay Kids' ultra-fast-paced baseball game, where everybody gets a hit, and where women and children are always 'safe'. The next day is the potluck beach party at the edge of the badlands.

The stop at Bahia Santa Maria is ideal for beachcombing, surfing, paddling in the mangroves, and hill climbing. But the highlight is always the live-band rock 'n' roll party overlooking the anchored fleet. Dali never created anything as surreal.

Daily roll calls will include boat positions and professional weather reports from Commanders' Weather and other sources.

continued in middle column of next sightings page

alpha — continued

has been part of StFYC for years, with a model of her on display in the front hallway.

When you jump onto a boat with a heritage like *Alpha's*, you have to do your best to capture her whole history. Nick discovered that the Haggin Museum in Stockton had all the files for Stephens Marine, so he called them up and was able to pick up a full file on *Alpha*, including more than 70 photos of her under construction. They show her solid, 1/4-inch welded aluminum plating and solid plywood bulkheads. At 33,000 lbs and solidly crafted, she is robust and easily manages anything the Bay throws at her.

While she's been well cared for over the course of her life, the frequently sailed 55-year-old vessel always appreciates attention. Nick has given her plenty. "Fixing her up has been a labor of love," he says. "I had Andy Richardson, the painter out of San Rafael Yacht Harbor, strip her down to the barrier coat. He then did a fabulous job repainting her." You'll see her as one of the very few baby-blue boats on the Bay. "Next came a full replacement of the teak toe rail by master wood craftsman Tony Ferrari. I then moved the jib tracks inboard from the rail and added new sails, going from a big 130% to a 90%. Now she points much closer to the wind and is much easier to tack. My God, she can point a hell of a lot better now!"

Nick has owned *Alpha* for about five years. In fact, that's sort of how long he's been sailing. It's the first boat he's owned. That's a big start, so we asked how he started sailing and then came to buy *Alpha*. Nick says, "I first went to school on Catalina Island, while living there. We all learned to sail on FJs. But that was back in the '60s. Since then I'd only sailed occasionally with friends. But my grandfather, Arthur Rousseau, was a member of the St. Francis and a great sailor. He was well known for winning a lot of races, and that history kept me interested in getting back into sailing. And since my knees are kind of shot from 45 years of tennis and squash, I figured, well, I'm just gonna buy a sailboat."

When Nick ran into his friend Rick Pfaff at StFYC, Pfaff happened to mention he was getting ready to sell *Alpha*. For Nick, the timing was just right. He said, "Hey, every once in a while you've got to be impulsive." He was captivated by the stunning, classic lines and says, "I just like old things." Amazingly, with the help of Rick and his regular crew, Nick has moved from FJs to *Alpha* after a 45-year break. It's been a long time since his dinghy sailing days at Catalina, but the basic instincts are there. Then it's a matter of getting used to the scale and motion of a stoutly built aluminum racer/cruiser. It's come somewhat naturally, but he also acknowledges it'll be a lifetime of learning.

Between learning to sail, taking out a steady parade of friends, and ongoing projects and upgrades, Nick has made the boat a full-time obsession. Beyond previously mentioned improvements, Nick has added a new propane stove, new stainless steel muffler, new three-blade Martec prop, and new zinc anodes to prevent electrolysis, and refurbished the interior woodwork. It makes you wonder if you want to get her wet. Luckily *Alpha* is still solid as a rock and, like Nick, loves to sail the Bay.

What's next? Nick had done a bit of racing on a friend's Bird Boat and has some interest in taking *Alpha* back onto the racecourse. Pfaff took her on the Transpac years ago, and she was a frequent racer in years past. Still, she's a lot of boat, so it may take some more time before he's comfortable to start racing. In the meantime, Nick and his crew get her out well over 20 times a year and have made a couple of Delta cruises to Tinsley Island. He's also looking forward to a trip down the coast to Monterey at some point, but for now, this locally built Sparkman & Stephens Bay classic is enjoying the new attention and frequent sails around the Bay. Keep an eye out for her on the Bay. She's a head-turner.

— john



knud wibroe — passing along a classic

Classics, be they works of art, automobiles or sailboats, are sold to the highest bidder at auction houses. Less often do we hear about individuals bestowing such items on a person who will continue to embrace the history, culture and preservation of the valued possession.

One of the San Francisco sailing community's most legendary members is Knud Wibroe. Knud, a Dane, landed in San Francisco in 1953 at age 29. Best known for many things sailing, he is arguably one of the most storied racers on the Bay. Founder of the local Folkboat fleet, admiral of the Knarr fleet, and creator of the International Knarr Championship, he's pretty

good at finding his way around a race-course. In many ways, he's classic in his own right. At the spry age of 90, Knud retired from sailing in 2017. And instead of selling his beloved yacht, *Snaps III*, he gave it to longtime crew-member Mike Rati-ani.

Today, a little bit older and not quite as agile, Knud is still sharp as a tack and shows his age well. Sitting in his home among framed pictures of beautiful yachts,



ROSS TIBBITS

Knud Wibroe

you can tell that sailing runs deep in his veins — he's been sailing his entire life. Asked how he met Mike, Knud recalls, "I was looking for some younger crew. He came on board, and I've sailed with him for 20 years.

"He's a very, very good tactician, so that is nice," says Knud understatedly about Mike. Referring to their time racing the Knarrs in St. Francis Yacht Club's Wednesday Night Series (also founded by Knud), "Mike got more and more competitive. At first it was easy; we did very well. But then the Perkins [brothers] joined the fleet, and some Olympic sailors too. It became much more competitive! I still won races on Wednesday nights, but that was tough, real tough." By all indications, Knud had amassed an ideal crew. For Mike, that became the basis for his long-term friendship with Knud.

When it came time to figure out *Snaps III's* future, a few things came quickly to mind. First off was that *Snaps* had become a member of the Wibroe family. Knud had not only spent years and countless hours racing her, but he'd also maintained her to a degree envied by any wooden-boat owner — she'd been rebuilt twice by retired Danish boatbuilder Sean Hansen and fellow Dane Fred Andersen during his ownership — a rate at which *Snaps* could literally live forever.

"A boat like *Snaps*, it was a very, very important part of my life. And I feel it is not really a classic in a real classic sense, but for me it is becoming a classic. Classic things like castles, you don't really own them, you are a custodian. You pass it on to a new generation so that they can enjoy it like you enjoyed it. And you find somebody that you think can replace you; it's important. So, I decided to treat it like that, to keep the boat in good hands."

It was also important to find someone who believed, as did Knud, that the word Knarr meant more than just a class of boat. It is more entrenched than that. Knarr is family. And Mike understands.

"I have enjoyed sailing on *Snaps III* a little less than half of her life," says

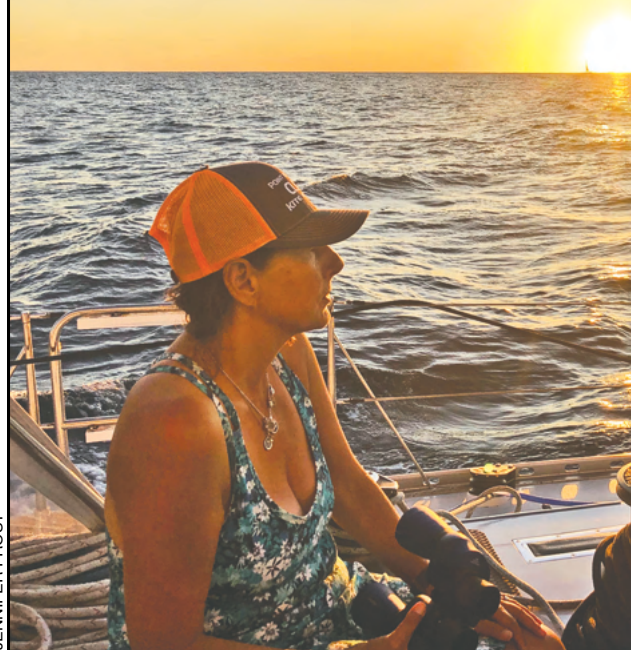
continued on outside column of next sightings page

baja ha-ha

While at sea, those with SSB radios will be able to participate in the daily net. Those with just VHF's will be able to participate on the days the fleet is in port. The radio net is one of the most popular features of the Ha-Ha. Informative, too, as there is always a wealth of knowledge in the fleet.

You can also count on the infamous Ha-Ha dance party and popcorn throw at Squid Roe on the night of November 11, a beach party on November 12 with the popular

From peaceful sunsets at sea to the camaraderie of beach parties (like the one pictured below at undeveloped Bahia Santa Maria in normal '19), the Baja Ha-Ha offers something for everyone.



JENNIFER FROST



RICHARD SPINDLER

— continued

From Here to Eternity Kissing Contest in the surf, and an 'every boat gets an award' closing ceremony on Saturday the 13th. The Ha-Ha may take up just two weeks on the calendar, but you'll feel as though you've been adventuring for a month or more.

Ha-Ha XXVII will be managed by the Grand Poobah, who has been in charge of all 26 Ha-Ha's to date, and who has sailed in all but the second one. Patsy 'La Reina del

continued in middle column of next sightings page

passing along a classic — continued

Mike. "A Knarr is a living vessel containing both the beauty of the boat and the joy one can have sailing with friends. *Snaps III* has been in the care of Knud Wibroe for the last 56 years. I am honored to be a part of her life, and as such her next steward. We, the team of Bradford Whitaker, Bill Fredericks and I, have been sailing together for the last 10 and 17 years, respectively, with Knud. The three of us are quite honored to be able to carry on the traditions and love of our pride and joy, *Snaps III*, Knarr USA 120."

Knud finishes his thought. "I'm very grateful to Mike for my success, so I think I should give it to him. I'm happy with that; everybody's happy."

— ross tibbits



At the StFYC dock, left to right: Mike Ratiani, Bill Fredericks, Bradford Whitaker and Knud Wibroe. "The three of us are the new stewards of our beautiful Knarr 'Snaps III'," says Mike.

ROSS TIBBITS

you're gonna need a bigger belt

As battery technology improves, battery banks can be charged faster. Lithium iron phosphate batteries (LiFePO₄) can be completely recharged from nearly zero to full in about one hour, while lead-acid batteries take several hours just to replace half of their capacity. (With lead-acid batteries we follow the 50% rule, discharging to only half of the battery's capacity to extend its life.)

Rapid charging is not just a matter of speed and convenience. Running your engine under low load, just to charge batteries, is bad for diesel engines. Diesels like to be run hot and hard, or else carbon deposits can foul the engine's innards. If we increase the amperage output to charge batteries faster, we're running the engine under more load for a shorter time, which keeps the engine happy.

We increase the amperage by installing a higher-output alternator. Most engines come standard with relatively modest, automotive-style alternators, with internal regulators. (The regulator is the device that controls the alternator's output.) A common upgrade is to up-size the alternator and add an external digital regulator, which is well within the abilities of a do-it-yourselfer.

If you've got lead-acid batteries, a 100-amp alternator will likely be all you need on a standard cruising boat. Lead-acid batteries can only accept a bulk charge rate of 25-35% of their capacity per hour, so a 100-amp alternator is usually ample.

If you've got lithium banks, then you'll want a charging capacity about equal to your battery capacity, because the batteries can accept a bulk charge of about 100% of capacity per hour. I.e., if you've got 200 amp hours of capacity, you'd want a 200-amp alternator, 300 for 300, etc.

Unfortunately, we run into a wall with the drive belt. Most engines, especially older ones, come standard with a half-inch V-belt. There are several variables at play, including belt tension, amount of wear, and amount of wrap around the alternator pulley, but half-inch V-belts usually top out at around 100-120 amps (on a 12-volt system) before they overload and start to slip and squeal.

To spin an alternator over 120 amps, we must upgrade to a serpentine belt. Serpentine belts are standard on all modern cars and some marine engines. With a single serpentine belt we can drive an alternator in the 300-amp range, after which we've attained charging nirvana with lithium banks: faster, more load on the engine, with full recharge in about an hour. (Note: Serpentine belts have various numbers of ribs. We need a six- or eight-rib to get where we're going, with six-rib being the most common.)

Upgrading to a serpentine belt can get complicated, because it means replacing all three pulleys on the engine: one on the crankshaft, one for the water pump, and one for the alternator. The ideal serpentine system has a tensioner: a fourth, spring-loaded pulley that maintains perfect tension on the belt at all times. All cars have tensioners, but with many retrofits on marine engines there just isn't enough room, so we have to adjust the tension the old-fashioned way, by swinging the alternator.

If you have a common engine, you'll be able to get an off-the-shelf serpentine-belt upgrade kit. If you can't find an upgrade kit, it can be a slog. There are several ways that pulleys attach to shafts; some require special pullers to get them off, and it might be a machine-shop job to make the right pulleys to fit your engine.

Pulleys must be perfectly aligned, which you can check with a straight-edge, but this might mean some washers or shims here and there, or even a special alternator bracket to get it right.

You need the right ratios among your pulleys, which is straightforward math and sizing. The alternator will come with a spec sheet, showing its outputs at various rpms, and you'll need to size the diameters of your pulleys so both the engine and the alternator turn at optimum speed for charging.

Finally, serpentine belts last longer, retain their tension better, and don't seem to slough off as much black dust, so engine compartments stay cleaner. They're just better.

— clark beek

baja ha-ha

Mar' Verhoeven, Assistant Poobah aboard her much-traveled Gulfstar 50 *Talion*, who put together last year's COVID-inspired Nada Ha-Ha, will be Head of Communications for the 14th year in a row.

Head of Security Doña de Mallorca will be ready to crack heads for the 24th time. Fortunately, she's never had to raise her billy club in anger. *Profligate*, the Poobah's Hughes 63 catamaran, will be the mother-ship for the 25th time. Her crew will cumulatively have sailed the Baja Coast well over 100 times.

More than 10,000 sailors aboard more than 3,000 boats have done the Ha-Ha in the first 26 years, and a number of them have counted the Ha-Ha among the highlights of their sailing careers — if not their lives. The Ha-Ha is a special experience that goes far beyond just sailing. Over the years it's generated countless lifetime friendships and several marriages — the latter for which the Ha-Ha cannot be held responsi-



— continued

ble. It's also been the first step in hundreds of South Pacific cruises and numerous circumnavigations.

Safety is the number-one goal of the Ha-Ha, and so far the safety record has been excellent. In well over 2,250,000 cumulative Ha-Ha ocean miles, one boat was sunk by a whale (the entire crew was rescued); one boat was dismasted; and one boat was inexplicably driven ashore in calm weather and broken up with no injuries to the crew. And while there is a certain amount of additional safety in numbers, the Poobah emphasizes that the Ha-Ha is not an offshore babysitting service. Boat owners and crew are responsible for their own proper preparation and well-being. Looking for a wild and crazy alcohol-fueled reckless adventure? The Ha-Ha is not for you. It's for those interested in responsible fun.

The Ha-Ha is open to boats 27-ft or longer that were designed, built, and have

continued in middle column of next sightings page

when the student is ready

"You're luffing," said Darrell.

I looked over from the horizon toward the forestay and saw the jib flap a bit before it settled into a crisp, flattened curve.

My reply revealed my ignorance: "No, I'm not... Wait, what do you mean?"

At 25 years old, I was a relative latecomer to sailing. It was my third or fourth lesson with Darrell Allen Caraway, my impromptu sailing instructor. I had approached him on Berkeley Marina's J Dock after seeing him sail into and out of his slip effortlessly on multiple occasions. My recently acquired Columbia 24 had maybe been out once in the two months since I had arrived. That was still more often than most of my neighbors. It seemed as if Darrell was the only actual sailor around, and certainly the only competent one.

"You're luffing again. You're luffing. You're *luffing!*" he shouted, as I nosed up even farther into the wind before finally falling off and back to a close reach. I didn't mind getting berated from time to time. This sailing education came cheap. Sometimes we took my boat out and I paid Darrell in food or beer. Other times we took his boat, a Cal 20 rigged for easy singlehanded, and fittingly named *Cheap Therapy*.

It was in those four-hour sails just outside Berkeley that I gradually earned my sea legs. Once in a while I kicked Darrell \$50 for his trouble, but I sensed that he didn't do it for the money so much as to share a craft

continued on outside column of next sightings page



BALMAR

Left to right: Checking the alignment of the serpentine pulleys with a laser guide; final installation of serpentine belt system, new Balmar alternator, and alternator swing arm; the serpentine belt and tensioner on the author's Subaru.



CLARK BEEK

the student — continued

with a budding skipper who barely knew a beam reach from a broad. It may have helped that I greased his palm a bit, but my salty instructor friend seemed to get almost as much out of our joint sailing therapy sessions as I did.

As I learned the ropes — er, lines — Darrell lectured me with life lessons, and frequently ranted about his latest grievance. Among other monologues, I received a brief history of his architectural accomplishments around town.

"Of course, nowadays it's all computerized," he lamented.

As the architecture industry had changed, Darrell had refused to change with it — opting instead to hone his hobbies of painting, sailing, and restoring classic cars into a full-time lifestyle occupation. Between gallery exhibitions in North Beach, he would set up his easel in front of East Bay shops, selling the paintings to the stores' owners. There's a rumor that the owner of Kingfish owns half a dozen of Darrell's depictions of Temescal's iconic Jamaican-themed pub. This little racket pays the bills for Darrell's two slips in Berkeley and Emery Cove, where he keeps a handsome Herreshoff 28 for longer sails and overnights. In his sailing style, as in his architectural leanings, Darrell retained the same old-school sensibilities, eschewing outboard motors and navigation apps. Even the weather forecast was suspect. His sail inventory, however, was always kept up to date.

After I mastered the basics of sail theory, tacking and jibing, we shifted our attention to the art of docking. Darrell taught me to troubleshoot my less-than-trusty Honda 5-hp outboard. Run the fuel out, take it out of the water, check the spark, etc.

We often had to troubleshoot on the water, where I quickly learned what it feels like to flood the motor with too much gas, and how to fix it without needing to make an emergency landing.

Eventually, I gained the confidence to sail into and out of my slip with no motor. It was never tuned up well enough to rely on anyway, so I figured I might as well learn to get into and out of the marina on sail only. Darrell taught me to tack in tight quarters and use a spring line as 'brakes' when docking in my downwind slip.

Once I could do this alone, I started to go out more regularly. Darrell still came along every once in a while, but he was spending less time on the tiller and more time hanging back on the lifelines while I sailed my own boat. During one memorable sail, headed along the windy windward side of Treasure Island, the clevis ring popped out of the lifeline where it connected to the stern pulpit, and Darrell fell overboard — except for his legs — while I continued to steer the boat along a beam reach. Too flustered to think about cutting the main or altering course, I simply leaned over and grabbed my wet, salty friend by the arms and pulled him back into the boat. The water that had flooded his foul weather jacket made him twice as heavy. But we sailed onward. Humbled by the experience, Darrell didn't dare to criticize me for weaving or luffing the entire way home.

Fast-forward three years and I decided to get serious about my sailing career. Cobbling together our dozens of lessons with my own singlehanded time and a smattering of commercial sea service, I decided to apply for my captain's license. Before signing me off for the days on his boat, Darrell quizzed me with a diagram of a sailboat. The standard questions, as if from a basic keelboat exam, had been part of my vocabulary for years, but I wasn't considered a graduate of the Darrell Caraway Academy for Motorless Sailing Excellence until I completed this rite of passage.

Earlier this year, I re-enrolled, so to speak, in his impromptu sailing school to learn the subtle art of spinnaker flying. We had talked about it for years but never actually flown one on my boat. I kicked Darrell 100 bucks advance payment for a couple of future lessons.

Then the texts started coming in. Some days it was just one or two but other days I would get a flurry of a dozen texts or more reviewing the ins and outs of flying a spinnaker, as he pulled his years of racing experience out of the archive of long-term memory. The stream-of-consciousness descriptions seemed disjointed to me, since I lacked any real frame of

continued on outside column of next sightings page

baja ha-ha — continued

been maintained for offshore sailing. There must be at least two crew with overnight offshore experience. All boats are required to have the capability for two-way communication. Garmin inReach and Iridium GO! will do just fine, although SSB radio makes the event even more fun.

Ha-Ha weather is typically 5-15 knots from astern, although naturally all participants must be prepared for potentially stronger weather.

Notice of the event, with more details, was posted on April 6 at www.baja-haha.com. The registration form, pay site, and waivers will all go live at noon on May 6.

We hope you'll join Ha-Ha XXVII and become a part of Baja sailing history.

— richard spindler



CHARLIE DIEST



LATITUDE / JOHN

tossing out that epirb

With the shelter-in-place restrictions ending, the Coast Guard is seeing vessel traffic increase throughout California's waterways. Maybe, during the months of hunkering down, you might have cleaned out your boat or garage, and now you want to dispose of some old equipment. Before tossing that old 406MHz Emergency Position Indicating Radio Beacon (EPIRB) or Personal Locator Beacon (PLB) into the trash, please take a moment to disconnect the battery.

"In 2020, 26% of the 406MHz beacon alerts were tracked to a mariner who disposed of their beacon and it accidentally activated while in a landfill or garbage removal truck," said Douglas Samp, an 11th

continued in middle column of next sightings page

the student — continued

reference for what he was talking about.

However, after our first real session in light winds, the terms and explanations started to click. I quickly learned the difference between the guy and the foreguy, but had to make frequent recourse to weeks-old text messages to remember what he had taught me. Sick of scrolling backward, I sat down to copy and paste every spinnaker-related text message from my phone into a single document.

Anyone can sail — I'm proof. As the old proverb goes, "When the student is ready, the teacher will appear." Spend some time on the dock, ready to learn, and you will find out how true this wisdom is.

— charlie diest

Readers — Darrell and Charlie made a book of Darrell's nautical paintings and text message instructions called Three Sheets to the Wind: The Art of Spinnaker. The book will be available on Amazon as a hardcover. To celebrate, they took a trip out the Golden Gate before heading back just in time to see the end of a midwinter race. Watch the video on Facebook at www.facebook.com/chdeist/posts/10217831209545588.



Clockwise from top left: Charlie Deist and Darrell Allen Caraway refining the art of sailing; Charlie and Darrell aboard the H-28 'Nandi'; Darrell holds court at Peet's on 4th Street in Berkeley.

NANDI

paul cayard takes on new role

Los Angeles will host the Summer Olympics in 2028. For Paul Cayard, US Sailing's new hire, that's a perfect goalpost for his role as executive director of US Olympic Sailing, taking the helm of the US Sailing Team inclusive of the US Olympic Sailing program.

"I feel like I can be successful at this job. As an American sailor, that would be very satisfying," Cayard explained. "It's in my wheelhouse — the industry that has been my career — and it's a challenge that inspires me and has captivated me. The job has been hard to do; there have been various efforts at doing it in the last 10-12 years, and we haven't quite got there. I know we can be successful."

Cayard noted that the US has been at the top of the sailing world, winning three golds and four silvers in seven events in the 1984 Olympics in Los Angeles. He believes America can be competitive again. "The mission is really much broader than just the Olympics, however. We need to reinvigorate American sailing. The Olympics is the lightning rod for that."

His new role, as he sees it, is to bring America's absolute best resources to bear on the US Olympic Sailing program. The desired outcomes of this strategy? To dominate the Olympic podium and create a deep bench of world-class sailors who, in turn, lead the country's high-profile teams and inspire a nation.

"My job is to build the machine that's in the middle between the pillars of excellence and the field of play," Cayard explained. "In America we have access to the excellence, but we haven't succeeded in bringing it to bear on the field of play. It involves understanding where we want to be and where this excellence is in America, and hiring the right people with the right skill set."

Fundraising will be a significant part of Cayard's role, as the financial element will be key to achieving the result that Cayard wants. "In the US we still operate in the 'bring your own' model," he said. "The team that's in place is doing a pretty good job with \$4 million a year, but there's just not a lot you can do with that. I need to be that passionate, inspirational person to make a credible pitch to get the additional backing we need."

A critical element in the pipeline that lives alongside funding is talent. Cayard envisages that the machine will, year in and year out, produce a pipeline of five to six teams deep in world-class talent in the 10 Olympic classes, so 40 or 50 teams of athletes who are not only truly skilled in

continued on outside column of next sightings page



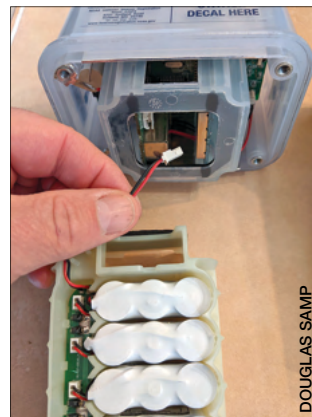
LATITUDE / JOHN

epirb — continued

Coast Guard District search and rescue specialist. "We have seen beacons manufactured in the 1990s activate while in a landfill where the COSPAS-SARSAT satellites can still acquire the distress signal."

Responding to false alerts can cause large delays for Coast Guard rescue personnel response to real emergencies, and puts their lives at risk unnecessarily.

So, at the end of the useful life of your 406MHz beacon, please dispose of it properly. When doing so, it is vital that you follow the manufacturer's guidance on how to disable your beacon to eliminate false activations. Most manufacturers recommend that you remove the beacon's battery when disposing of it to prevent false activations.



Before you throw it out, please update your registration at the NOAA Beacon Registration website to indicate this change in status. If you lack internet access or would prefer to mail, fax or email your registration updates, please contact the SARSAT Beacon Registration Database Team for assistance.

See <https://beaconregistration.noaa.gov>; phone (888) 212-7283 (toll-free) or (301) 817-4515; fax (301) 817-4565; or email beacon.registration@noaa.gov.

Once your beacon has been permanently disabled, the remaining parts (including the battery and electronics) should be disposed of in a manner that does not present a threat to the environment. In addition to containing traces of lithium, distress beacons may contain lead and brominated flame retardants in the housing material and circuit boards. Please do not simply discard the beacon along with residential garbage or in a community landfill. Review your local laws and procedures for disposal of electronics and batteries, or contact your beacon manufacturer for further guidance.

"The 406MHz beacon is an incredible piece of technology, and in a distress situation, I would want a 406MHz EPIRB with me to signal for help," said Samp. "With proper care, maintenance and battery replacement, your 406MHz beacon (EPIRB or PLB) will be a reliable distress device for many years."

To celebrate the COSPAS-SARSAT system, post your favorite beacon picture with the hashtag #406day.

— john

delta doo dah kicks off

Delta Doo Dah Lucky 13 has been accepting free online entries since St. Patrick's Day, but the rally will kick off for real (but virtually) on Tuesday, May 4. That's when we'll host (via Zoom) our Kickoff event (it will be up to each of you in your respective homes or boats to make it a 'party').

The centerpiece and bulk of the evening will be Craig and Ann Perez's Delta Cruising Seminar. Members of Richmond YC (Craig was commodore in 2015), the Perezes have been cruising the Delta for 20 years with their Express 34 *Marrakesh*.

Among the topics covered will be: Planning Your Departure, Length of Cruise, Stopovers and Anchorages, Inflatables and Small Engines, Shade, Ladders, Cooking, Refrigeration, Batteries, Waste Water and Storage, Pets, Sleeping, Water Toys and Itineraries.

This seminar will be especially useful to first-timers, but we encourage everyone to participate. We always pick up new tips and ideas, and cruisers with experience will be invited to share morsels of knowledge with the fleet. There'll be time for questions too.



ILIOHALE

We'll also talk more about this year's plans in particular, with VIP guests. And, what would a Delta Doo Dah Kickoff be without door prizes? You must 'attend' the Kickoff for a chance to win a prize.

The official event will take place from 6 to 9 p.m., but we'll begin checking in Doo Dah'ers as early as 5:30. If you check in before we get into the agenda, we'll invite you to introduce yourself and say a bit about your boat and your plans. But join in whenever you can — we realize that there are people out there who actually have to drive home from a workplace in order to begin their evenings!

To be invited to the Kickoff and receive your Zoom link, first sign up for the Delta Doo Dah at www.deltadoodah.com, where you'll also find more details about the rally. As of April 26, 65 boats had entered.

— chris

paul cayard — continued

sailing but know how to be dedicated, committed, focused, disciplined — all the personal skills that it takes to be a great athlete.

In 2014, Cayard and the late Bob Billingham envisioned a critical piece of the puzzle: a pipeline of talent. Project Pipeline, which was founded with the support of America One, Cayard's 2000 America's Cup campaign, put up \$5 million to train America's most promising 15- to 19-year-olds. In 2017, 2018 and 2019, the US was the lead nation at the Youth World Championship over that period, taking a third, a first and a third.

"Creating the talent pipeline isn't like a switch that gets flipped on and suddenly a bunch of talent appears," Cayard reminded. "Fortunately, Project Pipeline is beginning to bear fruit — in a few months, the oldest alumnus of that group, Riley Gibbs (24), will be going to his first Olympics in the Nacra 17. He'll probably be in his prime in France in 2024, and definitely ready to take gold in 2028 in Los Angeles."

He expects the US Open Series, a new circuit of six Olympic Class regattas developed with West Marine and slated to be held annually, will help develop depth in the pipeline. The series consists of three regattas in Florida over the winter, and three summer regattas in San Diego, Long Beach and San Francisco. Additionally, the heavy-weather Olympic Development Program will continue to be held in San Francisco.

"San Francisco is still a fantastic training area for any high-level sailing athlete," Cayard says with a smile.

Cayard also wants to bring the Olympic Trials back to the US. "That was such a formative event," he said. "I went to the Olympic Trials in '84 because it was in Long Beach and I could. We didn't have any money to go to Olympic Trials elsewhere — we just wouldn't have gone, and John Kosteki wouldn't have gone either."

Cayard maintains that mentoring is also a big part of athlete support. He's grateful to those who helped establish his skills and career. He feels fortunate that Tom Blackaller latched onto him all those years ago, asking Cayard to sail with him first in the Star, then in the America's Cup.

"During the time I was with him, from age 18 to 28, Tom taught me the finer points of racing, strategy and tactics — he was a huge mentor for me. Raul Gardini (chairman of the syndicate that sponsored the Italian America's Cup contestant *Il Moro di Venezia*) was also an important mentor for me, less in sailing but more in organization, leadership, delegation and how to run a bigger operation.

"To win we need to garner all forms of support, financial, mentoring, and to focus on organization, technology, elite coaching, high-performance athleticism, and our athlete pipeline," Cayard concluded. "The US is the top nation in all these critical categories. What we haven't done is bring that excellence to bear on the field of play through our talented athletes. But that is what we will do by 2028 in Los Angeles. Tokyo and Paris are great intermediate milestones for us to measure our progress."

— michelle slade



Nacra 15 sailors Cali Salinas, Hoel Menard, Jack Sutter and Charlotte Versavel with Paul Cayard.

PAM HEALY

TRENDING NOW ON SAN FRANCISCO BAY —

When we hear or think about the term "wooden boat," we usually picture something like a big, traditional schooner, a brigantine or square-rigger, or even a stylish ketch. The Bay Area boasts many of these beautiful boats active in the Bay, and each year in the May issue of *Latitude 38*, we bring you a story featuring these vessels: some historical, some well known, others obscure, and some almost brand-new — the 1892 scow schooner *Alma*, for example, as compared with the (comparatively speaking) recently launched *Matthew Turner*.

This year we discovered that the Bay Area is also home to numerous small wooden boats that are either under construction or have already been completed — so many, in fact, that it appears to be a growing trend. We could point the finger at COVID, as many of the builders say they began or finished their boat during lockdown. Even so, there must be another common thread among those who are happy to spend hours upon days upon weeks and, in some cases, even years building their own small wooden boat, by hand. As far as we're concerned, the result is fantastic, and as more and more people pick up tools and construct their own vessels, we've decided to track down a few of the local, homegrown shipwrights and find out what they've been up to ... and why.

Right now a group of eight girls from the San Francisco Sea Scouts' Viking unit are building their own 9-ft 6-in Nutshell Pram. Why? The Scouts were looking for things to do in smaller 'pods' with the girls, and thought, "This would be a good way to learn some woodshop skills."

Sea Scouts have always been a hands-on bunch of sailors, and the girls, aged between 13 and 15, are enjoying their new project. "I really like

It's hard to tell from this photo, but the Sea Scouts swear by singing and dancing while building boats.

the way a lot of the things you learn, you learn by doing instead of just reading it out of a book," Amelie L'Etoile-Goga says. None of the girls have prior boat-building experience, though Katherine Scannell once built a birdhouse with her school. "I thought it would be cool to say in the future that I was able to build a boat," Selah Gale admits.

The building project is led by Alana McGillis, who, prior to COVID, taught boat building to high school students at the San Francisco Maritime National



Spaulding's volunteers have the advantage of kit-style preparation.

Park Association. "I've been really impressed by the Viking crew and how focused and invested they've been in the building process," Alana says. "A lot of the kids have said how cool it is that they're actually using math in a practical way. I think they also just get a lot of pride learning new tools and skills! Which they should; they're working really hard."

Alana has only been building boats for the past three years, but participated in a two-week boat-building course at the WoodenBoat School in Brooklin, Maine. She was one of only two women among 60 or so men who were also taking courses at the school. "I think learning can be kind of an intimidating process, especially in a male-dominated field like boat building. So it's just super-cool that these kids are doing this project as a group and are able to learn together as a team! I feel really lucky to be a part of it.

"There's still a lot to learn, but it's really rewarding to share what I do know with the Vikings! The WoodenBoat School is a very magical place! I hope I can go back someday," she adds.

The Scouts purchased their Nutshell Pram plans from the WoodenBoat Store — part of the school in Maine. "It's a glued lapstrake plywood boat designed by

Joel White," Alana explains. "The goal was to find something strong enough to be handled by a bunch of teenagers, but also interesting enough that they're exposed to a lot of building ideas." The Vikings hope to complete their pram over the coming summer.

The WoodenBoat School appears to be responsible for several of the boat builds we discovered on the Bay. Nate Spencer-Monk chose the school's Nathanael Herreshoff-designed Biscayne Bay 14 to build in his Berkeley garage with his two young sons. "I was inspired to start the build when my eldest [son] started sailing in the RYC [Richmond Yacht Club] Junior Program three years ago. Going down to the club every Sunday made me wonder why I wasn't sailing myself."

Nate first fell in love with the small boat when, as a 17-year-old, he joined the WoodenBoat School's Fundamentals of Boatbuilding course. "At the end of the afternoon, you go down to their waterfront and go sailing in your choice of wonderful wooden boats. One of the boats was a Biscayne Bay 14. Some boats just put a smile on your face, and this is one of them." By the end of the course, Nate had bought the plans, not knowing that he would tuck them away for over 25 years, "... until my kids got on the water here, and I thought, 'Why not build the boat?' I figured out that my garage was just big enough. I tooled up and got to work."

After three years of persistent effort, the Biscayne Bay is almost finished and Nate is looking forward to spending more time sailing. "I've crammed myself into an El Toro a number of times since my kids started sailing, and I look forward to something a bit more comfortable for an adult. The new boat is my ticket to get on the water here, and to get to sail with my family. I am a self-taught sailor and I look forward to learning a thing or two from my kids, who are properly trained!"

Of course, there are many other avenues through which to obtain plans for a small boat. Dennis Galvan was 17 and working at the Pearl Avenue Branch of the San Jose Public Library when Peter Stevenson's *Sailboats You Can Build* passed through his hands. "Probably on the way back to its shelf," Dennis says. "I liked the lines of the mini-skipjack and thought, 'I could build this, and it would be fun.'" So he checked out the book and started building the boat in his mom's garage in South San Jose. The year was 1982. Fast forward to Dennis's 46th birthday, and with the

SPAULDING MARINE CENTER

SEA SCOUTS



BUILDING SMALL WOODEN BOATS



BILL QUIGLEY

After Bill built a kayak in his apartment, the only way to get it out was through the window.

help of his wife, Kirsten, two sons Ben and Sam, many friends, and his sailor elder brother, Ernie Galvan, "an avid *Latitude 38* reader and constant source of encouragement and sailing transfer energy," the boat was finished and ready to launch. COVID provided the time and opportunity. "Last summer, Ernie and I embarked on building spars from old-growth Douglas fir reclaimed from the roof rafters of my 1932 house in Eugene, Oregon. The resulting mast, boom, gaff and tiller should see first use this coming summer."

Although the vessel is yet to be christened, Dennis is considering what he thinks might be an appropriate name, *Stolen Pearl*. "I checked out the DIY book, pictured, but must confess that, all these years later, I have yet to return it." Although in view of the lessons he has learned throughout the construction, he likes *Perseverance* as an alternative name. And Dennis's last words on the matter? "I'd like to officially request amnesty from the San Jose Public Library System for the overdue book."

To most people, boat building probably comes across as a job for professionals. They need to have big spaces, big tools and equipment, and big budgets. But more and more we're finding this is not always the case. Captain Heather Richard, owner and operator of the local charter business Fine Day

for Sailing, built a boat with her son Julius. "We chose to build an Eastport Nesting Pram so that we can easily take it cruising with us on the floor deck of our 43-foot sloop," Heather told us. Together they built the Chesapeake Light Craft (CLC) boat during quarantine, working on average three days a week over three months. "My son, who is 14, found parts of the project really difficult and other parts really satisfying. It was a lot more work than he maybe anticipated, but also the end result was a lot more satisfying."

"If you don't have a shop for anything more than just hand tools, this stitch-and-glue type of construction is an awesome way to get a really great boat, as long as you have a small space to set up a couple of sawhorses and work uninterrupted. Having a dedicated space where we could leave it and come back and work on it anytime was key to getting it done, so I had to say 'thank you' to my parents for allowing us to take over their backyard during quarantine to build this boat!"

Heather believes building the boat was worth the time and effort. "I think the end result was nice to have, but actually the time spent alone with my son doing something for him is something even more valuable than the boat."

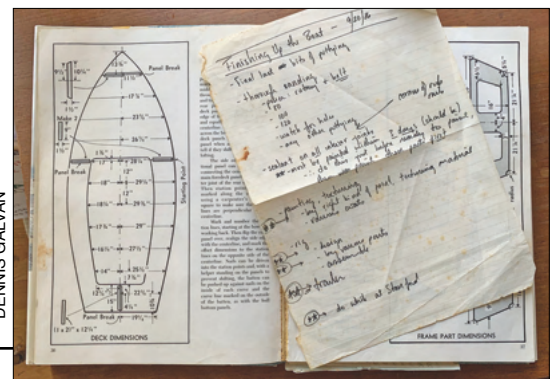
"I think he enjoyed learning how

to use tools and epoxy and decided to customize it a little bit with carbon-fiber cloth on the bottom so he could drag it up onto a rocky beach without it being too heavy, but strong enough to take a bit of a beating. I think he feels quite proud when people say, 'Wow, you built that?'"

Heather would do it all again and says what she has learned would help the next build "go more smoothly." "I have a feeling Julius might also be interested in either designing or building his own boat again in the future, but for now he's just enjoying taking it out for fun with his friends and using it." And regarding the building style, Heather says, "I definitely would recommend the stitch-and-glue method for anyone who is starting their first boat-building project."

Despite the fact that it is possible to

Dennis Galvan's notes look as old as the book he filched.



DENNIS GALVAN

TRENDING NOW ON SAN FRANCISCO BAY —



BOTH PHOTOS HEATHER RICHARD



Left: It must be terrifying to cut your boat in half after having built it. Right: But it's worth it in the end. Julius Richard looks very happy with the result.

build small boats in the garage, shed or backyard, there are people who either don't have these minimal requirements or perhaps lack the interest or confidence to embark upon a build themselves, but still want to try it out. This is where volunteering becomes a good option. Right now, there are opportunities on the Bay for volunteers to help with small-boat builds without having to provide the space or tools themselves. While we've already mentioned the Sea Scouts and their Nutshell Pram, another project is currently underway at Spaulding Marine Center in Sausalito. Here volunteers are building six San Francisco Bay Pelicans — a 12-ft pram-style sailboat designed in 1959 by Bill Short to suit the Bay's often-windy, choppy conditions. Spaulding's education director Jay Grant says the Pelican suits their purposes for several reasons. "We wanted to get the community involved in something new and interesting. We call it the Pelican Project," Jay

Kirsten Galvan shows how easy it is to build a boat in your backyard.



DENNIS GALVAN

laughs. "We thought it would be fun to build our own boats to use for our camp and community sailing programs. Our in-house designer Jeff Lutz spent a considerable number of hours digitizing the plans for CNC cutting, and designing the whole process so that they can be built like a kit, including a cradle that they're built in.

"We built a prototype and made a couple of revisions to arrive at this one. And we'll be able to supply this boat in a kit form shortly."

So far, a handful of volunteers have stepped up to help the nonprofit group build the Pelicans, using the same stitch-and-glue method Heather and Julius Richard used for their Eastport Nesting Pram. None of the volunteers are professional builders, but they all share an enthusiasm for helping to get kids out on the water. George Shea, for example, is providing his experience with carpentry and woodworking, while Ralph Szur has volunteered on building programs in New York and participated in the Beacon Sloop Club's three-year restoration of the Hudson River Sloop *Woody Guthrie*.

"There's still room for more volunteers," Jay adds. "It's a great way to learn how to build a boat, and it's a lot of fun, so the more the merrier!"

Frank Schlosser has experienced boat building both as a volunteer and as builder of his own lapstrake dinghy following plans and a small instruction manual. "I wanted to learn how to sail," Frank tells us, "so I built this Herreshoff dinghy in 1980. Pretty much self-taught, but with encouragement from a friend." Incidentally, that was also how he learned to sail.

Frank was clearly encouraged by the result of the Herreshoff and later built a fishing boat for his then 10-year-old son. This one was built from plywood

following plans they had found on the internet. He also built a land yacht using plans he bought from Australia. With all that experience behind him, it wasn't surprising to learn that Frank was one of the volunteers for the *Matthew Turner*, the 132-ft brigantine launched April 1, 2017. In fact, he donated his time consistently over the course of seven years. "I can't remember for sure, but I have over 2,500 hours volunteering on *Matthew Turner*," Frank says he has enjoyed the experience and what he has gained over



SEA SCOUTS

The Sea Scouts are enjoying using their new-found skills.

his time working on the enormous ship. "Monday through Friday, I am a cabinetmaker, and when asked if I can build something, I just smile and think, 'After helping build *Matthew Turner*, cabinetry is a breeze!'"

But back to small boats ... of which Bill Quigley has built several. "The first thing you have to do when building a boat inside," he says, "is figure out how you're going to get it out!"

So far the biggest boat Bill has built is a Farrier 32 trimaran, *Tatiana*. (That's a little bigger than the small boats we've been discussing, but still, he built it

BUILDING SMALL WOODEN BOATS



FRANK SCHLOSSER

Frank Schlosser's Herreshoff dinghy. His first build was a strip canoe.

himself.) He even raced *Tatiana* in the 2019 Race to Alaska (R2AK). "I like to think I have the all-time R2AK record for home-built boats."

But his favorite build is a two-piece nesting dinghy called the Two-Paw 9, by Graham Byrnes. "It only weighs 45 pounds and stows in 4 feet 8 inches, and tows well at up to 15 knots. All of my boats are from plans, although at

this point I usually modify them."

Bill works in the technology field and finds building boats to be a nice contrast to his day job. "I prefer boats to other kinds of woodworking because the finished product is far more usable. I also enjoy solving the innumerable puzzles that come with building a boat, even from well-thought-out plans.

"Building a small boat is a lot easier than it seems," he adds. "I encourage any sailor with 10 feet of space to spare to try it. A small plywood dinghy will last far longer and is much more fun to row than an inflatable, and one of the new electric outboards will do a great job pushing it around when you don't feel like rowing." But what does he do with all those home-built boats? "I've sold a few and given a few away, but any boat that remains useful to me stays in the fleet. Every once in a while I have to sell one to make room for something new."

As you can see, there is a lot of boat building going on behind the scenes, in garages, sheds and backyards. Who would have thought that so many people would be interested in building their own little ship? Perhaps it all started

with the bathtub boats we all inevitably enjoyed as youngsters, or perhaps it started with the Bay Area's salt air and ever-present wind. Whatever the origin, we feel this is one good thing that has evolved from the pandemic-related lockdowns we've all had to endure. By all accounts, building a boat is challenging, but also fun and rewarding in so many different ways. If you've ever thought about trying it for yourself, hopefully the individual stories we've uncovered have encouraged you to pick up some tools and start building your own small boat, or at the very least volunteer somewhere. Who knows? You might just find a new passion.

— **latitude**/monica



NATE SPENCER-MONIK

Nate's new Biscayne Bay 14 is looking very nice.



Master Mariners Wooden Boat Show

SUNDAY, JUNE 20 10 A.M. – 4 P.M. CORINTHIAN YACHT CLUB



Our Annual Regatta
Saturday, May 29

View classic sailing vessels, meet their skippers and learn the yachts' unique history. Show proceeds to go to Master Mariners Benevolent 501(c)3 Foundation. The Foundation provides scholarships for youth sailing, wooden boat building and maritime education. Also provides for the preservation of SF Bay Classic yachts. MMBF is dedicated to preserving the continuity of traditional yachting on San Francisco Bay.

The Master Mariners Benevolent Association is dedicated to fostering participation in yachting and the preservation of classic and traditional sailing craft. During the Boat Show, the Corinthian Yacht Club outdoor bar will be open, lunch can be order from the Ala Carte lunch menu, and there there is model boat building for kids. Children under 12 free when accompanied by an adult.

Master Mariners Benevolent Association • www.sfmastermariners.org

PYEWACKET 70



'Pyewacket 70' — not to be confused with Roy Disney's other 'Pyewacket', an Andrews 70 — is a modified Volvo 70.

Newport Harbor Yacht Club has hosted the biennial Newport to Cabo San Lucas Race since 1971. This year's 21st edition was perhaps not what the founders had in mind when they set out to create an 800-mile yacht race ideal for sailors "of all levels." Friends and families were encouraged to participate in this "tune-up" for the longer Transpac race to Hawaii later in the season. A tune-up this edition was not. Conditions favored long waterlines, well-honed teams and top-quality foulies. Offshore Racing Rule (ORR) Division A may have been down in numbers this year, but some well-known names still came out to play: Ray Paul's Botin 65 *Artemis*, the Andrews 77 *Compadres*, Doug Baker's Dencho/Kernan 75 *Peligroso*, Roy Disney's modified Volvo 70 *Pyewacket*, and Manouch Moshayedi's Bakewell-White 100 *Rio*.

It's not often that these big sleds meet on the starting line, so all eyes were on the lookout to see who would outperform whom well before the start signal even went off. To the delight of all, there was good pressure at the start, and indications were that it would hold deep into Baja California on the way to Cabo.

At 1 p.m. on March 20, the division's

race began. An hour later, the three leaders had clearly picked different paths — *Artemis* was taking the inside track, *Rio* was rhumblining it, and *Pyewacket* had chosen to go outside. About three hours later, pressure was building and *Pyewacket* was pressing along at almost 2 knots faster, at 19.7 knots, and pointing higher than *Rio*. By 9:30 that evening,



ALL PHOTOS
COURTESY PYEWACKET

Rio had sustained rudder linkage failure and was forced to turn back, and *Peligroso* had collided with an unidentified floating object and returned to Newport Harbor. *Pyewacket* was flying along at almost 23 knots, her remaining competitors left behind. She finished in 1 day, 21 hours, 22 minutes and 52 seconds. That's a whopping 16 hours and change over the previous monohull record set in 2005 by Doug Baker's *Magnitude 80*.

"We didn't know how we'd line up with *Rio*," explains Roy Disney. "We figured it was going to be a drag race. We figured it was going to be tactical. We thought we had a better crew and a better navigator with Peter Isler. But it turned out we were a good 2-3 knots faster. They're a 100-footer and we're a 70-footer. And we know they're going to be fast in those conditions; we just didn't know how fast because none of us have been side by side, so it was an interesting moment. They went deep and low, and we went higher and faster to get to the wind quicker." And indeed the wind accounted for a heaping portion of *Pyewacket's* outstanding performance.

"This year's race benefited from a happy coincidence of two developing features on the weather map," according to Chris Bedford. Chris is a new Bay Area resident and founder of The Weather Coach. He's also been the meteorologist

'Pyewacket's Newport to Cabo crew. Back row: Robbie Kane, Dave Tank, Gary Weisman, Jan Majer, Scott Easom, Rodney Daniel and Mark Callahan. Front: Peter Isler, Gary Weisman, Brian Janney, Roy Disney, Ben Mitchell, Brad Jackson and Kenny Read.

DESTROYS NEWPORT-CABO RECORD



Left to right: Robbie Kane, Brian Janney, Jan Majer, Ben Mitchell and Dave Tank looking ready to rumble in their new foulies.

for 10 America's Cup campaigns since 1987, among other racing campaigns.

"First, an upper-level trough moving into the southwestern US caused surface pressure to fall inland across Southern California and the Baja Peninsula. Second, high pressure — which had been pushed back from the coast in the days just prior to the start — began rebuilding and pushing back in toward the Southern California and Baja coastlines. This resulted," Chris says, "in a relatively steep pressure gradient between the high pressure west of the rhumbline and low pressure to the east. Strong northwest winds developed along most of the route, setting up a record-setting scenario for the race."

"We got into the wind and it just never stopped," says Roy. "We did 464 miles point to point in the first 24 hours, which put us below Isla Cedros in less than 24 hours. That's mind-boggling to me. I've done this race every which way — right outside, inside to Cedros and jibe, all of it. The mark is dead downwind all the way down the coast, right? So, every time you turn 10 or 15 degrees to the left the wind goes 10 or 15 degrees. It's just a frustratingly hard race, it really is. And then coming into Cabo has its own set of nightmares. But everything just worked out on this race. We actually did 525 or 530 miles through the water in a 24-hour period. That was fast! I'd never done that before."

"It was such a fast race that I don't have a lot of stories to tell," continued Roy. "The big highlight of the race was seeing everybody wearing their foul

weather gear for 48 hours. It was just so wet; it's a wet boat. There's no getting around it. When we do have to jibe, stacking [the sails on deck] is sort of a mandatory part of how that works. Those sails start picking up water, and what was a 350-pound sail suddenly becomes 600 pounds — ask Robbie Haines about that one — and, for us old folks, just trying to get those sails to the other side is bloody hard. I don't know how the smaller crews did it."

The other aspects to *Pyewacket's* remarkable performance have to do with her current configuration, her shore team and, of course, her crew. *Pyewacket* is a modified Volvo 70 (ex-*Black Jack*, ex-*Telefonica*), built for the 2011 Volvo Ocean Race. Roy notes that "the old boat names from the builders are still painted inside the hull."

Brian Janney, who shares forward sail-trimming duties with Scott Eason, conveys the details of *Pyewacket's* modifications, which were primarily made when she was in Australia as *Black Jack*. "They put a longer bowsprit on her, a taller mast that's 3 meters longer than the standard Volvo 70, a longer boom, and they added a deeper keel (drawing 18 feet) with a lighter bulb. I believe the boat is now about 2,000 pounds lighter than it once was," says Brian.

With these modifications in hand, new sails had to be designed as well. The bigger sails and lighter weight weren't ideal for Australia's long-distance reaching races. But here on California's West Coast, the boat's configuration is ideal and very powerful. The taller mast powers everything up. "Our headstay is at

the masthead of a normal Volvo 70 rig. So, it's kind of a different way of thinking about things. We reef downwind and even upwind quite quickly, and when we reef, we still have the same size main as a normal Volvo 70."

Controlling the boat gets complicated quickly. There are numerous forward sails to choose from (all furling), twin daggerboards, twin rudders, a canting keel and so forth.

"That boat is so complicated," says Roy. "There are so many intricate moving parts, between rig settings and keel settings and the right winch at the right time, because they're all hydraulically driven. If you run three winches at the same time, the motor turns off, which

is a problem, so you have to do this little ballet. We have to practice each time before we do a race just for that reason. Furling is its own little animal. You don't tack these boats, you furl them and then tack them. Then you have to tack the keel. That's another whole issue because if you don't do that at the right speed — and we still haven't quite figured that one out — things go amiss. Sometimes I'll be driving and Gary Weissman will be doing the keel, and he'll have to run across the boat and he'll have forgotten [about the keel] and suddenly all the sails are on the other side with the keel and — it's awkward. We all have senior moments."

"We actually did 525 or 530 miles in a 24-hour period. That was fast!"

Roy is particularly good-natured about *Pyewacket's* eccentricities, his close friendship with the crew, and his overall love of sailing — especially to Mexico and Hawaii. *Pyewacket* is by nature both high-maintenance and high-performance. It's not easy to find a happy medium between the two. Fortunately for the boat and crew, Roy ensures that the funding is there and that the crew has all the tools they need to get the job done. But it's not out-of-control spending.

"It's what you need to make certain the boat is ready for the next campaign," says Rodney Daniels, *Pyewacket's* co-pit master, a position he shares with Mark Callahan. "You know you won't reach the boat's potential if you don't have the backing to keep updating her. The game's

PYEWACKET 70

just constantly evolving. The beauty of the sport is this: We are constantly learning, open to learning new ways, and having a growth mindset where maybe it's worked like this but let's try it another way. With 12 or 13 people sailing the yacht, there's a lot of smart people, and there's been smart people before us. We've just got to be really open to learning and get that loop going. You're always going to find there's a couple of little gains in the package and boatspeed and aero and weight savings — which the boat really appreciates."

Making this race possible took a lot of effort and a lot of people's time. Rodney reflects on this, crediting many. "Full credit goes out to the team and the boat. Credit the boat captain, Mark Callahan, and he's helping Nick McCabe and the delivery crew to get the boat ready, then all of Scott Easom's rigging and North's sail package. All the hardware and the software through the nav station worked great; everything and everyone really performed well. The whole picture. There was a lot of support from our families too. Although we had a few leaks and



such, there were no gear failures. Thankfully we had some nice new Musto foul weather gear that did the job. And all our safety gear was up to spec too, so everyone was pretty comfortable." They had Ken Reed (president of North Sails) and Brad Jackson (six Whitbread/Volvo races) on board as well. Rodney quips that having guys like them on board really brings the crew's game up a bit.

When a crew like this has been sailing together for more than six years, you can believe that a lot of what they do on the boat goes unspoken. This includes performing various maneuvers, where pitman Rodney can just look at the foredeck guy or give him a hand signal so the job's done right. "We're all really,

The team, celebrating at the regatta headquarters, a restaurant in Cabo San Lucas staffed by NHYC members.

really good friends," says Roy. "One of the things that my dad taught me was that creating crew chemistry is almost as fast as any sail you can buy — it's critical. We have a great time together, we really laugh about it, and we're easy on each other — there's no yelling."

If Roy and his team can keep this chemistry steaming along and ensure that *Pyewacket* is at her best for the upcoming Transpac, competitors beware!
— **ross tibbits**



deWitt

Capture your
summer at the helm
with a Jim DeWitt
Giclee original.

DeWitt Art Gallery & Framing ☎ (510) 236-1401 ✉ pam@jimdewitt.com
Online Stores: www.jimdewitt.com ☎ www.DeWittAmericasCupArt.com

Sailing equipment YOU CAN TRUST




- ✓ FOR SAFE AND SMOOTH JIBING
- ✓ EASY TO INSTALL
- ✓ FULLY ADJUSTABLE WITHOUT LEAVING THE SAFETY OF YOUR COCKPIT
- ✓ FULL RANGE FOR MAINSAILS UP TO 1180 Sq.ft

find out more on  www.boom-brake-walder.com



- ✓ HI-EFFICIENCY BLADES PROFILE
- ✓ IMPROVES DOCKING
- ✓ IMPROVES SAILING SPEED
- ✓ IMPROVES MOTORING SPEED
- ✓ STRONG STAINLESS STEEL CONSTRUCTION
- ✓ COMPETITIVE PRICE

find out more on  www.ewol-propellers.com

BOAT LOANS

Rates as low as 3.99%*

Unbeatable rates.

Call Sally Kraft today
for a free quote.

(925) 963-2926



\$100K+ loan amount. Rate fixed for 3 years, then adjusts to WSJ prime + .50%
Rates subject to change. Call for complete details.



www.seacoastmarine.net

A division of Seacoast National Bank.



Deep
Draft

Great
Location

Reserve today
(510) 236-1013

www.mbyh.com



'FINISTERE'

After purchasing a 1989 Sabre 38 MkII we're renaming *Finistere* (after the cape in Brittany, France) in Long Beach last fall, we'd been waiting for the right moment to bring her north. Beyond looking for a favorable weather window was the importance of learning more about the new-to-us boat before pushing off for the approximately 500-mile sail north to San Francisco.

The boat, under prior owner Matt Humphries, had done the 2017 Transpac, so she'd been upgraded and well-prepared for ocean passages in 2016-17. The three-ring binder aboard, with pages of Transpac requirements, had us feeling confident the boat was ready. In addition, our pre-purchase survey by former Santa Cruz resident and sailor Jim Wallace confirmed the boat was in good shape, with a couple of small issues to handle.

The primary concern was our learning how the new boat works. Despite our lifetime of sailing, the gadgetry on updated boats leaves us with more unknowns than the features on our iPhone. One of the reasons we loved our former Ranger 33, *Summer Sailstice*, was its simplicity. The primary instrument aboard was yarns in the rigging to help us see which way the wind blows. We find that electronic wizardry is often a big distraction from the joy of sailing.

But then there's convenience, safety and comfort. When working, pressurized hot water, chartplotters and autopilots can make great contributions to sailing life. As we looked through the systems, it only increased our respect for delivery skippers. They jump aboard boats of all sorts on a regular basis and have to learn their systems, look for their weaknesses, and quickly confirm that the professed integrity of the boat and systems are all up to snuff before pushing off on a generally tight timeline.

We had hoped to spend more time exploring Southern California, but the constant COVID warnings kept us from feeling free enough to do much visiting. The

logistical challenges of managing a remote boat in a pandemic finally convinced us it was better to just get her close to home so we could have more time to enjoy and get to know her. We learned what we could and looked for a date on the calendar.

Since we've planned our life around monthly deadlines for more than 30 years, we find it easier to change the weather than our deadlines. We've become pretty good at making sure the weather is right from around the 25th to the 5th of each month. So we made weather arrangements for the end of March and then called around for crew.



Just in case, Randall made sure the anchor was ready for quick deployment as we cruised the Santa Barbara Channel.

We were lucky on that front too. We reached out to our friend and frequent Friday night racing crew, Michael Rossi, and connected with friends and fellow Corinthian Yacht Club members Randall von Wedel and Jon Kahn. On short notice, they said, "Let's go!" Despite our knowing them all for years, life can get funny when you're suddenly out in the middle of the ocean swapping bunks with a bunch of unshowered guys you know from the club. And it was funny. We laughed the whole way north.

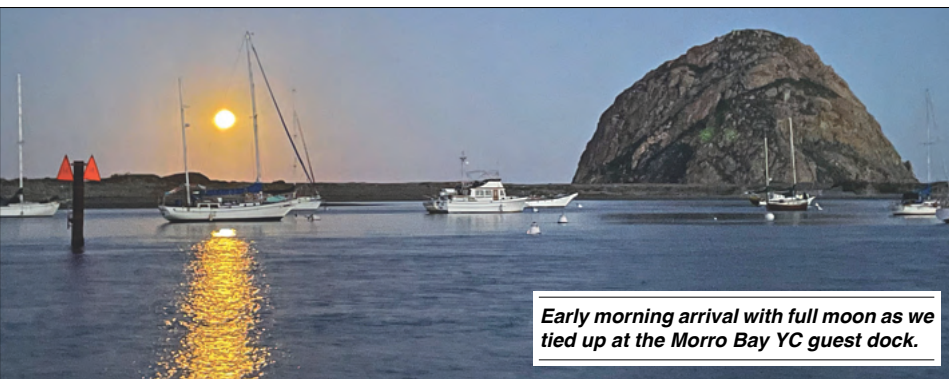
We knew we had a good crew before leaving and learned even more as we sailed north. Michael has strength, thousands of miles of racing, cruising and delivery experience and, as a contractor/event producer, an amazing array of can-do, technical skills. Randall also has thousands of miles of cruising experience on his boat and others, plus having enthusiasm for boat safety and the galley. Continuing on the safety side, Jon is a retired Kaiser doctor with ample sailing experience, so he was trusted with our box of Band-Aids, and we all shared equal watch duties.

Prior to our all meeting in Santa Barbara, we switched out the big SoCal #1 for a good northbound NorCal #3. My wife and I then sailed the boat 25 miles from Long Beach around Pt. Vicente to the California Yacht Club in Marina del Rey. We passed through a school of 300-plus leaping dolphins, which we took as a good omen. Then Michael and I took the boat on a rollicking 85-mile sail from Marina del Rey to Santa Barbara.

We Northern Californians like to thump our chests a bit about the blustery, challenging conditions in which we sail while imagining Southern California with benign conditions. Fortunately, when learning of our limited SoCal experience, Marcus Crahan of the *Hinckley 52 Dauntless* had generously reached out to offer some local cruising tips. There were many, and we paid attention to two of the helpful ones for this trip. First, when experienced SoCal sailors head toward Santa Barbara, they often leave very early in the morning (like 3 a.m.), knowing the afternoon winds in the Santa Barbara Channel can blow hard on the nose. Second, if you leave at night, stay well offshore of Pt. Mugu, about 35 miles west of MDR, because there are unlit offshore mooring buoys.

The westerlies died down in the evening and we decided to go for it at 11 p.m., looking for a calm, early-morning arrival in Santa Barbara. The calm soon turned to a brisk 20-plus-knot northerly with choppy seas for a quick, main-only motorsail west. We didn't see or hit anything off Pt. Mugu so we must have been far enough out and arrived at about 9:30 a.m. on a sunny, chamber-of-commerce morning in Santa Barbara.

It was here we found the only problem with the boat. In preparation for the Transpac, all the lockers had been clearly labeled with their contents: safety gear, manuals, etc. However, the one labeled



Early morning arrival with full moon as we tied up at the Morro Bay YC guest dock.

FROM SANTA BARBARA TO SAN FRANCISCO



Point Conception on a good day. It was clear, flat seas, and a bit cool.

LATITUDE / JOHN

"Food" was empty. Our broker, Steve Curran of California Yacht Co., had told us the boat was ready to go. What's up with that?

Luckily, Randall and Jon arrived with provisions to fill the empty locker and icebox, and a life raft rented from Sal's Inflatables. We double-checked on Windy.tv that the weather we'd arranged in advance was still holding. Sure enough, our planned Friday early-morning departure was still looking good. After stowing everyone's gear, we did an orientation on the boat and got the last balcony dinner table at Brophy's overlooking the harbor for a pre-departure meal. Michael had the brilliant idea of ordering a couple of quarts of clam chowder to go. It was a good call. The crew's experience was also confirmed

when no one rushed to claim the empty forward cabin for the northbound voyage.

We're glad we have pictures or nobody would believe us. Heading north up the West Coast is known as one of the most difficult legs of any sailor's voyaging. It's not uncommon for circumnavigators to tell us they sailed all the way around the world only to find the worst weather of the whole trip in the last 300 miles north to San Francisco.

We're always told, "Prepare for the worst and hope for the best." Fortunately, besides food, most of the pre-passage prep was unnecessary. We experienced one of the smoothest, clearest, calmest rides north we've heard of. (Though, since describing that in *Lectronic Latitude*, we've received several messages from people who've had calm trips and even southerlies.) If you keep your schedule flexible, weather windows do appear with some regularity.

We left about 10 a.m. on Friday and pulled into the docks at the Corinthian Yacht Club about 4:30 Sunday evening. The only breeze we saw from Santa Barbara to San Francisco was from Mile Rocks almost to Belvedere Point against a fierce ebb. The windless passage started with our waving at huge oil rigs while motoring west toward Pt. Conception. As they passed we contemplated the few gallons of fuel we had aboard to get us north, but for now, all was good.

With jacklines rigged, foulies on, and harnesses clipped in, we prepared for the assault on Pt. Conception, which was set for the generally unwise timing of late

afternoon. All was calm. The swells did grow and the diesel-created breeze remained right on the nose. In another piece of luck, as the sun set, the full moon rose over Pt. Arguello and Vandenberg Air Force Base.

Given that the apparent wind never varied from five degrees left or right of zero, it was going to be a long 'motorboat' ride north. We'd brought along two five-gallon jerry jugs of diesel to supplement the 45-gallon fuel tank, but by midnight on Friday night it was apparent that 55 gallons was not going to get us home without a stop. The first and only "rest area" before Monterey Bay is a short detour to Morro Bay, so we decided on a better-safe-than-sorry stop for fuel.

There's a famous photo of an 85-ft powerboat getting trashed by an enormous breaking wave after actor George C. Scott told his skipper to ignore the conditions and go for it. Nobody died, but it was close. Our arrival was different. It was still dark with a setting moon as we slipped into Morro Bay in the flat calm. This is where we paused to appreciate our modern chartplotter and the Coast Guard. The USCG appears to place the buoys in the exact spot they are on the chartplotter. Amazing...

Oddly, nobody was awake to greet us at the fuel dock at 5:30 in the morning, so we cruised down for a brief tie-up at the Morro Bay Yacht Club guest dock, which had about exactly 38 feet available. A brief predawn walking tour allowed us to scope out DeGarimore's fuel pier adjacent to the industrial-strength, fixed pilings.



We appreciated the dockside fuel, but had good fenders and docklines ready.

LATITUDE / JOHN

'FINISTERE'



Perfect weather and green hills as we passed close to Piedras Blancas.

They always look menacing when you're arriving with your polished gelcoat.

We went to tie up in an early flood to wait for the attendant, who we were told would arrive between 7:30 and 8 a.m. Sure enough, he showed up right on time and, with our fuel gauge showing half-full, we topped up by adding 16 gallons to our 45-gallon tank. Hmm, something else we're going to have to learn about our boat. Randall arrived back at 8:05 a.m. with warm coffee and bear claws, and off we went after a three-hour rest stop.

It was a long, blue-sky day motoring north about 3 to five miles offshore to stay out of any hint of headwinds and southerly

currents. We cruised in close to the unneeded port of refuge, San Simeon, where our friend Kurt Holland had offered to drive down from his home in Atascadero with coffee and croissants, but the going was too good to stop. A huge gray whale surfaced, paralleling our course just 100 yards west of us. Another possible rest stop was proposed by Dennis Longaberger, owner of Sunset Kidd Yacht Sales in Santa Barbara, who has done dozens of deliveries north. He had some great tips, such as hideouts like Pfeiffer Cove to the south of Point Sur — though we noted Wreck Beach is not far to the south.

Some mild, adverse conditions arrived

at midnight on Saturday night as we approached Monterey Bay. The offshore chill was a sign of a thick fog that soon arrived, obscuring the moon and returning us to darkness except for the array of instruments, which I stopped to appreciate again. One thing we don't have is radar, but we do have AIS, which clearly showed us on the chartplotter, but not the many other vessels that appeared on our phone's Marine Traffic app. Something else we need to figure out.

The fog lifted and closed in again for the rest of the trip north, and the sea continued to show barely a ripple. The only event was rescuing an imagined baby sea turtle by plucking a couple of escaped foil balloons from the sea. We were eventually cruising offshore of Ocean Beach with one other sailboat, braver than we



Story time as we motored up the Big Sur coastline.

Gateway to the
Bay & Delta



The North Bay's Only Full-Service Marina!



- Slips starting at \$7.88 per foot!
- Concrete and wood docks
- Kayak storage space available
- 24-hour security patrol

(707) 648-4370 • Fax (707) 648-4660

42 Harbor Way • Vallejo, CA 94590

Temporary office hours:

Monday – Thursday 9 a.m. – 3 p.m.

www.ci.vallejo.ca.us



FROM SANTA BARBARA TO SAN FRANCISCO



RANDALL VON WEDEL

The foggy glow of working instruments off of Monterey.

were, cruising at least 2 miles closer in. We were feeling the grip of the southerly current, so surely inshore was faster, but deep water felt safer.

It was a classic, fog-lifting finish after the long, gray stretch from Monterey Bay to San Francisco Bay. Approaching Mile Rocks, we had our first hints of breeze with a greater-than-zero apparent wind angle. We hoisted the main and unfurled the jib so we could at least sail under the Golden Gate Bridge.

The breeze built as we approached the Marin shoreline to avoid the ebb while the fog was just backing off the bridge. We soon had too much sail up for the

building breeze and fractious ebb. Foiling kiteboarders and wing sailors mocked our growing alarm. We grabbed a piece of flat water for a chicken jibe and headed toward Richardson Bay to ease our 20 minutes of sailing strain. As quickly as they'd appeared, the wind and waves settled. The air became warm, our foulies came off, and we sailed calmly into Belvedere Cove to squeeze our beamier boat into her narrow slip — she just fits.

Occasionally we have heard of people hoisting a spinnaker when they find a rare southerly as they come north, but overall, we felt fortunate. None of the concerns with the boat or the voyage emerged, and we appreciated all the great advice we never had to use.

The Channel Islands are always beckoning, but it's the northbound reckoning that causes people to hesitate. We're looking forward to returning south in a pandemic-eased world, and when we're more familiar with our boat. But could we be lucky twice?

We pulled out the digital dividers to review our course, and it broke down to much more approachable segments. Long Beach to MDR was 25 miles, MDR to Santa Barbara about 85 miles, Santa

Barbara to Conception about 45 miles, another 70 miles to Morro Bay, 105 miles to Monterey and 90 more to the Bay for a total of about 420 miles. The main trick is to choose the timing for the weather and carry enough fuel. Or just get lucky.

Now that she's home, we have a few projects, like figuring out why the AIS wasn't working and how we can get the main halyard on the headboard we're too short to reach. Overall it's great to have her close by, to have now sailed in our first Friday beer-can race, and to look forward to figuring out what the rest of those buttons are for.

— **latitude**/john



RANDALL VON WEDEL

Michael Rossi, Jon Kahn, John Arndt and Randall von Wedel happy to be home and sorry to not still be sailing.

Breakdowns can feel unnerving but with an Unlimited Towing Membership, there's no need to worry. With 600+ boats and 300+ ports on the water, help is just a phone call away.



GET TOWING AND GET GOING! 800-395-2628 • BoatUS.com/Towing

*One year Saltwater Towing Membership pricing. Details of services provided can be found online at BoatUS.com/Agree. TowBoatUS is not a rescue service. In an emergency situation, you must contact the Coast Guard or a government agency immediately.

HEY YA —

At the windward mark on Saturday, March 27, 'Hey Ya' sets the kite.

JOHN FOUNDER / WWW.JLDIGITALMEDIA.NET



Seven years ago I was having a beer at Vallarta Yacht Club when Ken 'Yak' Yachechak sat next to me. We exchanged greetings.

"Are you interested in being my partner in a boat?" asked Yak.

Always one to carefully consider big investments, I waited a few seconds before saying, "Sure!"

So began my relationship with *Hey Ya*, a Beneteau Oceanis 390 built in 1989. I was making a decision to purchase an almost-30-year-old boat pretty much sight unseen. What could possibly go wrong?

After years of work on the boat, including removing a staysail (who puts a staysail on a 39-ft Beneteau?) and practically rebuilding the aging Volvo Penta engine, *Hey Ya* was getting back to her former glory. Somewhere in there I bought Yak out. He became more interested in sailing Mike Seth's *J/145 Double Take* than sailing an aging production boat that couldn't point and had a habit of losing races, badly.

When COVID hit, I decided I was going to make lemonade out of lemons and devote a good deal of my quarantine time to *Hey Ya*. I did extensive rewiring, pulling out what seemed like miles of wire that wasn't doing anything. As a retired electrical engineer, I had frequent "WTF?" moments during the project. In spite of a few compromises that still wink at me

from time to time, I'm pretty pleased with the final result.

In addition to the rewire, I also contracted with a local company to recanvas the boat and make new interior cushions. I put her on the hard, and Peter Vargas's team at Sea Tek gave *Hey Ya* a new top-to-bottom paint job and thru-hulls. They worked on *Hey Ya* for two months, and like a lot of boat owners, I became a familiar face at the yard.

Hey Ya's refit-reveal was this year's four-race Vallarta Cup in January. Holy moly, we won our division! I know that crew — and the fact that there were only three boats in our division — had a lot to do with it, but damn! A win is a win. It had to be the new paint!

The question was, were we ready to tackle the Banderas Bay Regatta?

Now in its 28th edition, the Banderas Bay Regatta has become an institution in western Mexico. Normally held in March, it began as a cruiser's race, and to this day cruiser racing has been the main emphasis of the event. Due to COVID, BBR XXVIII was 'postponed' in 2020, so when March rolled around this year, now-commodore Randy Hough was determined to make it happen. A no-party event was planned, something that a few of us were skeptical about. After all, the motto of the event is, "They had a party and a yacht race broke out."

One week prior to the first race, only 13 boats had signed up, and volunteers were seriously considering canceling. True to form, cruisers refuse to be driven by schedules. By the first day of the event, 27 boats had registered, and 25 showed up on the starting line.

The event offers a fairly large list of diverse classes to choose from, anywhere from ORR and Performance for the racy guys, to Cruisers, JAM (Jib and Main), Jack and Jill (doublehanded), 20-somethings (boats less than 30 feet), multihulls, etc. After the registrations come in, the BBR committee apparently goes into a smoke-filled room to decide who goes in what classes. *Hey Ya*, being an Under-45-ft Cruiser, was put in the Over-45 Cruiser Class because there were only two under-45s. Sigh. I'm going to get my butt kicked by all those huge, long waterline, double-wheel monsters, and they're going to do it while serving martinis. It ain't fair!

One other thing that BBR does for cruising boats that intend to race is handicapping, with each boat eventually getting a 'VYC Rating' based on Southern California PHRF, with additional benefit given to cruising boats for things like extra weight, age of sails, non-folding propellers, etc. *Hey Ya* is rated 149.

I collected my crew, hardened racers all. Tim, Charity, Eric, Paul, Carol and Edda would get *Hey Ya* around the course for me, while I sheepishly called

BANDERAS BAY REGATTA!



EDDA ROTTSCHIEDT

'Hey Ya's crew, left to right: Edda 'I got this' Rottscheidt, Tim 'Mac the Knife' Palmatier, Charity 'I drive better than you' Palmatier, Andy 'The owner is never right' Barrow, Carol 'Genny Girl' Dabdub, Eric 'Gonzo' Bloomquist and Paul 'Everywhere at once' Bailey.

for help from behind *Hey Ya's* wheel. In an email to the crew, I laid out the priorities: 1) Stay safe. 2) Have fun. A distant 3) Win.

After the practice day, called "Start Your Heart Out," I realized that my fellow sailors might not share my priorities.

As we approached the starting area, I suppressed the butterflies in my stomach by going through my mental checklist: All crew on board? Check! Lunch for everyone? Check! Enough beer? Check! Rock music playlist queued up on the stereo? Check!

To get the crew pumped up, I cranked *Hey Ya!* by Outkast to volume 11. As we crossed the stern of the committee boat to check in, the entire crew was dancing on the deck. Crap, I'd better get back to the wheel before I run into someone.

One of the great things about Banderas Bay is the regular thermal wind. In the springtime months, wind starts in the bay around noon, increases to 12-15 knots for about five hours, and then dies. It's one of the reasons that big racing classes like Lasers, Optimists, J/24s and J/70s, and the big-boat MEXORC series, like to have their events here. On the first day of racing, it was clear that the race committee's concerns about a no-wind weather forecast were unfounded. The Banderas Bay Thermal kicked in, and by start time it was blowing 15 knots over the deck of *Hey Ya*.

We watched the ORR and Performance Cruising classes start. Included were past MEXORC winner *Olas Lindas* (with Linda Sweet at the wheel), Mike Seth's

Yves Saint Laurent. Wait, isn't this a cruiser race?

My crew looked down at the event shirts I'd given them, on which I had carefully ironed the *Hey Ya* logo.

Apparently the fast guys told race organizers that they didn't like the long reaches that the cruising boats adore, so Randy sent them on several laps of a 2-mile windward/leeward course. That'll teach them!

On the first day, pretty much everyone else was instructed to go on a long triangular course. We were to head up to a weather mark, back down to the leeward mark, up to weather again, south to a mark off the ever-growing reef at the Ameca River, which we locals call Vidanta Reef, back to a mark just to leeward of the committee boat, and up to finish.

We didn't embarrass ourselves starting in the fleet of eight boats, and heading around the course we started noticing something strange.

Wait, are all those boats behind us?

Holy moly, how is it we are ahead of all those guys? It couldn't have been the extended handwashing session during which I used the entire contents of my 60-gallon forward water tank, could it? Nahhh. Well, this is a handicapped race after all, so we were all thinking that even with us ahead, there had to be some giant-handicap crab-crusher behind us that would take us after time adjustment.

Our first race was fairly uneventful. We didn't make any huge mistakes, nobody got hurt, we had fun, and we didn't completely run out of beer.

And we won. Are you kidding me? After the handicap adjustment, we just squeaked ahead of our new arch-rival, *Shamaya*, by 13 seconds.

Day 2's race was a long one — we went all the way to the Puerto Vallarta sea buoy and back. I think the previous eve-

ning's celebrations might have affected the crew a little, as we made a couple of mistakes, mainly involving that big, light, floppy thing in the front. We came in second behind *Shamaya*. I did learn an important lesson however: Charity is a much better driver than I am.

We had fun, and the team dinner that evening was great. It gave us a chance to examine our strategies in detail and discuss what changes we wanted to make on the last day.

You believe that? We just drank margaritas and told lies.

Finally it came to the last day. Almost every class had a tie for first place, including ours. We pumped ourselves up with another playing of *Hey Ya!* and scowling at our rivals. The course was the same as on Day 1. We've got this!

A lot of VYC racers have a fun little wagering system that benefits charities, called "Luca Libre," named after the famous Mexican masked wrestlers. The idea is that one boat challenges another boat to just about anything, from an entire race, to a leg of a race, or even how much hot sauce they can put on their tacos. The loser of the bet has to pay up to the named charity. I couldn't resist calling *Shamaya*.

"*Shamaya*, this is *Hey Ya*. Care to make a little wager?"

Crickets.

Finally, "Ummm, *Hey Ya*, what are we talking here?"

"How about the loser donates 500 pesos to the VYC Junior Sailing Program?" "You're on!"

There was only one thing we didn't take into account. Me.

Again, we didn't embarrass ourselves at the start, carefully picking our way through the fleet of boats, all bigger than ours. We started next to the Frers 58 *Swiftsure*, with crew on deck spinning coffee grinders. Crap, if those guys tack on us, we're toast. That thing casts a wind shadow so big that we'll practically go in reverse.

We waited for them to tack, sailed under them, and tacked. Crisis averted.

Did I say that *Hey Ya* doesn't point upwind? All the fancy paint jobs in the world won't fix a 4.5-ft keel. The crew kept giving me the skunk-eye as I occasionally pinched, daydreaming I had an 8-ft fin under me. We headed to the weather mark.

HEY YA!

OK, layline. Gotta remember I can't do what those guys can do. I gave it a little more; we tacked and headed for the weather mark. It wasn't long before I knew I'd screwed up. We weren't going to make the mark, and we'd have to throw in a couple more tacks to get around it. Meanwhile the rest of the fleet was enjoying their martinis and easily going to make it.

We got to the mark. It was right here! Why couldn't it have been a little bit more over there? Sigh. Whatever. Tacking!

We tacked, and the boat stopped. I should've turned down more, but I was still determined to make it around the mark. It wasn't going to happen. The crew looked at me. The mark was right in front of us. If I tacked now we'd hit it. Screw this, we're turning down and jibing!

So we spun the boat. I'm sure everyone thought we had hit the mark and were doing a penalty turn. Not so; I just knew the boat wasn't going anywhere, and we needed space and speed or we really were going to hit the mark. John Pounder, the event photographer, was sitting in his boat near the mark. He put down his camera. Even he didn't want to record our terrible performance.

Finally, we made it around the mark. The rest of the fleet was well on their way to the reach mark. I did what any skipper would do in a situation like this: I gave the helm to Charity and took her place on the main. Our nemesis *Shamaya* was still behind us, and the crew were doing calculations on how far ahead we needed to be to still win. It wasn't enough.

We did what we could to keep *Hey Ya's* speed up on the reach, but it was clear the longer-waterline *Shamaya* was on her best point of sail. She approached us from behind.

As we got to the reach mark, there was

Charity, right where she belongs, and Andy, dangerously close to a headsail sheet.



JOHN POUNDER / WWW.JLDIGITALMEDIA.NET

lots of debating on board about whether we could actually carry our spinnaker. It was very tight. Everyone was examining the other boats as they rounded and headed for the leeward mark. Some were managing to carry their chutes, others were having trouble.

"Guys, I think it's time for a Hail Mary. Let's fly the chute."

We rounded, the spinnaker went up, and *Hey Ya* picked up her skirts and flew toward the leeward mark. Holy cow, this is actually working! We pulled away from the fleet, including *Shamaya*. We just might do this.

The crew knew our maneuvers dropping the chute and rounding the leeward mark would have to be perfect. We talked through the drop and setting the headsail. At the mark, the spinnaker came down perfectly, the genoa unrolled, and all we needed to do was to crank in the genoa sheet. Charity would point the boat upwind, we'd go 50 yards or so, tack, and head for the finish and glory. There was only one thing we didn't take into account. Me. Owners should never be given jobs of great responsibility on boats that are racing.

I was on the genoa sheet, and as *Hey Ya* headed upwind, I cranked. It started getting harder and harder. What the hell? I traced the sheet back to a turning block. The spinnaker sheet was wrapped several times around the block, dragged in by the genoa sheet. Hard. It wasn't moving. No amount of sheet wrangling was going to shift it, and we were heading past the committee boat, about to T-bone a Frers 58. Our first attempt to clear it was to run the other sheet back around to take the pressure off. Nothing. We pulled at the lines. Nothing. The boat was still on course to Hawaii.

Finally, Tim pulled

the knife off his belt, said, "I'll buy you another one," and cut the genoa sheet. The boat was released from its port-tack bondage and *Charity* was finally able to tack the boat. We slowly, sheepishly crossed the finish line.

Hey Ya miraculously got fourth place in the last race. I lost the bet with *Shamaya* and presented VYC with a crisp new 500-peso note for the Junior Sailing Program. Since we had a first, a second, and a fourth in the series, we took second in our division. Not bad!

Did we have fun? Hell yes! We had a blast. No amount of stupid mistakes were going to take that away from us. We laughed, we danced, we sailed *Hey Ya* to within an inch of her 30-year-old life, and she loved it. We heard from many other sailors in subsequent days, many of whom had never raced or hadn't raced in many years. They were unanimous: This was a great event. It didn't matter that we didn't have big parties and lavish trophy presentations. We got to sail with our friends in one of the most wonderful, magical places on the planet, the Bay of Flags.

I can't wait for the next one. I'll try to stay out of the way.

— andy barrow

VALLARTA YC BANDERAS BAY REGATTA, 3/25-27 (3r. 01)

DIVISION 1 — 1) **Wings**, Serendipity 43, Fred & Judy Roswold, 5 points; 2) **Bright Star**, Jeanneau SunFast 38, Dorr Anderson, 6; 3) **Double Take**, J/145, Mike Seth, 7. (3 boats)

DIVISION 2 — 1) **J World 1**, J/80, Wayne Zittel, 4 points; 2) **La Pilarica**, SC27, Francisco Macias Valadez, 5. (2 boats)

DIVISION 4 — 1) **Shamaya**, Hylas 49, Lance Johnson, 5 points; 2) **Hey Ya**, Beneteau Oceanis 390, Andy Barrow, 7; 3) **Carmanah**, C&C 43, John DeMeyer, 13. (8 boats)

DIVISION 6 — 1) **Agave Azul**, Catalina 470, Mark Thompson, 3 points; 2) **Gladiator**, Beneteau Oceanis 461, Eric Rimkus, 6; 3) **Serendipity**, Kelly Peterson 44, David Cuevas, 9. (7 boats)

Full results at www.banderasbayregatta.com

WORLD-CLASS MARINA IN ENSENADA

353 SLIPS UP TO 110'

**ENSENADA'S ONLY FUEL DOCK
 DIESEL & GASOLINE.**

CHECK-IN ASSISTANCE WITH IMMIGRATION,
 PORT CAPTAIN AND CUSTOMS.



**ALSO, FEATURES A FIVE STAR HOTEL
 WHICH ACCOMMODATIONS INCLUDE:**

147 suites, pools, spa, restaurants,
 bars, shuttle service to San Diego,
 trips to the vineyards and outstanding
 landscapes for weddings and events.



VISIT **MEXICO'S FIRST PORT
 OF ENTRY SOUTH OF THE BORDER**



BOOK YOUR
 SLIP NOW!

ASK FOR OF OUR PREPAID SLIPS PROMOTION AND GET ADDITIONAL MONTHS OF STAY. CONTACT US!

CONTACT US VHF CHANNEL 71 Latitude 31 51' 38.59" N Longitude 116 39'36.342" W USA 1 (866) 302-00 66 marina@hotelcoral.com www.hotelcoral.com

TMM
 Yacht Charters

Explore Extraordinary.

40
 YEARS

BRITISH VIRGIN ISLANDS

Since 1979 we have been providing our clients with a diverse fleet of well-maintained, modern yachts at competitive prices. You will experience one-on-one personal service from our team who truly care about your charter experience.

Our goal at TMM is simple - to ensure your sailing dreams come true.

For Reservations:
 Call: 1-800-633-0155
 Email: charter@sailtmm.com



**For Yacht Sales and
 Management Programs:**
 Email: don@sailtmm.com

New Location in La Paz!

Crewed & Bareboat Catamaran Charters
 San Diego, CA & Loreto - La Paz, B.C.S., Mexico

**WEST COAST
 MULTIHULLS**

ASA Sailing Lessons in the Sea of Cortez!
619.365.4326 CHARTER-CATAMARAN.COM

It's been the longest 14 months in memory, but as of today, my yacht club is finally open again. It could have happened months earlier, because my favorite activity is not yucking it up at the bar with a drink in one hand, or crowding in line for a cheap spaghetti dinner. My favorite thing at the club is to sink into a plush chair, take in the view of the Bay, and read the latest *Latitude* or catch up on *Lectronic* with my tablet.

But it didn't last long.
"Uncle Max! Uncle Max!"

Those voices belonged to my nephews, Bob and Jack Staye, who are ages 7 and 9.

"Ahoy there, swabs!" I greeted them as I turned away from the big windows to greet them. "What course has your tutor set for you for today?"

It was a weekday, and their parents had hired Martin Gayle, a math teacher and also a yacht club member, to keep their minds occupied during the pandemic.

"Martin had an emergency," Jack explained. "We were going to work on today's math assignment here, but kids aren't allowed in the club without a grown-up in charge."

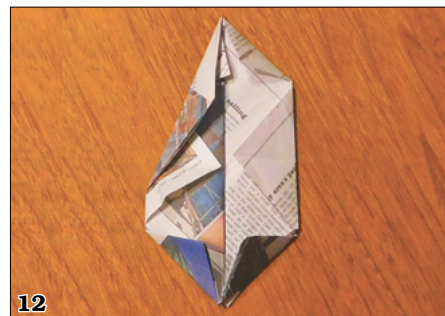
"I guess I'm it then," I sighed, just as my cellphone alerted me to a text message asking if I could please look after the kids for a couple of hours.

"Roger, I've got the con!" I typed back.

There are a lot of things I enjoy less than being put in charge of my nephews. The toy locker at the club had been emptied early in the pandemic and not yet restocked, but a lot of fun can be had with office supplies.

We started with paper helicopters dropped down the stairwell, the game being to see whose 'copter could stay up longest. To make this more interesting, when the front door is open and the wind is right, there is a nice updraft. I amazed the kids with paper 'copters that went up instead of down. When this got old we switched to paper planes, especially my favorite design: just a rectangle of paper with exactly the right amount of cellophane tape on the leading edge, carefully placed taped-on fins, and a little bit of reflex in the trailing edge. Jack could make one fly well, but Bob was a little too young for the fine motor control and careful adjustment that this design requires.

Next we switched to paper boats. As origami projects go, the basic paper boat has the advantage of not requiring



ALL PHOTOS MAX EBB

Paper boatbuilding, step by step: 1) Start by removing the center page from the April *Latitude*; 2) Fold on the diagonal to define a 10-by-10-inch square; 3) Mark the cut line and cut off the extra rectangle; 4) Fold again on the other diagonal; 5) Unfold and mark the center; 6) Fold all four corners into the center; 7) Fold the corners back out to meet the new sides; 8) Turn it over; 9) Fold one side to the centerline; 10) Fold the other side into the centerline; 11) Fold in all four corners; 12) Fold the corners again to bisect the corner angles; 13) Don't worry about the interference where the folds meet amidships; 14) Fold the sides into the centerline again. You can leave this step out for a boat with more beam and more freeboard, but it won't be self-righting; 15) Now pull the hull open to a boatlike shape by spreading the two parts of the inner keel planks apart, working from the inside; 16) This looks like a boat, but all the folds and extra panels are on the outside. It needs to be turned inside out. This is the hard step; work slowly and be careful not to tear the paper; 17) Pull up the fore and aft cabin tops. Make sure they are round on top, with no flat spots or hard creases. Bend down the inner panels along the gunwales, to lower the center of gravity; 18) Ready for sea trials. Place the boat on the table upside down, and it will roll upright.

a square piece of paper. An 8.5-by-11 rectangle works fine.

The two kids were happily building fleets of these when another uninvited guest put the shipyard production on hold.

"Like, you call those things boats?" Lee Helm asked with a distinct tone of disapproval. This could only mean she had something up her origami sleeve.

"Well, sure," I said. "We're building a navy. Two navies, actually."

"Too much deadrise," she announced after she picked up one of the paper boats and eyed the hull shape bow-on.

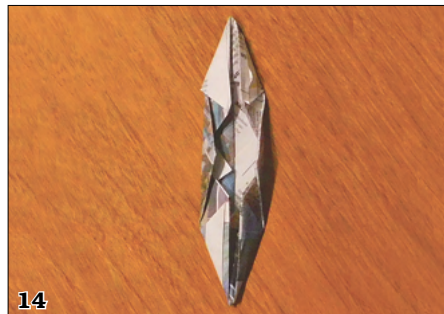
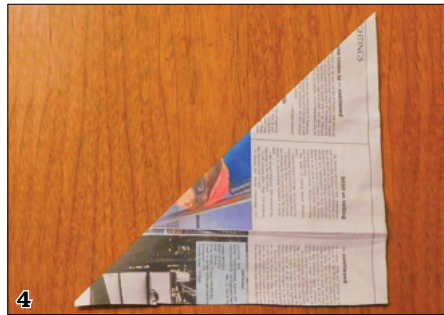
"I've taught them how to spread the

garboard planks apart to make a bottom flat," I explained.

"But that leaves a big hole in the bottom," she said. "Not a flat bottom at all. Terrible hydrodynamics. I mean, like, these things make much better hats than boats." She spread one of the boats apart and placed it on her head. "What are you teaching these kids, anyway?"

Bob and Jack looked crushed. But Lee had a better plan. "Let me show you how to make a real paper boat. And it's not just, like, any paper boat, it's a working model of a Coast Guard self-righting surf rescue boat. We'll need a big square piece of paper that

IT'S ONLY A PAPER METACENTER



can handle lots of folds — up to 16 layers — two to the fourth power — in the last fold."

We all looked around the room. "Newsprint?" I asked.

"That would be good, but I don't see any newspapers in the room. Let's take the center page out of that copy of *Latitude*."

"Not this month's issue!" I protested. "I haven't read that far yet!"

The kids were dispatched on a mission to find back issues, and a minute later Jack came running in with a leftover copy from April. Lee proceeded to bend open the staples and pull out a 10-by-15-inch sheet.

"First we have to make it a square,"

she said as she folded a diagonal and marked the rectangle to trim off. "Run and get some scissors from the office."

I never use the words "run" and "scissors" in the same sentence with children, but they survived the mission. Lee trimmed the paper to a square and proceeded to make a series of simple folds. The last fold was pretty thick, so we could see why she'd wanted to start with a large square of thin newsprint.

"Now the hard part," she explained after creating something sort of boat-like. "We have the shape, but all the folds and reinforcing layers are on the outside. We have to turn it inside out."

This was accomplished without too much difficulty, and then she folded

down the inner side panels "to lower the center of gravity," she explained. Then she pulled up the fore and aft cabin tops, and carefully rounded their top edges.

"Have to avoid flat spots for the self-righting to work," she said.

With the model boat complete, she dropped it onto the table upside down, and sure enough, it rolled over to upright, all by itself. The kids might not have been impressed, but I was. We all had to try it for ourselves, and the result was always the same.

"Pretty cool!" exclaimed Stan Chun, one of several club members who had come over to see the result of the project. "It rotates about the contact point

MAX EBB

with the table, which is below the center of gravity, so it's unstable when it's inverted."

"Not exactly," Lee corrected him. "The CG has to be above the metacenter, not the contact point."

"Metacenter?" I asked.

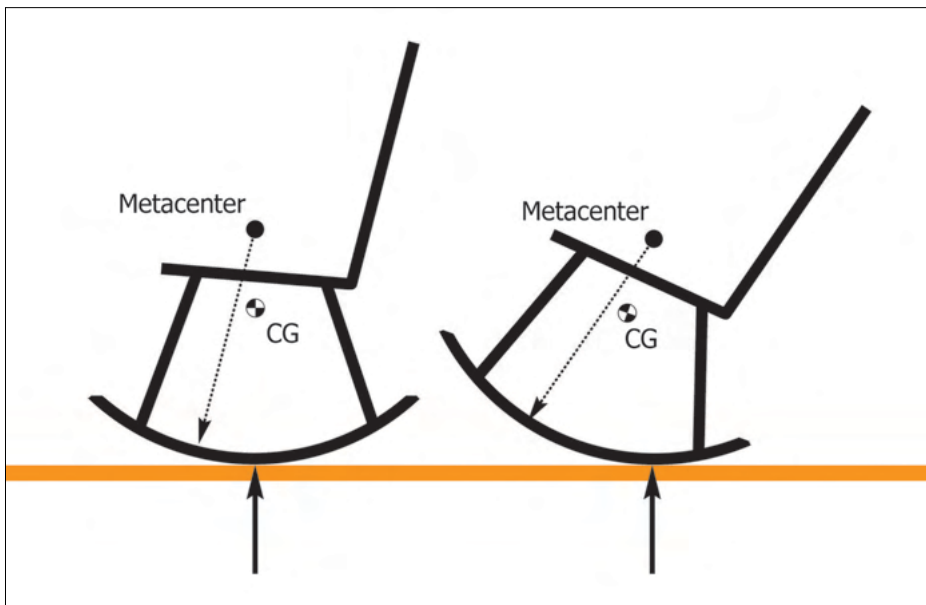
"For sure," Lee answered. "It's the virtual point that describes how much the upward force, that is, like, the contact point on the table, moves sideways as the boat heels. For a rocking chair, it's at the center of the circle that would be formed by the rockers. Or the center of curvature of a curved cabin top, like the tops of this paper boat's cabins. They act just like rocking chair rockers."

"I think I get it," I said. "If the center of gravity of a rocking chair is below the center of the circle made by the rockers, the chair is stable. If you stand up in the chair, the center of gravity goes above the metacenter, and you fall over."

Unfortunately, there was a rocking chair in one corner of the bar, and Jack and Bob were quick to run to start experimenting. It's a good thing little bones are soft and flexible.

After they had both tired of falling off the chair, they returned to build self-righting surf rescue boats of their own.

"Boat stability, at least for small angles of heel, is just like a rocking chair," she said as she folded slowly so the kids could follow along, constructing their own boats. "The metacenter also describes how much the center of upward force, which is the center of buoyancy, the center of all the immersed volume, moves to one side as the boat heels. Think of wedges of water going in on the low side and coming out on the high side. Each bit of volume change moves the center of buoyancy in the direction of the heel, and the



BOTH IMAGES MAX EBB

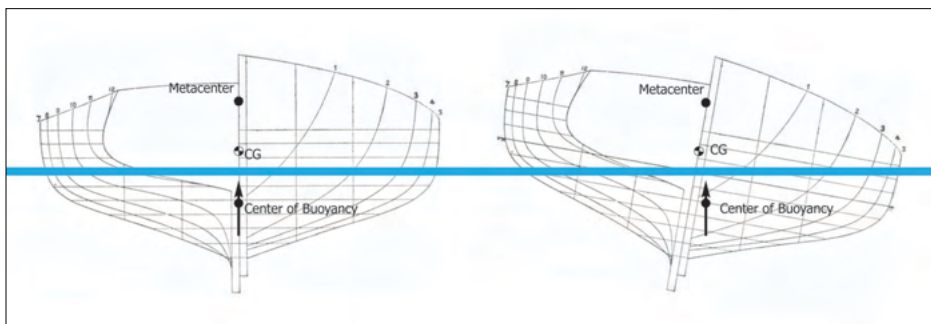
The metacenter is at the center of the radius of the rockers, and it stays exactly above the point of contact of the rockers with the floor. The center of gravity has to be lower than the metacenter for the rocking chair to return to the neutral position.

amount depends on how far that part of the waterplane is from the center of the waterplane."

The kids did not follow a word of this as they copied Lee's folds, and neither did most of the adults.

This could only mean she had something up her origami sleeve.

"What we end up with," Lee concluded, "is that the height of the metacenter above the center of buoyancy is equal to the transverse moment of inertia of the waterplane divided by the volumetric displacement."



The metacenter is the point on the boat that stays directly above the center of upward buoyant force as the boat heels. As with a rocking chair, the vertical distance between the center of gravity and the metacenter determines the amount of righting moment. Accurate for small angles of heel, but will not predict the large-angle limit of positive righting moment.

"Makes sense," remarked Anna Lemma, an astronomy professor and one of the more technically inclined yacht club members who had come over to our table to watch. But Anna had to explain it twice for Rusty Boldt, who works at the local chandlery. "Moment of inertia is measured in length units to the fourth power, and volume is in length cubed, so divide inertia by volume and you get a length."

Lee turned her new boat inside out, Jack managed his with more difficulty, and then Lee helped Bob get his boat finished. They happily watched all three boats right themselves, although sometimes they would stick on a flat spot in the cabin top if it wasn't properly rounded off.

"The distance between the metacenter and the vertical center of gravity is the standard method for defining ship stability," Lee continued. "It wasn't really understood till the early 18th century, first described accurately by Pierre Bouguer in France. But like, shipbuilders always knew how to build stable ships. The science took a couple thousand years to catch up."

"This is way cooler than the paper boats Max taught us to make," Jack exclaimed as he started in on a second boat. "I'm going to make one for each person I invite to my birthday party, and then teach everyone to make them."

No one will ever call that kid a lazy Jack.

— max ebb

Brisbane Marina: The BEST harbor for ALL your boating adventures!



GENEROUS ROOM TO NAVIGATE!

75 foot wide fairways and channel

EASY FREEWAY ACCESS!

Take the Sierra Point Parkway exit from North or Southbound 101

AMPLE PARKING!

Plus Bay Trail walking and bike path, picnic areas, laundry, private showers, WiFi, CALTRAIN shuttle

GREAT RATES!

Starting at \$8.67/foot

Call us for availability

From Hwy 101, take the Sierra Point Pkwy exit and follow the signs to the marina.



400 Sierra Point Parkway
Brisbane, CA 94005

www.brisbaneca.org

(650) 583-6975

harbormaster@brisbaneca.org



*Find out why
you should use
a SAMS®
Surveyor
at...*

www.marinesurvey.org

1.800.344.9077



Like us on
Facebook



CUSTOM ALUMINUM FUEL TANKS



ANY SIZE BOAT
(415) 332-5744

THE RACING

The America's Schooner Cup leads off, then we ask Who's Your (Big) Daddy. The SSS Rounds a Box-o-Rocks, BYC's Wheeler Regatta kicks off the YRA Summer Series, an Oregon Man Wins the Camellia Cup, and the OYRA Lights It Up. Box Scores includes some final Midwinters results and more.

America's Schooner Cup

The 32nd America's Schooner Cup Charity Regatta was sailed on March 27 in San Diego, with winds to about 18 knots outside Point Loma. Eleven mostly local schooners participated in four classes as Silver Gate Yacht Club began to open up to outside group activities. To add excitement to the America's Schooner Cup, the course shared the same water as the start line of the PHRF Cabrillo Race IV. The sight of the 140-ft schooner *Bill of Rights* scattering the confused PHRF racers was memorable.

This year's Schooner Cup also featured the first fleet race in more than 30 years of the Intergalactic Schooner Class. The 13 identical 10-ft schooners were designed and built by Paul Mitchell and Sail Services on Shelter Island in 1979. The fleet was seen racing from San Diego Bay to Ventura in the 1980s. They are now dispersed, spread all over the world as tenders to cruising yachts. Two IG10s were recently found on Lake Arrowhead and brought to San Diego to challenge *Pacifier*. The winds were a bit gusty for the little schooners, and two of three boats had to retire from the race. *Poco Loco*, sailed by Paul Mitchell and Chris Frost, was the only IG10 to finish, by dousing the gollywobbler and sailing under main and jib only.

Class C featured *Bill of Rights*, celebrating the 50th anniversary of her launching from the Gamage Shipyard in Maine. The normal contingent of about 50 students has been missing from her decks since the start of the pandemic, but they are expected to return this summer. She carried some of the original shipwrights and early crew from Maine as honored guests.

Two new San Diego schooners, *Age of Grace* and *Pegasus*, joined the race for the first time this year. We were also fortunate to see *Lively* from Newport Beach making the trip south for the event.

The two dominant schooners from Classes A and B in these breezy conditions were *America* and *Witchcraft*. The *America* was carrying passengers during the race and offered the best public viewing of the event. *America's* 94-ft waterline was key to her decisive Schooner Cup

win in a course-record elapsed time.

Although the shoreside fundraising efforts during the Schooner Cup were largely curtailed by COVID protocols, Silver Gate YC was able to make a generous donation to the Navy/Marine Corps Relief Society.

—jerry newton

AMERICA'S SCHOONER CUP, 3/27

CLASS A — 1) *America*, 139-ft LOA replica, 1995, Troy Sears; 2) *Skookum III*, 72-ft LOA Crocker, 1935, Perc Jones. (2 boats)

CLASS B — 1) *Witchcraft*, 42-ft LOA Roue, 1994, Brian Eichenlaub; 2) *Pegasus*, 50-ft LOA Hand, 1946, John Fay; 3) *Lively*, 36-ft LOA Field, 1976, Brian Mayhugh. (3 boats)

CLASS C — 1) *Maid of Kent*, 36-ft Atkins, 1962, Jerry Newton; 2) *Bill of Rights*, 136-ft McCurdy & Rhodes, 1971, Don Johnson. (3 boats)

INTERGALACTIC SCHOONERS — 1) *Poco Loco*, Paul Mitchell. (3 boats)

More info at www.americasschoonercup.com

Who's Your (Big) Daddy?

Each year, Richmond YC hosts one of the most popular regattas of the spring racing season, the Big Daddy Regatta. Typically, it consists of three buoy races on three different courses on Saturday, followed by a pursuit race around Alcatraz and Angel Island on Sunday.

This year, regatta chair Fred Paxton was able to pull off a fine feat to have a regatta at all. Saturday, March 20, featured the pursuit part of the regatta: Start off Southampton Shoal, and sail either clockwise or counterclockwise around the two islands branded with the Scarlet Letter.

The wind velocity was not quite as strong as the ebb current in the starting area, and skippers scrambled with anchors, outboards and towlines from other vessels. Several competitors were swept over the line early and figured their chances of being able to clear back over the line were slim and none, and Slim had just left town. Rather than get disgruntled, they simply set sail and the race was on.

To be clear, in this pursuit-style race the handicaps are applied before the race begins, so if everyone sailed just right the entire fleet would finish at the same time. (That theory also assumes the handicapping system is flawless.)

For a number of reasons, that didn't happen. Interestingly, the first- and second-place boats transited the course in opposite directions. Even more interestingly, several top finishers were coming from both directions at once at the finish.

Before all that some boats started for Raccoon Strait soon after the start, then got cold paws and headed instead for Alcatraz.

The boats that did enter the Strait did well until it came time to exit at the



The 1979-vintage trio of 10-ft Intergalactic Schooners: (l-r) 'Pacifier', 'Lime an de Coconut' and 'Poco Loco'.

DALE FROST



'Bill of Rights' (left) and 'Age of Grace' competing in the America's Schooner Cup in sunny San Diego on breezy March 27.

JANIE NOON

west end, and they were either trapped off Point Knox or forced to sail practically to Sausalito to catch the westerly fill.

Then came the herd leaving Alcatraz to starboard. At the halfway point, it was still anybody's race. Soon kites were blossoming all over the Bay, as 93 competitors ran for the finish line across the slot formed by Angel and Alcatraz or headed east down Raccoon Strait. The finish line was near the entrance to the Richmond ship channel, and the race committee had their heads on a swivel as boats approached at varying speeds and angles.

Only one boat in the top 10 was over

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

April's racing stories included:

- Wet Wednesdays at Santa Barbara YC
 - Orange You Glad You're in MdR?
- Dogwatch at RYC's Beer Can Series
 - The YRA's Latest News Roundup
- Daniela Moroz Joins US SailGP Team
- Rolex Big Boat Series Open for Entries
 - PowerPlay Sets Fastnet Record
 - Evening Racing on the Estuary
 - SailGP in Bermuda
 - Pacific Cup Opens Waiting List
 - Preview of May Races, the Youth Match Racing World Championship and Governor's Cup, and more.

30 feet, although when even a smaller speedy boat has their asymmetric bow pole pointed at your midships they can appear much larger than they are in real life.

The acrobats aboard the Erkelens' *Flying Circus* slipped the bow of their Moore 24 across the line ahead of a pair of *Kwazy* Wabbits traveling at *Mach Schnell* with their flying trapezes. Then it was an Ultimate 20 edging out the venerable wooden Express 27 *Dianne* that carries the sail number 0 on her inventory — she was actually the plug for the mold that created the popular Express 27 class.

Once again it proves it doesn't matter which way you go — as long as you finish ahead of those other guys!

Some multihulls that started long after the single-hulled boats finished long before the single-hulled lead mines. *Mama Tried* and she won!

— *andy schwenk*

RYC BIG DADDY, 3/20

PHRF — 1) **Flying Circus**, Moore 24, Bill Erkelens; 2) **Mach Schnell Kleiner Hase**, Wylie Wabbit, Erik Menzel/Michele Sumpton; 3) **Kwazy**, Wylie Wabbit, Colin Moore; 4) **U Decide**, Ultimate 20, Phil Kanegsberg/Denise Hammond; 5) **Dianne**, Express 27, Steve Katzman; 6) **Wile E Coyote**, Express 27, Dan Pruzan; 7) **Evil Octopus**, J/24, Jasper Van Vliet; 8) **Current Affair**, Express 27, Seth Clark; 9) **The Flying Tiger**, Moore 24, Vaughn Seifers; 10) **Feather**, J/100, Zach Berkowitz.

(91 boats)

BAMA — 1) **Mama Tried**, Open 8.5 tri, Trevor Baylis/Andy Costello; 2) **Lookin'Good 3**, F-28R tri, Rafi Yahalom; 3) **ShadowX**, Extreme 40 cat, Peter Stoneberg/David Blanchfield. (6 boats)

Full results at www.richmondyc.org



A pastoral scene from Stockton Sailing Club's Doublehanded Race #1 on March 20. This is Jarred Hachman's Columbia Challenger 'Some Assembly Required!'

TBF PHOTOGRAPHY

THE RACING

LATITUDE / CHRIS



LATITUDE / CHRIS



RYC Big Daddy pursuit race on March 20. Top: The first challenge was staying behind (or returning to) the startline in the weak wind and strong ebb. Bottom, left to right: Nick Dugdale's Moore 24 'Suerte' won the three-boat singlehanded division, going counterclockwise; winning the Multihull division, Trevor Baylis and Andy Costello on 'Mama Tried' went clockwise.

SSS Rounds a Box-o-Rocks

COVID has created many unexpected consequences. Some of these are a net positive. Shorthanded sailing is certainly one of these beneficiaries. On March 27, the Singlehanded Sailing Society attracted 167 entries for their Round the Rocks Regatta — a name that sounds like a boatyard's wet dream.

The start was off the Berkeley Circle's GOC buoy, and the multihulls led off in a light breeze for Blossom Rock. Unfortunately for the monohulls, getting progressively larger and starting in five-minute increments, it was a fetch (no tacking), and an underpowered multi and a fairly well-sailed mono go about the same. Some monos tacked to clear their air. Others tried to squeeze into point mode. Some simply cursed their brethren with training wheels.

The breeze filled in by Blossom, and the tacking duel to the 'X' mark off Golden Gate YC began. Ducking behind piers, dodging commercial traffic, and trying to look sharp for the fishermen on the piers was the order of the day.

Ultimately it paid to stay left toward San Rafael on the way north and ride the elevator along the piers on the way back. Red Rock was to be left to port on the way to the goal line at Richmond YC. By then you could see the wind dying near the finish line. Again, life choices became an issue.

Mama Tried and she did for the over-

all victory — as she did on the previous Saturday — proving three is better than one. Less than a minute and a half separated overall for the single- and double handers, but the *Salty Cat* has only one sail and isn't a cat, it's a monohull, so why shouldn't he be first?

For the dueling doublehanders, the Outsiders had the inside line to the finish and won by a boatload. Speaking of cats (the monohull kind), the Wyliecat 30s secured half of the top 10 positions — they're wily and fast as well!

Among the doublehanded crews, finishing at lucky number 7, the Newland 36 *Pegasus* was the only vessel over 35-ft finishing in single digits.

SSS has the C-19 under control. Come join the fun.

— *andy schwenk*

SSS ROUND THE ROCKS, 3/27

SINGLEHANDED PHRF 111-162 — 1) **Geodesic**, J/30, Ralph Morganstern; 2) **Wildcat of Loch Awe**, S2 7.9, Alan Hebert. (3 boats)

SINGLEHANDED PHRF ≥162 — 1) **Byte Size**, Santana 22, Anna Alderkamp; 2) **Zeehond**, Newport 30 MkII, Donn Guay; 3) **Siento el Viento**, C&C 29-1, Ian Matthew. (10 boats)

SINGLEHANDED SPORTBOAT — 1) **Fugu**, Wilderness 30S, Chris Case; 2) **The Pork Chop Express**, Express 27, Chris Jordan; 3) **Bombora**,

Express 27, Rebecca Hinden. (10 boats)

SINGLEHANDED WYLIEMAT 30 — 1) **Salty Cat**, David Rasmussen; 2) **Crinan II**, Don Martin; 3) **Slippery Slope**, David Littlejohn. (5 boats)

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

SINGLEHANDED NON-SPINNAKER — 1) **Zenith**, Islander 36, JP Sirey; 2) **Lindo**, J/109, John Kalucki; 3) **Osprey**, Jeanneau Sun Odyssey 349, Todd Arnold. (10 boats)

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

DOUBLEHANDED PHRF <70 — 1) **Invictus**, Jeanneau SunFast 3600, Nico Popp/Jacques Benkoski; 2) **Pegasus**, Newland 36, Stephen & Patrick Lewis; 3) **Swift Ness**, J/111, Nesrin Basso/Reuben Rocci. (10 boats)

DOUBLEHANDED PHRF 71-109 — 1) **Freedom**, Worth 40, Jib & Will Martens; 2) **Punk Dolphin**, Wylie 39, Jonathan Livingston/Helen Babalis; 3) **Arbitrage**, J/105, Bruce Stone/Nicole Breault. (11 boats)

DOUBLEHANDED PHRF 109-136 — 1) **Arca-dia**, Mod. Santana 27, Gordie Nash/Ruth Suzuki; 2) **Green Buffalo**, Cal 40, Jim & Stephen Quanci; 3) **Harp**, Catalina 38, Mike Mannix/Linda Farabee. (4 boats)

DOUBLEHANDED PHRF >136 — 1) **Sketch**, Olson 25, David Gruver/John Collins; 2) **Ad Lib**, Aphrodite 101, Bruce Baker/John Skinner; 3) **Chesapeake**, Merit 25, Jim Fair/Cindy Surdez. (11 boats)

Nico Popp and Jacques Benkoski watch the Round the Rocks Sportboat Division start from aboard 'Invictus'. The tallest mast in the start, sporting sail #1000, would win Doublehanded Overall. Bob Johnston risked his beautiful Alerion 38 'Surprise!' to volunteer as race committee boat.



LATTITUDE / CHRIS

DOUBLEHANDED SPORTBOAT — 1) **Outsider**, Azzura 310, Greg Nelsen/Karl Crawford; 2) **Bad Hare Day**, Wylie Wabbit, Erik Menzel/Michele Sumpton; 3) **Kwazy**, Wylie Wabbit, Colin Moore/Alex Hanford. (13 boats)

DOUBLEHANDED WYLIECAT 30 — 1) **Nancy**, Pat Broderick/Ross Bliven; 2) **Polecat**, Dan & Darren Doud. (3 boats)

DOUBLEHANDED ALERION EXPRESS 28 — 1) **Zenaida**, Fred Paxton/Arnie Quan; 2) **Allegron Non Troppo**, James Titus/Patrick Seaver; 3) **Frances**, Sam & Alice Turner. (7 boats)

DOUBLEHANDED EXPRESS 27 — 1) **Motorcycle Irene**, Julia Paxton/David Liebenberg; 2) **Salty Hotel**, John Kearney/Michael Bruzzzone; 3) **Abigail Morgan**, Ron Kell/Chris Davison. (10 boats)

DOUBLEHANDED MOORE 24 — 1) **Less is Moore**, John Gilmour/Evan Diola; 2) **Flying Tiger**, Vaughn & Michaela Seifers; 3) **Ruby**, Steve McCarthy/Nick Diel. (13 boats)

DOUBLEHANDED NON-SPINNAKER — 1) **Basic Instinct**, Elliott 1050, Memo & Mary Gidley; 2) **Iolani**, Hughes 48, Barry & Sylvia Stompe; 3) **Willow**, Wauquiez Centurion 40S, Bob Braid/Rich Vasquez. (8 boats)

DOUBLEHANDED POWERED-WINCH PHRF <70 — 1) **Acey Deucy**, J/44, Richard Leute/Ken Grayson; 2) **Ventana**, Beneteau 46.1, Jim Lusier/Mark Darcy. (2 boats)

DOUBLEHANDED POWERED-WINCH PHRF 71-109 — 1) **Carmelita**, Catalina 42, Chris Lewis/Spencer Cole. (1 boat)

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

DOUBLEHANDED POWER-ASSIST NON-

SPINNAKER — 1) **Bella**, Alerion 33, Aidan & Kieran Collins. (1 boat)

DOUBLEHANDED MULTIHULL — 1) **Mama Tried**, Open 8.5, Trevor Baylis/MIkey Radziejowski; 2) **Greyhound**, F-22, Evan McDonald/George Kiskaddon; 3) **Waterwings**, F-31RS, Todd Olsen/Dan Mone. (8 boats)

DOUBLEHANDED POWERED-WINCH MULTIHULL — 1) **Round Midnight**, Explorer 44, Rick Waltonsmith/Carlos Runng. (1 boat)

SINGLEHANDED OVERALL — 1) **Salty Cat**; 2) **Fugu**; 3) **Crinan II**; 4) **The Port Chop Express**; 5) **Byte Size**. (40 boats)

DOUBLEHANDED OVERALL — 1) **Mama Tried**; 2) **Outsider**; 3) **Greyhound**; 4) **Waterwings**; 5) **Invictus**. (89 boats)

Full results at www.jibeset.net

BYC Wheeler Regatta

April 10-11 marked the glorious 48th return of Berkeley YC's Rollo Wheeler Memorial Regatta. It was also the first in a series of four events that make up the YRA's Summer Series for 2021. The Wheeler is composed of three separate events, with two races on Saturday and one on Sunday. Saturday's races were held on two courses: the Wheeler course, which starts near Olympic Circle mark FOC and covers much of the Central Bay, and the City of Berkeley course, a windward/leeward buoy race starting and finishing near mark XOC. Sunday's event is a pursuit race, also starting in the Olympic Circle and covering the Central Bay.

Saturday was a perfect spring day with

wind out of the WNW at 8-10 knots at the beginning of the first races and building to the mid- to upper teens by the end of the second races.

Twelve boats competed on the City of Berkeley course, divided up into three fleets that included a surprisingly aggressive Alerion Express 28 one-design class. Forget what you've heard; those guys don't care about scratching the paint. Everyone sailed well with tightly grouped boats finishing close together, and no stragglers.

The first race was a 6-mile jaunt going around the course twice with an upwind finish. Even with the longer course, the boats stayed relatively tightly grouped, with no obvious winners until the end. The second race was once around, making for an even more tightly grouped finish and very aggressive starts, as it was clear at this point that nothing was being given away.

The Alerion Express fleet, in particular, came nervously close to the beautiful, shiny red hull of the committee boat as leeward right-of-way boats (whom I shall call Fred) called the bargers' bluff and brought them right up to within a \$100 bill of the committee boat. They all came to the finish line together, requiring an alert committee crew. The overall winner for the City of Berkeley Course was Fred Paxton, sailor, father, sailor-father, on his Alerion *Zenaida* hailing from Richmond YC.

About a mile south, the Wheeler

THE RACING

GLEN GARFEIN



Andrew Picel's J/125 'Arsenal', seen here racing in Saturday's Wheeler Regatta, was previously 'Ty'r' and before that 'Stark Raving Mad'.

course was having a similar kind of day, with 20 boats competing in three fleets with great wind and solid racing. The first race was basically a windward/leeward course starting at FOC, upwind past Alcatraz to Harding Rock, then back again to a leeward mark and an upwind finish. The total course length was approximately 7 miles. *Bodacious+* rounded the wrong mark, but to her skipper's credit she went back for it, putting her in a gentleman's fifth place for that race.

The second race was slightly shorter, also rounding Harding Rock upwind, this time with a downwind finish. The overall winner on the Wheeler Course was Nicolas Popp out of South Beach YC on his SunFast 3600 *Invictus*.

Sunday's pursuit race was a carbon copy, weatherwise, of Saturday. Eighteen boats showed up for the longer race from



ANNIE ELLICOTT

Evan McDonald's F-22 'Greyhound' bested the fleet in the Wheeler Regatta pursuit race.

the Olympic Circle to Harding Rock, across to Blossom Rock and then back to the OC for the upwind finish. A last minute change was made to the Sailing Instructions to allow multihulls to compete in this race. Three showed up. All sailed well, with Evan McDonald taking first on his F-22 *Greyhound* out of BYC. In monohulls, it was Zhenya Kirueshkin-Stepanoff of Santa Cruz YC on *Nice Rack*, a Martin 243, who took the day.

Afterward, it was oysters on the half shell and oysters Rockefeller at BYC. Many thanks and many beers to all the folks at BYC who volunteered to put on this event. It was good to be racing again.

— mark bird

BYC WHEELER REGATTA, 4/10 (2r, 0t)

PHRF A — 1) **Swift Ness**, J/111, Reuben Rocci, 3 points; 2) **Nuckelavee**, Melges 32, Mark Kennedy, 5; 3) **Arsenal**, J/125, Andrew Picel, 7. (5 boats)

PHRF B — 1) **Invictus**, Jeanneau SunFast 3600, Nico Popp, 2 points; 2) **Sea Star**, Cal 39,

Bob Walden, 6; 3) **Stewball**, Express 37, Bob Harford, 6. (9 boats)

PHRF C — 1) **905**, Etchells 22, Eric Tecza/David Janinis, 3 points; 2) **Heart of Gold**, Olson 911S, Joan Byrne, 3; 3) **Mad Hatter**, Wylie 34, Robert Henderson, 6. (6 boats)

BYC CITY OF BERKELEY, 4/10 (2r, 0t)

PHRF D — 1) **Phantom**, J/24, John Gulliford, 2 points; 2) **Alchemy**, Olson 25, Nick Ancel, 5; 3) **O'Mar**, Olson 25, David Scott, 6. (4 boats)

ALERION 28 — 1) **Zenaida**, Fred Paxton, 2 points; 2) **Last Dance**, Bruce Munro, 4; 3) **Allegro Non Troppo**, Bill Claussen, 7. (6 boats)

SANTANA 22 — 1) **Zingaro**, Jennifer McKenna, 2 points; 2) **High & Dry**, Igor Polevoy, 5; 3) **Albacore**, Jan Grygier, 5. (3 boats)

BYC WHEELER PURSUIT RACE, 4/11

1) **Greyhound**, F-22, Evan McDonald; 2) **Round Midnight**, Explorer 44, Rick Walton-Smith; 3) **Nice Rack**, Martin 243, Zhenya Kirueshkin-Stepanoff. (15 boats)

Full results at www.jibeset.net

SDYC NOOD REGATTA, 3/19-21 (10r, 0t)

BENETEAU FIRST 40.7 — 1) **Silhouette**, Warren Gross, 10 points; 2) **Inconceivable**, Gregory Moore, 12; 3) **Sweet Okole**, Rick Harris, 16. (6 boats)

BENETEAU FIRST 36.7 — 1) **Kea**, Chick Pyle, 5 points; 2) **Legend**, Larry Smith, 17; 3) **Adventure**, Ted Butterfield, 17. (7 boats)

J/105 — 1) **J-OK**, Stewart Cannon, 10 points; 2) **Sun Puffin**, George Scheel, 13; 3) **Sanity**, Donica & Scott Ryder, 15. (7 boats)

J/24 — 1) **Greenback Boogie**, William Ramacciotti, 12 points; 2) **Cygnets 2**, Christian Seidel, 18; 3) **Calamity**, Brian Dolan, 23. (5 boats)

ETCHELLS — 1) **Rock On**, Argyle Campbell, 9 points; 2) **Rhino**, Bruce Nelson, 11; 3) **Lifted**, Jim Cunningham, 11. (19 boats)

ETCHELLS CORINTHIAN — 1) **Capricorn**, Ethan Doyle, 28 points; 2) **Mostly Harmless**, Summer Greene, 31; 3) **Flow**, Tyler Sinks, 33. (11 boats)

VIPER 640 — 1) **Boomslang**, Geoff Fargo, 17 points; 2) **#hmb**, James Baurley, 25; 3) **300**, Timothy Carter, 42. (8 boats)

BOX SCORES

F-18 — 1) **Covid 18**, Pete Melvin, 11 points; 2) **Olive Oil**, James Orkins, 19; 3) **R2D2**, Jeff Newsome, 25. (10 boats)

I-14 — 1) **14**, Kris Bundy, 25 points; 2) **Single Wide**, Mikey Radziejowski, 26; 3) **Its Big Its White**, Edward Conrads, 37. (9 boats)

29er — 1) Alice Schmid/Samantha Gardner, 25 points; 2) Ian & Noah Nyenhuis, 25; 3) Anton Schmid/Peter Joslin, 32. (12 boats)

CRUISING WORLD RALLY MULTIHULL, 3/20

1) **UnEven Keel**, F-82R, Mark Berdan; 2) **Trident**, 28-ft trimaran, Terry Argast; 3) **Flexible Flyer**, Corsair 31, Peter Lucas. (5 boats)

NORTH SAILS DOUBLEHANDED DISTANCE RACE, 3/20

1) **Holy Toledo West**, Hobie 33, Timothy Forderer; 2) **Minotaur**, SC37, George Roland; 3) **Aloha**, Hobie 33, Kyle Vanderspek. (9 boats)

OVERALL WINNER — **Rock On**.

Full results at www.sdy.org

EYC CARMIGGELT PERPETUAL, 4/3 (5r, 1t)

MERCURY — 1) **Space Invader**, David West/Chris Krueger, 9 points; 2) **Tsunami**, Bill & Katie Worden, 11; 3) **Axon**, Doug & Mike Baird, 12. (11 boats)

Full results at www.mercury-sail.com

SDYC ETCHELLS MIDWINTERS WEST, 4/9-11 (7r, 1t)

OVERALL — 1) **Lifted**, Jim Cunningham, 16 points; 2) **Elizabeth**, Chris Busch/Ben Mitchell/Patrick Powell, 19; 3) **Louise**, Thomas Caruthers/Bill Hardesty/Jeff Reynolds, 20; 4) **Avalanche**, Chris Snow/Brad Rodi/Anton Schmid/Roger O'Connor, 31; 5) **Viva**, Don Jesberg/Scott Mason/Eric Doyle, 32. (24 boats)

CORINTHIAN — 1) **Flow**, Tyler Sinks/Max Hutcheson/Lucy Wallace/Mateo Vargas, 44 points; 2) **Mostly Harmless**, Summer Greene/Kris Zillman/George Baird, 55; 3) **Irreverent**, William Pascoe/Mary Hardy/Jaime Hardenbergh, 63. (14 boats)

Full results at www.sdy.org



Mercury sailors Dave West and Chris Krueger won the hefty Carmiggelt Perpetual Trophy at Encinal YC on April 3. See Box Scores.



2021 Camellia Cup champion Bruce Edwards leads the Banshee class off the starting line.

LYN HINES

SAGAR UPADHYAY

Oregon Sailor Wins Camellia Cup

Smiles as bright as the California sun lit the waters of Folsom Lake on Saturday, April 10, as the 54th Camellia Cup Regatta, canceled last year due to the COVID-19 pandemic, was finally sailed in fresh breezes that varied from 4 to 8 knots.

Winning the venerable trophy and the centerboard perpetual trophy was Bend, Oregon's Bruce Edwards (formerly of Santa Cruz), who had recently purchased his 14-ft singlehanded Banshee racing dinghy from a local sailor.

Edwards dominated the seven-boat Banshee class with four firsts and a second, but it wasn't a runaway win. Shadowing him throughout the five races was Sacramento's Charles Witcher, a former Camellia Cup champion.

When his brother moved to Cool, Edwards looked for a boat that they could

share sailing in the area. "I'd always known about Camellia Cup. It has a great reputation. It was great racing, at a really close level of competition.

"That fleet [the Banshees] has really good sailors, a really impressive group," he continued. "I had to pay close attention to the shifts upwind, which paid off, but it wasn't as if anyone dominated racing overall. There were a whole bunch of lead changes, and I was lucky to be in the right place at the right time."

Edwards, an International 505 sailor who competed in nine world championships — placing third in 1992 — praised the Folsom Lake YC race committee, which managed a 180° shift, gusting winds, multiple classes and up to seven courses set on an Olympic circle. We were unsure we could get five races in, as CamCup is usually a two-day affair. COVID-19 forced us into doing it all on one day, to avoid the social gathering and awards ceremony. The first race

was to the south. Fortunately, a north wind came in.

"I was really impressed at how smoothly they handled it all," said Edwards. "That's not easy to do. They got an A+ from me on race management."

The Oregon sailor had long been a fan of Banshees, having grown up in Foster City (where the Banshee was developed), watching the boat's ascendancy, and admiring the skills of John Navas, an eight-time Banshee national champion. But his appreciation for the old boat peaked while competing in CamCup54. "It was easy to tack and cannibalize the shifts," he enthused about his new boat.

Edwards explained how he'd become a Banshee sailor. "Like most of us, during COVID, I had too much time on my hands. I was searching Craigslist and found this Banshee for sale." The Banshee had been carefully owned by two

OYC SUNDAY BRUNCH SERIES (5r, 1t)

SPINNAKER — 1) **Smokin'**, Melges 24, Don Ahrens/Kevin Clark, 4 points; 2) **Obsession**, Harbor 20, Kame Richards/Aimee Daniel, 9; 3) **Flying Fish**, Olson 30, Michael Berndt, 10. (4 boats)
QUARTER-TONNERS ≥189 — 1) **Ursa Minor**, Santana 525, Ted Keech/Bill Riess, 6 points; 2) **Loki**, Santana 525, Tim Roche, 6; 3) **Schocktail**, Santana 525, Mark Green, 10. (5 boats)

NON-SPINNAKER — 1) **Scrimshaw**, Alerion Express 28, Michael & Judith Maurier, 5 points; 2) **Total Eclipse**, Kalik 40, Roger Wise, 6; 3) **Blue Passion**, Tartan 3400, Al & Michelle Leonard, 13. (4 boats)

NON-SPINNAKER PHRF ≥168 — 1) **Faster Faster!**, Merit 25, David Ross, 5 points; 2) **Bandido**, Merit 25, George Gurrola, 6; 3) **Dream Catcher**, J/24, George Lythcott/Steve Bayles, 10. (3 boats)

COLUMBIA 5.5 — 1) **Carina**, Scott McCoy, 7 points; 2) **Rogue**, Ryan & Thomas Nelson, 9; 3) **Sonic Death Monkey**, Dominic Marchal, 9. (5 boats)

BOX SCORES

MULTIHULL — 1) **Triple Play**, F-31, Richard & Dennis Keller, 6 points; 2) **Sea Bird**, F-27, Rich Holden/Chris Harvey, 7. (2 boats)

Full results at www.jibeset.net

SCYC MIDWINTERS (9r, 1t)

A FLEET — 1) **Aquavit**, Sun Odyssey 42i, Michael Hutchison, 10 points; 2) **Pegasus**, J/100, Tom Lewin/Philippe Kahn, 23. (2 boats)

B FLEET — 1) **Mistress Quickly**, SC27, Evan Diola, 13 points; 2) **Kasatka**, SC27, Rachel Cherry, 36; 3) **Hanalei**, SC27, Ryan Schuyler/Mark Woznicki, 38. (18 boats)

JIB & MAIN ≤181 — 1) **Gandalf**, Santana 35, Paul Basanese, 10 points; 2) **The Perfect Thirty-Six**, Catalina 36, Steve Niemann/Maureen Hill, 17; 3) **Tusitala**, C&C 40, Jim Weaver/John Nugent, 18. (5 boats)

Full results at www.regattanetwork.com

SEQYC REDWOOD CUP (3r, 0t)

SHORTHANDED — 1) **Revelry**, Catalina 42, Rick & Petra Gilmore, 10 points; 2) **Allons-Y**, J/70, Davis King, 12. (7 boats)

CREWED — 1) **Drop Beer**, Beneteau First 10, Hans Spanjaart/Andrew Cole, 4 points. (5 boats)
Full results at www.jibeset.net

TYC BOB & ESTHER MOTT MIDWINTERS (3r, 0t)

SINGLEHANDED — 1) **Siento el Viento**, C&C 29-1, Ian Mathew, 3 points; 2) **Sobrante**, Alerion 28, Paul Descalso, 9. (2 boats)

DOUBLEHANDED — 1) **Stink Eye**, Laser 28, Jonathan Guttoff/Christine Weaver, 7 points; 2) **Bella**, Alerion Express 33, Aiden & Kieran Collins, 9. (2 boats)

COMPLIANT CREW — 1) **Joyride**, J/105, Bill Hoehler, 6 points; 2) **Lion**, Olson 25, Lon Woodrum/Steve Nimz, 7; 3) **Sonata**, Laser 28, Alice Shinn, 8. (6 boats)

ULTIMATE 20 — 1) **U Decide**, Phil Kanegsberg, 12 points; 2) **Breakaway**, John Wolfe, 13; 3) **Umunhum**, Scott Hester, 14. (5 boats)

Full results at www.jibeset.net

THE RACING SHEET

local competitors who'd stored it inside and outfitted it with "nice blades and sails. It was a find," he said.

Winning the tightly contested, seven-boat Thistle Class was Nevada City's Steven Hale of the Lake Washington Sailing Club. San Jose's Toshi Takayanagi, representing the Richmond YC, topped the competitive eight-boat Laser Class.

The Open Centerboard Class — a mix of sportboats, Lido 14s and a Precision 15 — was won by Discovery Bay's Steve Cameron on a Melges 14. Open Keel champion and winner of the Keelboat perpetual trophy was Sacramento's Mark Erdrich of FLYC on a Santana 20. Roseville's Don Hare, representing the Gold Country YC, won the Catalina 22 class.

Everyone loved the mild weather, balmy temps and fresh breezes, which, on top of the fact that we were finally racing after a year's hiatus, was why there were so many smiles.

FLYC commodore Kerry Johnson said, "Until last year, Camellia Cup had occurred annually. COVID put an end to that. So, I guess we can no longer call it an annual event, though CamCup54 brought sailboat racing and smiles back to Folsom Lake, as the Sacramento Valley's oldest and largest regatta continued its long run."

— *john poimiroo*

FLYC CAMELLIA CUP, 4/10 (5r, 1t)

CATALINA 22 — 1) **No Cat Hare**, Donald Hare, 4 points; 2) **Slo Mo**, David Samson, 7; 3) **Sirius**, Michael Rayfuse, 11. (4 boats)

THISTLE — 1) **Magical**, Steven Hale, 5 points; 2) **Irie**, Dan Clark, 6; 3) **Airily**, Mike Arrow, 13. (7 boats)

LASER — 1) **Voyager 1**, Toshinari Takayanagi, 5 points; 2) **Wall-sit Bets**, Julian Soto, 6; 3) **Humble Pie**, Marcel Sloane, 13. (8 boats)

BANSHEE — 1) **Phetta Redast**, Bruce Edwards, 4 points; 2) **Ghost**, Charles Witcher, 7; 3) **Herkimer**, Jeff Nelson, 12. (7 boats)

OPEN KEEL — 1) **Fusion**, Santana 20, Mark Erdich, 4 points; 2) **Poco a Poco**, J/22, Rob Koch, 7; 3) **Journey**, Santana 20, David Montgomery, 12. (4 boats)

OPEN CENTERBOARD — 1) **4 of 5**, Melges 14, Steve Cameron, 5 points; 2) **Glory**, Lido 14, John Poimiroo, 7; 3) **Fair Play**, Lido 14, Steve Galeria, 11. (5 boats)

Full results at www.flyc.org

OYRA Lights It Up

Ocean racing has returned to San Francisco, complete with whales, wind and world-class competition. On April 17, 59 boats split into seven divisions lined up in front of St. Francis YC, ending

ing a 19-month gap in OYRA races. The OYRA series starts with the Lightship Race, essentially a drag race out on starboard tack and a port tack back after a jibe around the mark. At least that's what the old salts will tell you. Just like internet dating, the reality is a li'l different. In this case the ebb current and a group of rabid racers resulted in some colorful repartee at the start.

I was taught as a young tadpole that if y'all fouled somebody at the start, ya tipped yer sou'wester, did yer penalty turns, and carried on. Apparently there were some folks that just did the "carried on" part, although those scoring at home on the big screen might have seen it differently.

Soon after the start, the starboard tack had folks pointed toward terra firma, and port tack got you to the stronger current sooner, but the traffic lanes were busy.

Eventually one has to decide when to flop to starboard and bet on the wind to veer and carry you to the mark. Sometimes several folks aboard think they know when this moment is. If the driver can determine who is the one with that special spider sense, they probably would do very well.

It was a jibe set at the buoy and a cakewalk home under a shy kite for the Marin Headlands or more wide open for those who rode it low early anticipating a chance to harden up if it lightened up later. Or found the South Tower Demon in residence and ended up on white sails to maintain control. The run into the Bay was epic, with sunshine and kiteboarders, and stingers rolling off Crissy Field.

"We were greeted with relatively light winds at the start," reports OYRA president Andy Newell, who sailed his Santana 35 *Ahi*. "We never saw much over 14 knots on the way out. Conditions remained about the same for the return trip, with a bit of a soft spot around the ship channel and building back up as we approached the bridge. By the time we got there, the wind had filled on the Bay, making for a sleigh ride to the finish, and us wishing we had jibed just a bit earlier, like we'd talked about. Most boats finished the 25-mile race in three to five hours.

"More than half of the fleet were single-race entries (SRE), sailors who wanted to do the Lightship but not com-

SYDNIE MOORE



The SCYC Midwinters-winning crew of 'Mistress Quickly', Peter Faraone, Evan Diola, Dylan Haile, Ritchie King, Adam Borcharding and JV Gilmore also raced. For top results, see Box Scores on page 83. — photo Sydnie Moore

mit to the whole season," says Andy. "Perhaps events like California Offshore Race Week and/or Transpac are in their plans."

Duxship is next up on May 22.

— *andy schwenk*

OYRA LIGHTSHIP 4/17

PHRO 1A* — 1) **Adjudicator**, Carkreek 40, Paul Dorsey; 2) **Ruffless**, J/125, Jason Crowson; 3) **Hano Ho**, SC50, Mark Dowdy. (7 boats)

*Protest pending.

PHRO 1B — 1) **Destin**, Landmark 43, Romeo Uriarte; 2) **Kahoots**, Andrews 43, Greg Mitchell; 3) **WildCard**, SC37, Nicholas Grebe. (5 boats)

PHRO 1C — 1) **Psycho Tiller II**, JPK 1080, James Goldberg; 2) **CentoMiglia**, Flying Tiger 10, Zhenya Kirueshkin-Stepanoff; 3) **Ferox**, Pogo 36, Anja Bog. (9 boats)

PHRO 2 — 1) **Ravenette**, J/88, Brice Dunwoodie; 2) **Elan**, Express 37, Jack Peurach; 3) **Dark Star**, Hobie 33, Matt Krogstad. (13 boats)

PHRO 3 — 1) **Viva**, Cal 40, Don Jesberg; 2) **Green Buffalo**, Cal 40, Jim Quanci; 3) **Sea Star**, Cal 39, Bob Walden. (8 boats)

SHS SINGLE OR DOUBLEHANDED — 1) **Moorigami**, Moore 24, John & Erica Siegel; 2) **Bombora**, Express 27, Rebecca Hinden/Zac Judkins; 3) **Oxymoron**, Moore 24, Tom Southam/Carl Stahmer. (13 boats)

MULTIHULLS — 1) **Greyhound**, F-22, Evan McDonald/George Kiskaddon; 2) **Raven**, F-27, Truls Myklebust; 3) **Lookin'Good 3**, F-28R, Rafi Yahalom. (4 boats)

Full results at www.jibeset.net



JAMES IMMERS



ARE YOUR SAILS READY FOR

DOWNWIND ADVENTURES?

CONTACT US

SAN DIEGO

2832 Cañon St, San Diego
T 619 226 2422
sandiego@quantumsails.com

SAN FRANCISCO

1230 Brickyard Cove Rd #200, Pt. Richmond
T 510 234 4334
pacific@quantumsails.com

LONG BEACH

5122 Bolsa Ave #110, Huntington Beach
T 562 799 7444
nwheatley@quantumsails.com



Custom Interior & Exterior Cushions



The Gianola Family has been designing and fabricating custom canvas and interiors since 1969. Gianola Canvas Products offers you the best in quality, more choices, and personal service.



We have moved
1301 Rand St., Ste. C
Petaluma, CA 94954
(415) 332-3339
www.gianolacanvas.com

Mercury • Honda • Yamaha • Evinrude

CHECKOUT THE ALL NEW MUST SEE

SMALL MOTORS

including Mercury 5hp Sail,
Yamaha 9.9hp portable, and Honda 2.3hp



**Motor availability is very limited at this time,
get your order in now if you want a motor for summer**

Outboard Motor Shop
(800) 726-2848
(510) 533-9290

1926 - 2021
Your Bay Area Dealer
For 95 Years
333 Kennedy Street
Oakland, CA 94606
www.outboardmotorshop.com

3514

All Prices INCLUDE freight & prep, plus tax & license only.

CHANGES

With reports this month from **Azimuth** on the cruising dream finally coming true; Part 2 of our mini-interview with cruising icon **Lin Pardey**; a whole new way of hanging out with old friends from **Microbe**; cooking up some great ideas for making your galley more efficient from **Lopaka**; and a tasty digestif of **Cruise Notes**.

Azimuth — Pearson 365 Scott Racette and Ashley Gremel End of the Beginning Sausalito

We met on a boat. In fact, we met on Scott's old boat, an Ericson 34T named *Dreamcatcher*. A mutual friend was sail-

around for the racing, cruising, and live-aboard sailing communities found here.

Scott left the partnership he shared with *Dreamcatcher*, and after a lot of dreaming and searching for an affordable, bluewater-capable boat, we purchased a 1979 Pearson 365 sloop through Rubicon Yachts in Emeryville in fall 2016 — and named it *Azimuth*.

The stars aligned and a live-aboard slip became available in the Estuary. We quickly crammed our worldly possessions on board, found all the leaks, fixed a few urgent items, and sailed a lot. We found room to prioritize storage for our pasta maker, knitting and sewing supplies, and camera gear. Our intention was eventually to head out to destinations unknown. In the meantime, we'd enjoy the cheapest waterfront apartment available in the Bay Area.

We honed our sailing chops by racing extensively in the Estuary and the Bay, and offshore — on either our boat or others. We jumped at the opportunity to deliver a couple of boats up and down the coast; we doublehanded from Florida to the Bahamas and back; and we started casual racing locally with the Washed Up Yacht Club.

Determining when to leave was a tipping point. For five years, we planned to leave in three years. The time frame was close enough to dream, yet far enough to avoid meaningful changes. Many people advised picking a departure date, but the innumerable variables kept us from getting too specific. As the days blurred together and COVID-19 slipped into the mix, we got antsy. Why not go now? Soon? October? July? April?

Once the pandemic really took hold, our typical activities and routines were upended, which freed more time for boat projects. We took Nica Waters' advice from *The Boat Galley* and created a bow-to-stern list of everything to fix, replace or install before heading out the Gate. Flexible schedules allowed for midday trips to Svendsen's, and



Scott and Ashley. "For five years we planned to leave in three years," she says. Now, finally, they're heading out.

ing to Angel Island with him and asked if I wanted to come along. I was struck by the shelf full of books, a stowed violin, and the kind person at the helm calmly giving instructions to us crew. I grew up around the water but never thought much about cruising before. When Scott shared that his favorite thing about the pastime was that one could learn the basics of sailing in an afternoon and the rest over a lifetime, the idea of voyaging in a cozy vessel took form. We went sailing and bike riding together over the following weeks and have been somewhat inseparable ever since.

We had relocated to the Bay Area — me from Michigan, Scott from Virginia — for the promise of renewable energy and creative technology jobs. We stuck

There will be much ropework and line handling in the years to come, but the most important knot was tied in February on Angel Island.



AZIMUTH

IN LATITUDES



Below: 'Azimuth' underway. Far left: Scott installing the new windlass. Left and above: Ashley hard at work.



ALL PHOTOS THIS PAGE AZIMUTH

discoveries. Taking into account our ages (29 for me, 31 for Scott), national home prices, and proximity to family, Chesapeake Bay quickly rose to the top of the list. It provided us with both that firm destination and a route with plenty to see along the way. Scott is especially drawn to this choice as his grandfather grew up in the Panama Canal Zone, and his father had been sent to Panama with the Army to work on the Canal as a civil engineer. Transiting the Canal also provides a unique opportunity to learn the complicated history surrounding that area — and a gateway to begin exploring the Caribbean and Atlantic.

Preparing ourselves and the boat during this time has been a challenge and a delight. Equally challenging has been trying to explain to friends a trip with no set timeline, itinerary or list of destinations. Some people have a hard time relating. We point out that we'll move with the weather, the seasons, our energy levels, and our willingness to experience new things along the way. Sometimes they still don't get it.

After almost five years aboard *Azimuth*, we've worked with every system on board. We rebuilt the AC and DC electrical systems, including wiring, bussing, circuitry, battery bank, inverter, battery

monitor, over 600W of solar and a new high-output alternator. We experienced the joys of marine plumbing and a new electric toilet, while gaining a renewed appreciation for working tankage. The sewing machine was put through its paces with lots of canvas work, including lee cloths, sail pack, and dodger. To make passages more comfortable, we enhanced the navigation suite on board, installed a Windpilot autopilot, cut open our galley to install a handy 42-inch sink, chipped through the foredeck to install an electric windlass, and most recently spent three weeks DIY-ing new standing rigging and 11 new thru-hulls. Phew!

Final packing in these last few weeks was made easier by living aboard for many years. But we still ponder how many spare engine fuel filters, tools, fasteners, lines, etc. are enough. We'll let you know when we get there, wherever 'there' may be.

One of our last projects before tossing off the docklines was tying the knot in a small ceremony on Angel Island. A friend jumped through a few hoops to become ordained, a couple of others were there to witness and celebrate, and many of our family and friends joined us for a toast via Zoom. We look forward to continuing the Zoom celebrations along the route.

We are grateful to our friends on land and sea who helped this dream get off the dock; our racing skippers — Dave Fullerton, John Taylor, Carla Murphy, Zhenya Kirueshkin-Stepanoff, Nick Schmidt, Coline Gaillard, and Larry Baskin — for the opportunity to sail fast and have fun on their boats; and our *Incognito* Moore 24 crewmates Hadley Burroughs and Derek Schmidt for the OYRA season. We learned in the classroom through seminars at Encinal YC, Island YC, Spaulding Marine Center, KKMI, and Afterguard Sailing Center. The sailors, artists, and DIY'ers of the Washed Up Yacht Club are some of

When things get too crazy — or even when they don't — Scott and Ashley like to get away from it all by anchoring for the night at different spots around the Bay.



CHANGES

our closest comrades on the water, and we're grateful for the opportunities they gave us to lead some spectacular boating events.

We're nearing the end of the endeavor and the start of a new journey. We want to share that if you're dreaming about doing the same thing, you probably can. None of the projects or plans for fixing up our plastic classic were monumentally difficult, and you just have to accept that at times you will take three steps forward and two back — and stumble while you're doing it. You have what it takes; you just have to get busy doing it.

— Ashley 4/5/21

Readers — If all went as planned, Azimuth will have headed out the Golden Gate on April 30. Fair winds!

Catching Up With Lin — Pt. II

This is the second half of an interview we did with cruising icon Lin Pardey in March. (Part I appeared in last month's 'Changes'.) To refresh your memory, Lin had been staying close to home (Kawau Island, New Zealand) for several years after husband and longtime sailing partner Larry was institutionalized for Parkinson's and Parkinsonian dementia. After suffering a stroke, he passed away last year. A celebration of his life was held at their home on October 31, what would have been Larry's 82nd birthday.

In the past year, Lin has returned to cruising, this time aboard the steel-hulled 40-ft Van de Stadt cutter Sahula with Australian David Haigh. . .

Where are some places you've never cruised, but would like to?

Alaska — now that I'm on a boat that has an engine! Fiji again. A lot of Europe, especially the Baltic countries. I've never seen Turkey. David and I have talked about some of that, and about shipping the boat to Europe to save time. But right now, I'm enjoying exploring 'down under.' We just recently got back from a circumnavigation of Tasmania, and are planning to explore more of New Zealand.

Does Lin Pardey have more books in her?

Right now I'm playing too much! But there are a couple of books I'm taking notes for. People seem to enjoy reading about actual sailing exploits, so they'll likely be about some adventures. I'm also working on a rewrite and update of *The Cost Conscious Cruiser*, which we first published back in 1999.

Can you give us an idea of what your yearly schedule looks like as far as how much time you spend home in New



Lin and David recently returned from a trip to South Island to see Mt. Cook, New Zealand's highest peak. "Having as much fun as possible before we settle in for five months of serious work on a video and a book," she says.

Zealand, devote to writing, how much to sailing, how much to promotions/lecturing and so on?

I've been home for four months now so just getting into a routine. I try desperately to get in 14 hours a week of writing. I also have a mini-boatyard here that requires a bit of attention. We only do tidal grids (where boats tie to a wharf and do-it-yourself owners can do bottom work when the tide goes out). It's tiny — only 12 boats a year, but we had three here in the last few weeks.

I also helped recreate the Kawau Boating Club. It's a wonderful organization and the second largest club in New Zealand, with 700 family memberships.

I finally broke down and hired a lovely woman to help me with promotions. She makes sure that I get on Facebook regularly to get people talking about sailing.

And of course there was the America's Cup, which happened right near us and was so much fun to watch.

When it's possible, and safe, I'd love to come back to the US to do some talks at clubs and boat shows. Last time I did that, a year and a half ago, it was the most fun I've had in years. With COVID concerns, I don't see that really happening until 2022.

Speaking of Facebook, we've seen your posts where you reminisce a bit about some subject, then pose questions to readers for their input. How much response and interaction do you get doing that?

I'm amazed at the responses — often 2,000 or 3,000 views and 40 or 50 comments. People really start talking to each other. I consider it a conduit for people to become friends. I do read all the comments, although I don't have time to respond to all of them. Some of the responses



David inspects 'Sahula' at Mickey Mouse Marine, a tidal grid yard near Lin's home on Kawau Island. ('Tidal grid' means you pull in, tie off, and wait for the tide to go out. No Travelift required!) Right: The boat underway.

actually end up as notes for my books.

Over the years, we've gotten lots of letters from people who dream of cruising but have no experience. (Now most of these queries appear on social media.) We're sure you have, too. What is your advice to these folks?

I tell people to get out there on the water — go small, go simple, go now! (laughs) Get a small boat, like a trailer sailer. Go down to the waterfront. Meet sailors. Talk to sailors. Sail on as many boats as you can. Read about it, yes. Watch YouTube videos if you want. But mainly, stop



they might pass within 20 meters.

And they are so interesting. Maybe not in terms of any trickle-down to future cruising boats — that's hard to imagine. But I wanted to study engineering, and watching things like using inflation chambers to change the camber of sails and other things like that is just fascinating to me.

You're in your mid-70s now. How long do you think you will continue cruising?

As long as it's fun! I have friends who are still doing this at 85. There's still lots to see, and the future is filled with cruising plans, mountain climbing and hiking. As somebody told me the other day, "You always have to live as if half of your life is left."

— *latitude*/jr

ALL PHOTOS LIN PARDEY



Noor, their Corsair F-31, in the third iteration of some newfangled event called the Baja Ha-Ha. That was



Where old friends gather at Ana Banana in La Cruz. Above, Ruth and Marvin.

1997, and they've been on the move all over the world with a series of catamarans ever since.

By the time you read this, the boat will have gone into summer storage in Mazatlán, and Ruth and Marvin will be home in Orangevale for the summer.

Marvin passed along a recent note about a unique outdoor restaurant in La Cruz named Ana Banana. Hanging from a beam outside were rows of those pretty purple velvet Crown Royal pouches. But there were no bottles in these.

"The 86-year-old owner, Barry, told us that each of the 47 Crown Royal bags contains the ashes of its deceased owner," says Marvin. "Barry is quite musically inclined and has written a great, philosophical song about dying, which he sings as part of a memorial service only when another Crown Royal bag is added to the beam."

It's sung to the tune of Bob Dylan's *Knockin' on Heaven's Door*. We don't have room for the whole thing, but here are a couple of verses:

*Nothing lasts forever,
we know it's gotta be true,
We're all getting a little older,
you know that makes me blue.
I know I'm gonna die one day,
I just hope to hell that it won't be soon
Because I still feel like an old tomcat
howling at the moon.
When I go, I have a wish
that I want you to keep:
Don't throw me in some dirty dark hole,
darkness gives me the creeps.
Put my remains in a Crown Royal bag
and hang me over there,
Just above my old bar stool
where my friends are near . . .*

(For all the lyrics, see the April 16 *'Lectronic Latitude* at www.latitude38.com)



**Microbe — Nautitech 44 cat
Ruth and Marvin Stark
Hanging Out
Orangevale**

Longtime *Latitude* contributors Ruth and Marvin Stark arrived in La Cruz Marina on New Year's Day aboard their Nautitech 44 catamaran *Microbe*, and hung around to enjoy the many pleasures of Banderas Bay over the winter. In past years, they could and did venture farther and wider, but Marvin admits he's slowing down just a tiny bit. "I'm 84 years old this year," he says. "Same age as the Golden Gate Bridge — built in 1937." So this season, they were happy to stay local and host visiting family and friends on daysails.

If we're counting correctly, *Microbe* is the couple's 13th boat, and fourth multi-hull since Marvin took up sailing back in the '70s. At the spry age of 60, he entered

talking about sailing and start doing it.

You mentioned you've been watching the America's Cup. What do you think of this latest version of that event? (Note: This interview was done during the Challenger Series.)

The new America's Cup boats are gorgeous, beautiful machines, and we love watching them! Plus down here there was a holiday atmosphere to it that's hard to beat. We usually headed out to the course the night before, where you anchor with 500 other boats and thousands of people in these beautiful anchorages. We did dinghy raft-ups — where staying in your dinghy is perfect social distancing — and it was just amazing. In the Challenger Series, the boats were passing within 50 meters of us. In the practice sessions,

CHANGES

Lopaka — Catana 472 cat Glenn Becker and Angela Smith Variety Is the Spice Kona

Are you tired of eating out all the time because you just can't stomach the thought of opening another can of mystery food? Do you feel your lack of refrigeration space precludes you from creating gourmet meals on board? Do you look in



LOPAKA

Glenn, Angela and Boozle. After leaving the restaurant industry, Angela worked as a yacht chef. She has been modifying galleys on her own boats since 2010.

your pantry and see row after row of peas, corn, green beans and SpaghettiOs? Hey, I'm not judging SpaghettiOs. People like what they like. But the point is, a lack of variety in the pantry can make for boring and uninspiring meals that make cooking a chore.

Since I'm a retired chef currently living aboard a nice catamaran, you probably think that I'm spoiled, and/or have unrealistic expectations of what the average boater can make in their less commodious galleys. But believe me when I

The galley on Glenn and Angela's last boat, the Stevens 50 'Kai Makani', featured custom-made butcher-block covers for the sink and stove. The counter in the foreground was removable



LOPAKA

say that I have spent a lot of time figuring out short cuts that allow me to make restaurant-quality meals in any galley, large or small. And just so you know, our last boat was a Stevens 50 with a tiny galley.

A well-stocked pantry and the right inventory of appliances and equipment are key in the quest for the perfect bite — unless of course you live on a megayacht with unlimited refrigeration and pantry storage and have access to the latest and greatest kitchen gadgets.

Here are a few simple pantry tricks that can help you improve the quality of your meals without taking up large amounts of storage.

- Use flavor bases such as Minor's vegetable, beef and chicken concentrates (available through Amazon) to add flavor to sauces and soups.
- Having freeze-dried vegetables on hand, easily reconstituted with boiling water, can add depth to your meals without needing large quantities of fresh carrots, celery and onion.
- Dried herbs and spices add complex flavor notes to otherwise boring food.
- Small boxes of UHT milk, half-and-half and cream can lessen the need for space in your refrigerator (at least until you open them).
- Butter, eggs and some produce (think tomatoes, avocados, potatoes, onions and some hard squash) can be kept in cool places on the boat instead of in the fridge.
- Some key ethnic ingredients, such as gochujang, sambal, curry bases and vinegars, can all add incredible flavors to your food and take up very little room in the pantry.
- Do you like to bake bread but don't have the room to store bread flour and all-purpose? Make your own bread flour by adding a bit of vital wheat gluten.

It doesn't always come down to just the ingredients when making a great meal. Equipment matters! Having equipment that can perform many roles helps cut down on the overall number of appliances, thus freeing up valuable



Vital wheat gluten can be mixed with AP flour to make bread flour.



Curry paste, gochujang and sambal olek add flavor bursts.



storage space. I have found that the following pieces of equipment are essential (for me): InstaPot (beans, stews, rice and even yogurt settings ... the possibilities are endless); a stand mixer with a dough hook (I honestly dislike kneading bread and always stop too soon. The mixer with a dough hook kneads it perfectly); a heavy-duty manual juicer; a countertop smart oven that has bake, roast, toast, broil and convection settings; a large cast-iron skillet; and a Dutch oven. (I won't mention the pizza oven because, frankly, it is not essential.)

I realize that high energy consumption is associated with many of these items. So yes, they would need to be run off the generator unless you have a very large battery bank. However, the speed with



These products can be found in most stores. "I typically keep smaller boxes of heavy cream, half-and-half and 32-oz boxes of milk," says Angela.



The Staub Dutch oven is used for baking bread. Angela has a larger one for braising meats.



Lopaka's countertop smart oven is made by Sage ('Breville' version in the UK). The mixer is similar to a Kitchen Aid. Both are 220v. The tradeoff for the power they use is the speed at which they cook.



which they prep and cook definitely offsets the energy consumption, and saves on propane.

Why use these fancy gadgets instead of a good old propane stove and oven? Propane stoves/ovens heat up your interior, and many boats don't carry enough propane to support long cooking processes such as braising.

If the high-tech gadgets aren't your cup of tea and you don't mind the slow cook times, cast-iron or enameled cookware is a great option.

Obviously, the biggest consideration besides electrical capacity is refrigeration space. Most boats have limited refrigeration, and larger freezers tend to be a rarity. To easily expand your refrigeration capacity, think about adding an electric

After the Nada Ha-Ha, 'Lopaka' headed up into the Sea. She'll summer over in San Carlos.

or solar cooler. Many of these can also be used as freezers. We have a small 12V cooler that only pulls about 2Ah. To us, that is a reasonable draw for the extra space — even if it's only used to keep beer cold. I have not yet used a solar cooler, but as I understand it, the price has dropped considerably and the technology has greatly improved.

What if you have limited counter space? Counter space is always at a premium unless, again, you live on a megayacht. I have found that adding detachable counters to the sides of existing counters will add much-needed space (as long as you don't want to walk around them while they are in use). Custom-made sink

covers help immensely and increase usable prep space (plus you can hide your dirty dishes under them and make everything look effortless. Just kidding. Sort of). In reality, I do dishes as I go because no matter how much counter space I add, there is still never enough, especially when producing a multi-course meal.

I know that many of you reading this article are already thinking that it's not feasible to have fancy gadgets and cookware; and you may be right as it pertains to your own unique situation. All I hope to accomplish with this article is dispel the notion that great food cannot come from a tiny boat galley. By doing the bare minimum, such as experimenting with different pantry items, you can elevate the food that you produce and make everyone on

CHANGES

the boat very happy sailors (including those downwind). For those of you who want to go even further, add a few appliances into the mix and watch your recipe repertoire expand (and maybe waistlines too).

— Angela 4/1/21

Cruise Notes

• "We had a wonderful trip down the west coast of Baja and around into La Paz," writes Lynn Scharf of the Garcia Passoa 46 **La Danseuse**. This is the third cruising boat that she and Charlotte Formichella have owned together, and their third time cruising to Mexico and points south — but their first time as part of a rally, and their first time on the Mexican west coast. (Prior trips were to the Caribbean side.) Along for the Nada Ha-Ha were crew Patti Day and Susan Obermiller, both from Southern California. They flew home from Cabo, and Lynn and Charlotte have been enjoying the Sea of Cortez ever since.

"Most of our time here has been spent



LA DANSEUSE

Left: Charlotte and Lynn of 'La Danseuse'. Right: Turtles hanging out on the wreck of the 'Feng Ming', a popular dive site off Espiritu Santo.

diving and gunkholing, and we're about to head out for more," says Lynn. "But I have to say, the water has been cold and the wind brisk! It made for some moody, surreal, and generally awesome diving, although I wouldn't try to sell it as a fun time to any of my warm-beach-loving friends!"

Interestingly, their decision to join the Nada was based on its limited size. "We're pretty quiet people and weren't considering the regular Ha-Ha," says Lynn. "When we heard that there was a small(ish)

group heading down unofficially, we thought it might be more our speed. It was our first rally of any sort, and we enjoyed it very much."

• The last time we heard from Giselle and Clif Miller of the Hans Christian 38T **Sedna**, they were on the hard in Opua, doing a galley remodel and engine replacement. Last spring, they flew back home to Juneau, Alaska, to work for the summer and rebuild the cruising kitty. The plan was to return to the boat in March 2020, and Clif did make it back down to prep the boat just before US COVID cases started to climb. He quickly realized that there wasn't going to be any cruising season. He managed to get back to Alaska the day before New Zealand went into their countrywide lockdown. They're still waiting for things to open up.

Luckily, they live in a small community with very few COVID cases, "and the majority of the population of 2,000 were vaccinated by March 1 of this year," says Giselle. She has also enjoyed doing



MARINA DE LA PAZ

FULL SERVICE MARINA

Friendly, helpful, fully bilingual staff

Located Downtown • Protective piling & sheetpile breakwater
Hardwood docks • Plug-in Internet • Cruisers' clubhouse
Electricity • Potable reverse osmosis water • And more!

TEL: 01152 612 122 1646
email: marinalapaz@prodigy.net.mx
www.marinelapaz.com
Apdo. Postal 290, La Paz, 23000
Baja California Sur, Mexico

FLOPSTOPPER

Hang it over the side and Stop Rolling



3'x3' Platform • Stow Bundle 10"x36"x4"
Fastest Engaging & Most Effective
Durable marine-grade aluminum

Anchoring • Mooring • Drift-Fishing

www.FlopStopper.com

Mexico Summer Savings

ENJOY MARINA EL CID at just \$.30/ft./day



El Cid
RESORTS
mazatlan · cozumel · cancan

*Complete, modern amenities
in the heart of Mexico's lush
tropical coastline.*

www.elcidmarinas.com
011-52 (669) 916-3468
marinaelcidmazatlan@elcid.com.mx

The Cruiser's Home in Mexico

VENTURA HARBOR BOATYARD

NOW HAULING VESSELS TO 220 TONS
Two Travelifts
Full Line of Marine Services
(805) 654-1433
www.vhby.com





SEDNA

'Sedna' underway. Clif and Giselle hoped to eventually sail the boat back to Alaska via the Pacific Rim: Philippines, Japan and the Aleutians.

in-person teaching the entire year.

We don't have any hard numbers, but Clif and Giselle are far from the only cruisers 'exiled' from their boats in Kiwiland. She says they even have a group page on Facebook — all folks patiently waiting to get back to their boats. "Until one of us can make it back to New Zealand, *Sedna* will remain stored. We're hoping that Clif can make it back this upcoming (southern) winter to prep for a sail to French Polynesia and Hawaii in 2022."

• "In March 2020 everything came to a halt," says Ullman Sails loft owner and sailmaker Chuck Skewes. "Most of us in the boating industry thought since we were in the disposable-income business we were doomed. But a few months later, when the bays and marinas opened up, to

everyone's surprise, business picked up fast. It appears that many of the things that competed with the use of boats had been canceled and it freed up people's time to use their existing boats or purchase new boats."

In addition to myriad racing championships, Chuck is an active cruiser and multiple participant in the Baja Ha-Ha rallies. (According to Ullman's website, "Chuck sails more miles every year than he drives his car.") As the fall approached, and it became clear that the 2020 Baja Ha-Ha would not happen — at least in its normal format — the Nada Ha-Ha was quickly organized. Chuck helped Nada "Poobette" Patsy Verhoeven run the morning radio net and keep people informed of the ever-changing openings, closings and protocols. But he canceled his own trip south with the group.

As a sailmaker, Chuck has traveled to Mexico regularly to service clients south of the border. For the Ha-Ha's, he has had the enviable honor of skippering other people's boats — usually as deliveries for customers and friends who want their boats in Mexico anyway. Over the years,

he has done Ha-Ha's on a Beneteau 47.7 and Varianta 44, as well as aboard the Ha-Ha Mothership **Prof-igate** in the last official (2019) Ha-Ha.

After the Ha-Ha, he did a 120-mile cruise with friends from Puerto Vallarta to Bahia Chamela, a large, island-filled area north of Barra Navidad. "It's a great place to spend a week or two, with a small village to the north and many great anchorages and islands to explore," he says. Another, much smaller stop was the protected bay at Tehuamixtle, with just enough room for one or maybe two boats. Despite a population of only 200, the little village has two beachfront restaurants.

• After the Nada Ha-Ha rally, Doug



CHUCK SKEWES

Chuck is a familiar (and friendly) face among both racers and cruisers.

Your Boatyard in the Heart of Paradise

Our Services |

HAULOUT

- Marine Travelift 25 tons
- Marine railway 70 tons
- Storage in adjustable steel cradles
- Fenced Yard
- Travelift 50T & Amphibious mobile trailer 50T
- Services of our tug for towing safety assistance and interventions

PAINTING

- Topsides, hull, bottom, varnish
- Brush, roller, spray

MECHANICAL WORK

- Inboard, outboard, diesel, gas
- All brands

REPAIRS

- Electrical repairs
- Refrigeration installation & repair
- Fiberglass & woodwork
- Welding, steel, stainless, aluminum

SAIL LOFT

- Sail repairs, biminis, dodgers, covers

STORE

- International, Pettit, Epiglass, Devoe
- Spares
- Fill U.S. gas cylinders

DO-IT-YOURSELFERS WELCOME!

BoatUS Cooperating Marina



Large, fenced, secure dry storage area



Professional boatyard in the heart of Paradise

TAHITI CUSTOMS POLICY

Foreign Flag vessels can stay on dry storage in our yard for up to 12 months out of 24.



Raiatea Carenage will make sure paradise is everything you expected.

Call, write, or sail in . . . we're here to serve you.

B.P. 1111 Uturoa Raiatea 98 735 Polynésie Française

Tel: (689) 40 600-545 ~ Fax: (689) 40 600-546 ~ VHF 68

Web site: <http://www.raiateacarenage.com> ~ email: raiateacarenage@mail.pf

Facebook : Chantier Naval Raiatea Carenage

CHANGES

Hinschberger and Mary Lamberson of the Tacoma-based Bavaria 46E **Cassiopeia** headed for La Paz via Caleta Partida,



What better way to toast the cruising life in Mexico than with tequila shots? Look for more on Mary and Doug's mid-pandemic escape from Washington in next month's 'Changes.'

where they enjoyed four days at anchor, snorkeling and visiting with other cruisers. After a few days to provision and do laundry in La Paz, they moved to Bahia Falsa, where they experienced their first

Thanksgiving dinner while cruising.

"After the short respite, we were ready to continue to Banderas Bay to spend the winter," says Doug. "We set out from Bahia de los Muertos to visit Isla Isabela and look for whales, see blue-footed boobies and lots of frigate birds. We hopped down the mainland to La Cruz, then headed for Paradise Village Marina, where we spent three months relaxing, getting dinghy chaps, a new dodger and bimini and other stainless work, fixing stuff, and getting the bottom painted.

"We're currently heading farther south for a few weeks before turning around to head north and cruise in the Sea of Cortez this summer."

• Charlie and Cathy Simon and their well-traveled Taswell 58 **Celebrate** have made numerous appearances in these pages for their many notable passages over the years, including a 26,000-mile World ARC circumnavigation in 2014-15; a Northwest Passage in 2017; and a circumnavigation of the North American continent, which they completed in 2019. The boat is currently in Chesapeake Bay where, as with so many other cruisers,

the pandemic curtailed further voyaging in 2020. But they put the downtime to good use, writing a sailing memoir — of both Charlie himself, who grew up in the Bay Area, and his family. Among the latter, his uncle Ralph was college

roommates with Arthur Piver, and Charlie's father, Edwin, sometimes sailed with Piver's father, John, on his 68-ft schooner *Eloise*. "Dad recounted that it took a crew of 12 just to get off the dock," says Charlie.

The book, *Memoir: American Portrait of a Pioneering San Francisco Family*, will be out in May. For more on that, as well as the Simons' sailing and other life adventures, check out worldsailing.guru.

— latitude/jr



Captain Charlie sails 'Celebrate' under the Golden Gate during his and Cathy's circumnavigation of North America a few years ago.

Is Your Boat Ready for Summer Yet?

- Need paint, plumbing or deck hardware?
- Need spring cleaning supplies?
- Need more product info?

WE CAN HELP!

Visit our stores or shop online at

www.sandiegomarine.com

San Diego Marine Exchange

2636 Shelter Island Drive
San Diego, CA 92106
(619) 223-7159
(800) 336-SDMX
Mexico 001-800-336-7369

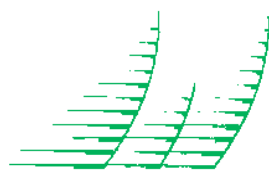
Sailing Supply / Downwind Marine

2804 Cañon Street
San Diego, CA 92106
(619) 225-9411
(800) 532-3831

sales@sailingsupply.com



We are a great family of marine stores with knowledge and resources to meet all of your boating needs.



Westwind

Washing, Waxing,
Varnishing



"Our boat looks amazing!
The wood and gel coat shine and look brand new.
Incredible work."

D. Rusenko
Hanse 50'

"Fiesta Lente"
Pier 39



(415) 661-2205

Serving the entire Bay Area for more than 30 years.



westwinddetailing@sonic.net
www.boatdetailing.com



Adjacent to South Beach Harbor and Oracle Park



Freedom to Explore

Shop for your Spectra Watermaker at:

Explore the most energy-efficient and quiet watermakers at www.spectrawatermakers.com



www.svensens.com
510-522-2886
Alameda, CA

SPAULDING MARINE STORE



www.spauldingmarinestore.com
415-332-3179
Sausalito, CA



www.emeraldharbormarine.com
206-285-3632
Seattle, WA

Speak to a technical representative to find the right system for your needs at **415-526-2780**



www.swedishmarine.com
510-234-9566
Richmond, CA



www.outboundyachtservices.com
949-488-0652
Dana Point, CA



www.seatechmarineproducts.com
619-222-9613
San Diego, CA



Tacker

The ATN TACKER

.....
The simplest, safest, proven method of spinnaker handling.
.....

- No More Spinnaker Pole
- Thousands Sold
- Spinnaker Sailing Made Easy



SERIOUS SAILING EQUIPMENT
800 874 3671 | atninc@hotmail.com
www.atninc.com



THE MARINA AT

Puerto Los Cabos

Puerto Los Cabos Marina is the perfect spot to visit as you enter the Sea of Cortez. World class dining, golf and other excursions are just minutes away.



An exclusive full service marina, Puerto Los Cabos is the perfect place to explore Los Cabos from.

www.puertoloscabos.com/marina

reservations@puertoloscabos.com

☎ : 011 - 52 (624) 105 60 28

Classy Classifieds

PERSONAL ADS

1-40 words **\$40**
 41-80 words **\$65**
 81-120 words (max)... **\$90**
 Photo **\$30**

• **Personal Advertising Only** •
 No business or promo ads except
 Non-Profit, Job Op, Business Op

BUSINESS ADS

\$70 for 40 Words Max

• All Promotional Advertising •
 One boat per broker, per issue.
 Logo or Graphic \$30 Additional
 Biz ads do not appear on website.

Latitude 38's Classy Classifieds is the place to buy or sell boats, marine gear, trailers, liferafts, boat partnerships, trades and more!

**Submit your ad online at
www.latitude38.com/adverts**

Your ad is live online immediately upon completion of payment.
 Ads automatically renew every 30 days, you can cancel anytime.

The Print Deadline is ALWAYS the 15th at 5 p.m.

Questions? (415) 383-8200 or class@latitude38.com

DINGHIES, LIFERAFTS ROWBOATS

15 FT SNIPE 1985. Phoenix hull and boards, Proctor mast, no sails, good road trailer. Join the fleet \$500. Galt, CA. (209) 481-6954.

24 FEET & UNDER



23 FT MONTGOMERY 1984. Lyle Hess design, seaworthy rare sloop. LOA 23', LWL 21'10", beam 8', draft 2'8". Lapstrake hull, dual-axle trailer, 8hp outboard recently overhauled. Lots of sails. Good headroom. Various improvements. Downsize to smaller boat \$9,500. Phoenix, AZ. (602) 938-0711 or aakcar@msn.com.

14 FT LIDO 1981. 1981 Lido 14 with trailer and cover, blue deck. Very good main and jib, all hardware in good shape. Very large cabin. Learn and race \$1,500. Danville, CA. (925) 487-7848 or dougroyer9@hotmail.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/32zkrff3.



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 Valley Springs. (209) 772-9695 or bonnielopezunr@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/obo. (530) 921-8669 or jeannie518@yahoo.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.

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 1979. Freshwater only boat - Huntington Lake. 2 mains. 4 genoas, 1 blade, 2 chutes. Four Barent winches, Harken fittings. 4hp Yamaha outboard. Trailer \$4,800. Fresno, CA (559) 285-5680 or pbrad@reinhardtinsurance.com.



20 FT CAL 20 1969. The boat is located at Boardwalk Port Marina in Pt. Richmond, CA; stepped mast, in a wet slip. I bought it about two years ago, and refurbishment soon began, including all-new Easom Racing standing rigging and hardware (also vang and adjustable backstay), as well as mostly new running rigging. Svendsen's Bay Marine applied new bottom paint, mast step, and installed SS keel bolts. It is ready to sail. Never sailed since purchase due to refurbishment work, and lack of time. The hull is in good shape (no spongy spots), as are the original mast, tiller and rudder. Includes older mainsail and jib, plus single-axle trailer. Near-new Honda BF23 outboard available for add \$850. \$3,800/obo. Pt. Richmond, CA. (831) 206-3084 or pat-hung@gmail.com.



EXPERT MARINE SURVEYOR Capt. ALAN HUGENOT
Captain.Huguenot@gmail.com • (415) 531-6172
 NAVAL ARCHITECT & MARINE ENGINEER - MASTER IN SAIL
 ACCREDITED MARINE SURVEYOR (SAMS accredited Oct. 2004)
 SNAME-ABYC-NFPA • ACCEPTS ALL CREDIT CARDS

NEW ENGLAND MARINE TITLE

Coast Guard documentation • Title/lien searches • Transfers • Mortgage filing • Escrow services
 Local closing facility for brokers or private transactions
Visit us on the web! www.nemarinetitle.com
 1150 Ballena Blvd, Alameda, CA • (510) 521-4925

THIS COULD BE YOU...

Let the Classy Classified business ads work for you.

Submit online at:

www.latitude38.com



RIGGING ONLY ◉ SMALL AD, SMALL PRICES

Standing and running rigging, life lines, furling gear, winches, line, windlasses, travelers, wire and terminals, blocks, vangs, and much more.

~ Problem solving and discount mail order since 1984 ~

www.riggingonly.com • (508) 992-0434 • sail@riggingonly.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.



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 recoated, 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.



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.



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. Additional photos see Craigslist Monterey Bay \$32,500. Moss Landing Harbor, CA. (831) 768-8482 or barbandbruce@att.net.



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 \$4,000/obo. Berkeley. Email gumaciver@gmail.com, tinyurl.com/y7myxpyk.



27 FT SANTA CRUZ 27 1979. 'Charette' Total refit in 2015 by Craig Smith of Elkhorn Composites. Dual tandem trailer. Bottom is epoxy barrier-coated, keel and rudder faired. Topsides — Awlgrip 2-part polyurethane paint. Deck re-gelcoated and nonskid, all hardware rebedded. Interior — revarnished and restored. New plexiglass windows. Large sail inventory. New tiller. New Torqeedo electric outboard with spare battery. Anodized mast and boom painted white with Awlgrip. New boom vang, new cushions, fenders and docklines. Head foil, Windex, Spinnaker pole \$19,500. Dana Point, CA. (949) 795-9078.



28 FT STROMSTAD KING'S CRUISER 1960. This is an historic boat, a sloop-rig sailing cruiser built in 1960, Sweden. She has sturdy construction of African mahogany over bent oak frames with copper rivets and bronze bolts. Beautiful teak deck and interior. Artwork on the lockers and galley. Dolphin carvings throughout. Hull varnished and bottom painted 12/20. This is a very seaworthy boat. She has had three owners and we have kept her in excellent condition. Yanmar diesel with 40hrs. Mainsail, 4 headsails and a spinnaker. Winch handle and pocket. Brass bell, emergency flares, fire extinguisher. Oil cabin lamps, manual horn, took kit including original parts. History of haulouts since the '60s and surveys, the last in 2015: Valued at 40k \$15,000. Richmond. Email greggg733@gmail.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 or to view the boat \$38,000/obo. Brisbane, CA. (619) 246-2630 or acidbreez@hotmail.com.



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/obo. San Francisco. (415) 573-7030 or absolutejordan@yahoo.com.



25 FT OLSON 25 1985. Clean ULDB ready to race. Full sail inventory. 2.5hp Torqeedo electric outboard \$11,000. Sausalito. (415) 850-4323 or cjpppr@gmail.com.

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.

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.

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 daven30ww@gmail.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 \$6,500. (415) 647-7387 or buckingham@sonic.net.



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.

DAVE'S DIVING SERVICE

Serving Southern Marin Since 1984

Hull Cleaning • Zincs • Inspections • Props Replaced
Repairs • Recoveries • Fully Insured and Marina Recommended
(415) 331-3612 • davesdivingservice@gmail.com



VESSEL MOVING

No ocean too big, no trip too small, no ship too large, no mast too tall.
Sail or power, we move them all! When you are ready give us a call.

Professional Service • cappytom@aol.com • (206) 390-1596

STEVE JONES MARINE SURVEYOR

www.stevesurveys.com



SAMS AMS • Serving the Bay Area Since 1980

(415) 497-9078 • steve@stevesurveys.com



Ocean Edge Yacht Detailing

Licensed & Insured • 10 Years in Business

Servicing Boats in Monterey Harbors

www.oceanedgeyachtdetailing.com • (831) 236-5905

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.

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.



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 \$11,000/obo. Stockton Sailing Club. (209) 482-0180 or jscodd13@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! Price: \$48,000. San Juan Island, WA. Email express34forsale@icloud.com, tinyurl.com/3trprt65.



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 Rchestermoore@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 ARIES 1987. F/G Gilmer-designed sloop. alum mast and boom, new standing and running rigging in 2012. Well maintained Westerbeke W33A 4 cyl diesel with new transmission. Monitor windvane, all new thru-hull fittings and all hoses. New asym. cruising spinnaker. EPIRB, VHF with AIS. Teak-capped bulwarks and cockpit. 70 gal fuel capacity, alcohol stove and oven. Very rugged go-anywhere boat. Bottom & 2 years old. Needs nothing but new owner with more time for sailing \$28,000. Richmond, CA. (415) 845 0419 or dan_retz@yahoo.com.



35 FT ERICSON 35 MK II 1977. Perfect for singlehanded sailing. Liveaboardable. Rigging and sails in great condition. Invested \$20,000. Solar power. Cozy Cabin heater. Working refrigerator and nice stove/oven. 40 hp Universal. She's sweet! Call me 4 viewing \$20,000. Half Moon Bay. (808) 212-2082 or re-301@protonmail.com.

34 FT 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 \$29,900. San Salito, CA. (415) 332-4810 or lat38-121@magewind.com, tinyurl.com/yxmb57k3.

36 – 39 FEET



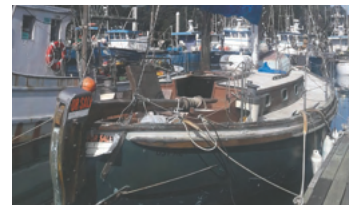
39 FT ERICSON 39 FLUSH DECK 1972. Classic cruiser/racer with Isuzu 240 diesel, Furuno radar, (8) self-tailing winches, roller furling, new holding tanks, new rigging. Wind, speed, and autopilot instruments. Needs upholstery work. Great value. Call Bill \$16,000/obo. Richmond, CA. (707) 225-5696 or bill.borgen5151@gmail.com.

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/obo. San Leandro Marina. (541) 274-9268 or glenr99@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/obo. Brisbane. (650) 728-9528 or (650) 773-3834 or hogancanoes@aol.com.



37 FT ROBERT PERRY VALIANT ESPRIT 1981. If you're looking for a day-sailer, this is not your boat. 'Wild Goose' is an experienced ocean cruiser, with Monitor windvane, solar, wind gen, autopilot, watermaker, etc. She has crossed the Atlantic and spent seasons in Mexico. She's fast and stout, with a beautifully rounded stern. I bought 'Wild Goose' in 2018 for a new book project retracing the Steinbeck/Ricketts 1940 Baja expedition. I paid \$40,000 and spent another \$70,000 on upgrades, including new upholstery, new interior varnish, life raft, standing rigging, satellite phone, dodger, various electronics, and a new paint job. I need the boat this winter for research and writing but will be ready to part with her, reluctantly, in spring 2021 \$60,000. Gueymas/Loreto/La Paz. (360) 378-7517 or jonwhite@rockisland.com.



38 FT 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/obo. Noyo Hbr, D-13 Ft Bragg, CA. (907) 602-3523 or cliffw@att.net.

37 FT BLACKWATCH 37 1967. The Blackwatch 37 is a predecessor of the Tartan 37 and is ready to be out on the water. She used to be a racing boat and was recently outfitted to go cruising. New in last 2 years: Autopilot, watermaker, electric toilet, windlass, anchor & rode, solar \$35,000. Tiburon. (916) 995-7853 or ilchianti@gmail.com.



MarCELL PRO Boat Monitoring Device

Receive a call or text 24/7 if your boat is unplugged from shorepower, experiences high bilge water, or temp/humidity go beyond safe zones. WiFi not needed - comes with preactivated cellular SIM card.

info@marcellpro.com www.marcellpro.com

WATERCRAFT MOBILE MARINE PROS

Specializing in: Stem to Stern Mechanical and Electrical Repair and Installation for Most Marine Watercraft

(510) 367-8537 * Watercraftmobile@gmail.com

COMPLETE MARINE WOODWORK

Design / Restoration • Expert European Craftsmanship • Interior / Exterior Repairs / Maintenance • Marine Windows & Frame Replacement Wood & Dry Rot Repairs • Varnish Work • Marine Painting Reasonable Rates • (415) 377-3770 • References Available

Need Crew? Latitude 38 Crew List A Boat to Crew on?

☆ Visit our website and sign up as Skipper or Crew ☆ It's Free ☆

www.latitude38.com/crew-list



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.



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.



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.



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.

40 – 50 FEET

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.

50 FT HUDSON FORCE 50 1978. Center cockpit, Lehman 80, aft queen with windows, good condition \$90,000. Berkeley. Email 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! Price: \$152,000. Ventura, CA. (805) 459-1909 or woodeneye53@yahoo.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 \$135K \$125,000. Orcas Island, WA. (360) 632-8896 or svlandsend@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 kimingram10@gmail.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/obo. Puerto Vallarta. Email Lucie.Mewes@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.



44 FT NORDIC 1980. Favorite Bob Perry design, fully outfitted for offshore cruising. Cutter rig, Hydrovane wind steering, Raymarine autopilot, ECHOTec watermaker, B&G radar, diesel heater, Perkins M50, full cockpit enclosure, 2 full heads, granite countertops, ready to cruise now! Price: \$116,000. Port Townsend, WA. (808) 551-7723 or nancelinnshaw@gmail.com.



43 FT HANS CHRISTIAN 43 KETCH 1982. Easy to drive to view — 80 miles from US border. All-new Carol Hasse sails, tons of upgrades, ready to go. Email for complete equip & upgrade list and more photos \$120,000. Puerto Peñasco, MX. (831) 220-2587 or +33 637680618 or tireboyaux@mac.com.

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.



Afterguard Sailing Academy

The Affordable Way to ASA

ASA Basics to Ocean • Crew Intro to Cruising Prep
(510) 535-1954 • www.afterguard.net

THIS COULD BE YOU...

Let the Classy Classified business ads work for you.

Submit online at:

www.latitude38.com



BOAT MAINTENANCE

**Wash Down • Interior Cleaning • Buff & Wax
Stainless Steel Polishing • Upholstery Cleaning
CALL NOW! (628) 254-4994**

OFFSHORE PAGESMAKING INSTRUCTION IN THE PACIFIC & ATLANTIC

John & Amanda Neal are dedicated to providing hands-on, documented instruction aboard their Hallberg-Rassy 46 Mahina Tare III, drawing on their combined 688,000 miles and 84 years of experience.

www.mahina.com • (360) 378-6131



41 FT NEWPORT 41 MK II CUSTOM 1984. Best Bay boat: easily handled by two, strong and heavy enough for all Bay conditions, maneuverable and agile in light winds. **SOLD** For more information and pictures. Motivated sellers \$29,000. Brisbane Marina. Email mostlyharmlessboat@gmail.com, tinyurl.com/4uwmpm9z.



45 FT CUTTER 1978. Designed by a Canadian marine architect and then built and maintained by a meticulous German engineer, 'Mariah' is a 45-ft cutter-rigged sailboat launched in 1978. Constructed of high-tensile steel and ferrocement, a special finishing crew was brought in and she is often mistaken for a glass boat. 'Mariah' is an experienced bluewater cruiser and has handled gale conditions during several Pacific crossings, with one a solo-crewed return. Repowered 2004, fully equipped for cruising or liveaboard, accommodations for six with beautiful mahogany and African hardwood. Available for showing May 8 through May 10. Additional details and stamped survey are available via email \$49,000. Winchester Bay, OR. (707) 312-2452 or greg24858@yahoo.com.



40 FT SKOOKUM 89. 40-ft Skookum Pilothouse, William Garden design. Full keel, hand-laid fiberglass with in-keel tanks. Hull, deck, bulkheads and head are complete. Aft stateroom and pilothouse floors are currently being framed in. Various appliances and gear. Strong fir beams throughout. Roomy head with a walk-in shower with bench seat. Large engine room with ample spare space. Extra-large tool room with work bench. Original blueprints. Recently surveyed this year with good marks: I can forward upon request. Estimated fair market value came in at \$25,000; 'estimated replacement value' is \$225,000. If seriously interested come to Seattle and take a look and we can talk about an offer \$23,000/obo. Seattle. Email jamesrolfe@msn.com.



44 FT DAVIDSON 44 1990. Exceptional bluewater cruiser. Veteran of 2012/13 Baha Ha-Ha and Pacific Puddle Jump plus 8-year circumnavigation. Refit in 2018. Balanced helm, easy to sail, fast yet comfortable. Meticulously maintained. Numerous upgrades. Call or text Bruce \$139,900. Ft.Lauderdale, FL. (340) 473-8597 or pacifichwy44@gmail.com.



44 FT CATALINA-MORGAN 440 2006. S/v 'Cuba Libre 3' is for sale. Fully equipped and meticulously maintained. Turnkey ready for Sea of Cortez cruising or Pacific Puddle Jump. Lying Mazatlan \$195,000. Mazatlan, MX. (626) 353-3858 or sailcub@yahoo.com.



47 FT KAUFMAN 47 1985. Rare Kaufman 47 in great condition -- very fast bluewater cruiser -- just refitted, stem-to-stern; sail away! Price: \$115,000. Alameda, CA. (650) 935-2073 or darosenb_at@yahoo.com, tinyurl.com/pnvtbn7d.

51 & OVER SAILBOATS



51 FT ENDEAVOUR 1990. Two state-rooms, crew double Pullman. Hardtop full encl transom. Arch/davits w/motor lift. Available 1 March. Shallow draft wing keel, Schaefer roller furler, Auto-prop, 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 Price: \$135,000. Puerto Vallarta. (720) 243-1540 or christopher.p.brawand@gmail.com.



57 FT RELIANCE KETCH 1990. Fresh Yamaha diesel, new sails, and roller furling. Located Spud Point Marina, Bodega Bay, CA. South Pacific vet William \$100,000. Bodega Bay CA. (707) 890-7530.

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.

26 FT NAVY WHALEBOAT 1986. Start your boat business with this Navy whaleboat! Perfect small ferry or tour boat. Current COI for 10 passengers, 1 crew plus captain. Fiberglass with foam core. Originally came off USS 'Pyro.' Text George \$13,500. Napa, CA. (415) 999-6639.

MULTIHULLS



55 FT TRIMARAN, HORSTMAN-INSPIRED 1989. MUST SELL! Majestic comfortable liveaboard, 62' LOA X 27' W. New-ish sails: Norseman System main; furling genoa. Dinghy/outboard. 800W solar, Outback 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/obo. 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.



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! Price: \$49,000. Puerto Vallarta, MX. (415) 602-5880 or paul@sailing-jworld.com, tinyurl.com/7rxtuzt2.

40 FT LEOPARD 2006. '4OurPlay' was an original four-cabin. Converted to three cabins. Starboard side forward converted to storage. Watermaker, Furuno plotter/radar, Furuno SSB, 11.5 AB dinghy with 25hp Yamaha, solar, newer main, lots of spare parts and equipment. Really great sailing and comfortable cruiser for more information and photos \$225,000. La Cruz, MX. (509) 899-0100 or Kevinpersen@live.com.

24 FT L7 2011. YouTube "Tripoint 2014 with Mitch and Will aboard Shorty" for a nice vid. This boat is very well designed and built with an excellent sail wardrobe, solid trailer and very strong Nissan outboard. Perfect boat for an R2AK campaign with lots of trophies to prove her ability. Cozy cabin for warming up and overnighting. She still gets out quite often and has some minor scratches and dings to prove it. Serious buyers will get lots of pix and a very honest breakdown of the boat from an experienced owner \$22,500. Ventura, CA. (805) 827-9774 or mitchyount1@hotmail.com.

20 FT TOMCAT 2000. Catamaran, excellent condition. Accommodates 8. Mainsail, jib, and genoa. Yamaha 9.9hp outboard, dual rudders with wheel/tiller steering, bimini top, ST60 Tridata instruments, compass, trailer, anchor, and much more \$19,500. Lake Almanor, CA. (650) 924-0849 or mjoat6.2@gmail.com, tinyurl.com/5d4we8e6.

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 011-52 (612) 125-2112 or (619) 870-6742 or mary@marinalapaz.com.



19 FT BOSTON WHALER 190 NANUCKET 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.

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.



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 bbyrdon4@gmail.com.

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.

CREW

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

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

SOUTH PACIFIC TROPICS ADVENTURE? Seeking 1-2 crew for 2021 Baja Ha-Ha & Pacific Puddle Jump to join me in comfortable & seaworthy Cabo Rico 34 sailboat. For details visit website. Email 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.

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. Email emijr2017@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 owner/broker Mark Miner. Alameda, CA. Email mark@rubiconyachts.com, rubiconyachts.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 Karen Allanson for more information. Half Moon Bay, CA. (650) 728-2120 or Karen: rearcommadore@hmbyc.org, www.hmbyc.org.



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.

JOIN OUR TEAM OF INSTRUCTORS! Spinnaker Sailing in Redwood City is looking for ASA-certified sailing instructors to teach out of our Redwood City Marina location. Part-time, flexible schedules, midweek and/or weekends. Please contact Rich or Bob by phone or email. Redwood City Marina. (650) 363-1390 or office@spinnakersailing.com, www.spinnakersailing.com.

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 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. Mid-week/weekend work available. Our great location and wonderful staff make us one of the top ASA sailing schools. Email resume/call today. South Beach Harbor, SF. (415) 543-7333 or staff@spinnaker-sailing.com, tinyurl.com/2r348wud.

ST. FRANCIS YACHT CLUB SEEKS WATERFRONT DIRECTOR. St. Francis Yacht Club, a year-round host of over 125 days of racing on San Francisco Bay, is renowned for its expertise in facilitating world and national championships, including kite course racing and the Rolex Big Boat Series. The Waterfront Director is the ambassador of the StFYC docks, the primary person who welcomes members/guests arriving by vessel. As a key member of the team, the WD oversees general maintenance of docks & all floating assets. If you possess the described experience and strong interpersonal skills, thrive in a team environment, and have a strong work ethic, please submit your resume at website or by email. All interviews by appointment only. EOE \$90, 700 Marina Blvd San Francisco, CA 94123. (415) 563-6363 or jobs@stfyc.com, www.stfyc.com.



SLO SAIL AND CANVAS IS HIRING — MULTIPLE POSITIONS. SLO Sail and Canvas is hiring for multiple positions in our busy sail loft in beautiful San Luis Obispo, California. We specialize in building boat covers, trampolines, and sails for sailing dinghies, one-designs, and beach catamarans. The following job opportunities are open for immediate fulfillment: Sailmaking Department Manager, Manufacturing Assistant — Industrial Department, Production Sewing & Prep — Trampoline or Boat Cover Department, and Office Assistant. To learn more about each job opening, visit website. (805) 479-6122 ext.9 or erik@slosailandcanvas.com, tinyurl.com/fpdkrmt.

NOW HIRING SAILING INSTRUCTORS. Alameda Community Sailing Center (ACSC) is seeking US Sailing Small Boat Level 1-certified sailing instructors for summer camps, weekend adult/family classes, and Open Sail Saturdays. Join our crew! Alameda Community Sailing Center. (510) 629-9282 or programdirector@sailalameda.org, tinyurl.com/87yj5j44.

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.

SAILING INSTRUCTORS. US Sailing-certified preferred. Enthusiastic about the sport. Introduce youth/adults to small-boat sailing. Bugs, Catalinas, and Lasers — intro courses to racing clinics. Spring/summer day camps. Maintenance and customer-service jobs available on the lake. Weekend availability. Mountain View, CA (650) 965-7474 or jobs@shorelinelake.com, www.shorelinelake.com

JOBS WANTED

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

MISCELLANEOUS

TORQEEDO ELECTRIC PROPULSION. New Torqeedo system at discount! TQ's Twin Deep Blue 50kW HVIB 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.



ERICSON 37 SPINNAKER AND JIBS. These sails are from an Ericson 37: McKibbin 3/4 oz spinnaker — luff 45'-7", leech 49'-0", foot 27'-10" great condition. Quantum carbon jibs, two, 110% and 125%, in good condition. Make me a reasonable offer., OBO. Marysville, CA. (415) 680-0183 or demetrulias@gmail.com.

NON PROFIT

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

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

WATERFRONT DEEP-WATER LOT. Tired of California politics, taxes, earthquakes, wildfires, etc.? Wanna build your waterfront dream home and dock in a beautiful gated community with easy access by boat to ICW and Atlantic? Discover Fairfield Harbour near historic New Bern, NC, and enjoy cruising on ICW and Atlantic Coast. Halfway between Maine and Florida, easy access to Chesapeake Bay and Great Loop offers easy cruising all within US waters. Our 0.75-acre waterfront lot with utilities is for sale. Go to website, and discover what we and other "recovering Californians" have found: a more affordable and enjoyable retirement lifestyle in a warm, friendly climate. Call Jim for details and a tour on Google Earth from your computer! Price: \$95,000, Property for Sale or Rent. Fairfield Harbour, NC. (252) 626-9677 or jinchampion@gmail.com, tinyurl.com/8rphk5f4.

TRAILERS

TRANSPAC RACE SAILBOAT RETURN TRAILER. Shipping my 35-ft sailboat to Honolulu in May. After selling it, 30-40 ft sailboat trailer ready to ship your boat back after race. Adjustable support mounts, mast holder, storage boxes, triple-axle trailer, rated for up to 18,000 lbs, new tie downs. Available in Hawaii after May 15, presently located in California. You can make any adjustments necessary to accommodate your race boat \$6,995. Long Beach, CA. (562) 714-2455 or tikkibill@gmail.com.

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/3z23tbfb.

WANTED

WANTED MACGREGOR 26. Wanted. MacGregor 26. Will consider MacGregor 26X or 26M models Tony. tonybadger@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.

SOUTH OF THE BORDER



PLAN YOUR MEXICAN GETAWAY NOW... At the gorgeous Cielo Y Mar condos. Located in Punta Mita, 35 minutes from Puerto Vallarta, available to rent from private owner. On the beach, 10 feet from the water, they offer spectacular views of ocean and mountains, the biggest infinity pool in the area, an endless beach, great surf breaks, great fishing, tremendous views of whales, bird life and the islands. While uncrowded and tranquil, just a five-minute walk to several waterfront restaurants. Choose from a spacious, beautifully furnished one- or three-bedroom unit, or an amazing two-story penthouse with lovely shade trellis on the top floor. To reserve, call or email Dona de Mallorca. (415) 269-5165 or puntamitabeachfrontcondos@gmail.com.



IT'S A GREAT TIME TO LIST YOUR BOAT!

Deadline for the June issue classified: May 15

Your ad goes live online immediately at www.latitude38.com



38-FT Lagoon 380, 2000

2000 Lagoon 380 Catamaran: One owner, never chartered or cruised, lightly used...



32-FT COLUMBIA 5.5 METER

'Top Gun'. Dry sailed! Custom trailer and gear. Race ready. \$3,000 additional!... more



37-FT Baltic 37, 1981

A clean, turnkey and affordable yacht from the legendary Baltic Yard in... more

DON'T LET THE SUMMER PASS YOU BY!

JUST YOU AND THE SEA...

...and the jacuzzi,
the 80-ft long pool, the surf,
the Punta Mita anchorage, and the 4-mile distant
Tres Marietas Islands

Punta Mita Beachfront Condos

Call now for reservations!

(415) 269-5165

www.puntamitabeachfrontcondos.com

DON'T MISS THE MARK

*Schedule your haul out today
and be ready for the season ahead*



(510) 843-8195



BERKELEY MARINE CENTER
www.berkeleymarine.com

WHITING & ASSOCIATES

- Vessel surveys
- Consulting
- Deliveries



Serving the entire
Bay Area since 1980

www.norcalmarinesurveyors.com

(415) 505-3494

SPAULDING MARINE STORE



THE SPECTRA WATERMAKER EXPERTS!

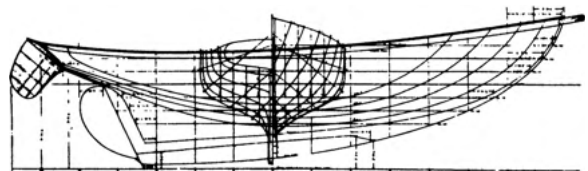
Online parts store / System refurbishment

Clark Pump Rebuild **\$750**

spauldingmarinestore@gmail.com

415-332-3179

www.spauldingmarinestore.com



MAKELA BOATWORKS

Family owned since 1948

Wooden Boat Building • Repair and Restoration

19280 South Harbor Drive • Fort Bragg, CA 95437

(707) 964-3963

email: makelaboatworks@gmail.com • www.Makelaboatworks.com

THE BEST TIME FOR A RIG INSPECTION?



BEFORE THE PROBLEM

Comprehensive rig inspections suitable
for insurance and peace of mind.
\$400 (in the Bay Area)

Spindrift Sailing Services

30 years experience

andyschwenk5@gmail.com (360) 770-7035

New!

San Francisco Sails LLC Repair

Div. of UK Sailmakers (formerly Marchal Sailmakers)

- Quick turnaround for racers
- Specializing in Sail Repair and Service

2021 ALASKA PACKER PLACE, ALAMEDA, CA 94501

Sylvain Barrielle • 510-523-3966

sanfrancisco@uksailmakers.com

www.uksailmakers.com

Join the Crew *Latitude 38*

welcomes the on-going contributions
from our West Coast sailing community.

You can support *Latitude 38* with: financial
donations, stories, photographs, subscriptions
& more. Find out how:

www.latitude38.com/contribute

ADVERTISERS' INDEX

AB Marine 39 www.ab-marine.com	Cruising Yachts 41 www.cruisingyachts.net	Gianola Canvas Products 85 www.gianolacanvas.com	Kissinger Canvas 45 www.yelp.com/biz/kissinger-canvas-concord
ATN 95 www.atninc.com	Defender Industries 18 www.defenderus.com	Glen Cove Marina 33 glencovemarina.net	KKMI - Full Service Boatyard ... 108 www.kkmi.com
Bay Maritime Group 13, 43 www.bay-ship.com	Denison Yachting 107 www.denisonyachtsales.com	Grand Marina 2 www.grandmarina.com	Leopard Catamarans 106 www.mooringsbrokerage.com
Bayside Boatworks 77	DeWitt Studio 64 www.jimdewitt.com	H&M Marine / Beta Marine Engines / Hirschfeld Yachts 45 www.betamarinewest.com	Lind Marine 31 www.lindmarine.com
Berkeley Marina 16 www.cityofberkeley.info/Marina_Home	Downwind Marine 94 www.downwindmarine.com	Helmut's Marine Service 32 www.helmutsmarine.com	List Marine Enterprises 42 www.listmarine.com
Berkeley Marine Center 103 www.berkeleymarine.com	Doyle Sails 26 www.doylesails.com	Heritage Marine Insurance 41 www.heritagemarineinsurance.com	Makela Boatworks 103 www.makelaboatworks.com
Blue Water Yacht Harbor 47 www.bluewateryachtharbor.com	Electric Yacht 46 www.electricyacht.com	Hood Sails 21 www.hoodsails.de/en	Marina Bay Yacht Harbor 65 www.marinabayyachtharbor.com
Boat Yard at Grand Marina, The 14 www.boatyardgm.com	Emery Cove Yacht Harbor 35 www.emerycove.com	Hotel Coral & Marina 73 www.surfnet.com/coral	Marina Costa Baja 23 www.costabaja.com
Brisbane Marina 77 www.brisbaneca.org/marina	Emeryville on the Bay 29 www.sfonthebay.com/list-38	Hydrovane 42 www.hydrovane.com	Marina de La Paz 92 www.marinadelapaz.com
Cabrales Boatyard 44 www.cabralesboatyard.com	EWOL 65 www.ewoltech.com	Iverson's Design 41 www.iversonsdesign.com	Marina El Cid 92 www.elcid.com
Club Nautique 15 www.clubnautique.net	fisheries supply co. 39 www.fisheriessupply.com	Jeff Brown Yachts 11 www.jeffbrownyachts.com	Marina Village 22 www.marinavillageharbor.com
Compass Canvas 46 www.compass-canvas.com	FlopStopper 92 www.flopstopper.com	Johnson Marine, C. Sherman 38	

CONTINUED



RICHARD BOLAND



YACHTS

RIVIERA • BELIZE • NEW & BROKERAGE • POWER & SAIL



53' HALLBERG-RASSY, 2000
\$340,000—CALL BILL



52' TAYANA 1991
\$145,000—CALL BILL



BENETEAU M500
\$149,900—CALL MIK



44' CATALINA MORGAN, 2005
\$233,000—CALL BILL



42' NAUTOR SWAN, 1981
\$96,500—CALL MIK



42' 1985 BENETEAU IDYLLE
\$39,900—CALL MIK



HUNTER 410 LEGEND 2000
\$97,500—CALL MIK



41' ISLANDER, 1977
\$64,900—CALL BILL



41' HUNTER 2005
\$115,000—CALL BILL



40' FREEDOM 1996
—CALL BILL



40' 2012 JEANNEAU 409
\$219,000—CALL MIK



38' ERICSON, 1987
\$58,000—CALL BILL



37' PACIFIC SEACRAFT 1980
\$49,900—CALL BILL



36' PEARSON 1979
\$27,000—CALL BILL



33' NAUTICAT 1984
—CALL BILL



33' CHEOY LEE CLIPPER
\$27,500—CALL MIK



30' NONSUCH 1995
—CALL BILL

**YOUR BOAT
CAN BE
HERE**

Richard Boland Yacht Sales
Alameda, CA 94501

Office: (510) 521-6213 Direct: (510) 610-6213
Redwood City, CA 94063

Mik: 510-552-7272 • Bill: (510) 410-5401

Email: rbys@aol.com www.richardbolandyachts.com



ADVERTISERS' INDEX – cont'd

Mariners Insurance..... 12
www.marinersinsurance.com

Master Mariners Benevolent Assn. 61
www.sfmastermariners.org

Modern Sailing School & Club ..47
www.modernsailing.com

Napa Valley Marina 10
www.napavalleymarina.com

New England Ropes..... 30
www.neropes.com

North Sails..... 19
www.northsails.com

Outboard Motor Shop 85
www.sea-power.com

Passage Nautical 5
www.passagenautical.com

Pier 39 Marina 34
pier39marina.com

Pineapple Sails..... 3
www.sailmaker.com

Propele Electric Boat Motors 40
www.electricpaddle.com

Puerto Los Cabos 95
www.puertoloscabos.com

Punta Mita Beachfront Condos. 104
www.puntamitabeachfrontcondos.com

Quantum Pacific 85
www.quantum.com

Raiatea Carenage Services 93
www.raiateacarenage.com

Richard Boland Yacht Sales 105
www.richardbolandyachts.com

Richardson Bay Marina 44
www.richardsonbaymarina.com

Rubicon Yachts..... 7, 8, 9
www.rubiconyachts.com

Sailrite Kits 25
www.sailrite.com

San Francisco Sail Repair 104
www.marchalsailmakers.com

San Juan Sailing 36
www.sanjuansailing.com

Schaefer Marine 40
www.schaefermarine.com

Seacoast Marine Finance..... 65
www.seacoastmarine.net

Seattle Yachts 17
www.seattleyachts.com

Society of Accredited Marine Sur-
veyors/SAMS 77
www.marinesurvey.org

South Beach Harbor 28
www.sfport.com/southbeachharbor

Spaulding Marine Center .. 35, 103
www.spauldingcenter.org

Spectra Watermakers 95
www.spectrawatermakers.com/us

Spindrift Marine..... 104

Starbuck Canvas..... 38
www.facebook.com/Starbuck-Canvas-Works-218242278203285

Sterling Associates 39
www.dimenmarine.com

Summer Sailstice 37
www.summersailstice.com

Swiftsure Yachts 20
www.swiftsureyachts.com

The Canvas Works 43
www.thecanvasworks.com

TMM Yacht Charters..... 73
www.sailtmm.com

Towboat US..... 69
www.boatus.com

Trident Funding 4
www.tridentfunding.com

Twin Rivers Marine Insurance..... 27
www.boatinsuranceonly.com Ullman
Sails San Francisco
& Monterey Bay..... 24
www.ullmansails.com

Vallejo Marina..... 68
www.cityofvallejo.net

Ventura Harbor Boatyard 92
www.vhby.com

West Coast Multihulls 73
www.westcoastmultihulls.com

Westlawn School of Yacht Design 36
www.westlawn.org

Westwind Precision Details..... 94
www.boatdetailing.com

Whale Point Marine Supply 6
www.aceretailer.com/whalepoint

Whiting and Associates 103
www.norcalmarinesurveyors.com

Yachtfinders/Windseakers 47
www.yachtworld.com/yachtfinders

The Moorings Yacht Brokerage has the world's largest selection of pre-owned charter yachts.

2017 JEANNEAU 389



Fatal Attraction - 2 cabin / 1 head
Located in BVI
Asking \$139,000

2015 LEOPARD 58



Ocean Suite - 6 cabin / 7 head
Located in BVI
Asking \$95,000

2015 JEANNEAU 509



Blue Tide - 4 cabin / 4 head
Located in BVI
Asking \$199,000

2015 BENETEAU 45



Blowing The Blues Away - 3 cabin / 3 head
Located in BVI
Asking \$169,000

2013 LEOPARD 48



Vie En Rose - 4 cabin / 5 head
Located in BVI
Asking \$435,000

2016 JEANNEAU 479



Diamond of Cardiff - 3 cab / 4 head
Located in BVI
Asking \$184,999

2011 BENETEAU 43



Loma IV- 3 cabin / 3 head
Located in St. Martin
Asking \$119,000

2016 BENETEAU 41



Luff Out Loud - 3 cabin / 2 head
Located in BVI
Asking \$144,000

2016 BENETEAU 38



Lady Vina - 2 cabin / 1 head
Located in BVI
Asking \$115,000



EXCESS CATAMARAN 2021

48' EXCESS 15 2020
IN STOCK | LONG BEACH, CA



HALCYON SEAS

70' MARLOW 2006 | SAN DIEGO, CA | \$1,995,750
SHAWN JOHNSON | 855.349.1185



POCKET CHANGE II

\$64' JEFFERSON 2004 | HUNTINGTON BEACH, CA | \$595,000
Bill Palmer | 760.809.6333



7P'S

64' HATTERAS 2006 | MARINA DEL REY, CA | \$949,000
Aleks Taldykin | 310.569.3821



END GAME

52' PRESTIGE 2020 | SAN DIEGO, CA | \$1,450,000
Erik Mayol | 949.791.4222



BASS DESTROYER

48' SABRE 2013 | NEWPORT BEACH, CA | \$825,000
Erik Mayol | 949.791.4222



KAIAN

46' HYLAS 1999 | LONG BEACH, CA | \$225,000
Steve Beck | 562.243.9710



+1 310.821.5883
DenisonYachting.com

San Diego, CA 619.822.2715
Newport Beach, CA 949.791.4220
Long Beach, CA 562.594.9716
Marina del Rey, CA 310.821.5883
San Francisco, CA 510.981.2021
Seattle, WA 206.686.5400

May Day!

GREAT TERM - AS LONG AS YOU'RE NOT SAYING IT LOUDLY AND CLEARLY THREE TIMES OVER THE RADIO

LET US HELP YOU GET YOUR BOAT READY FOR A MAY DAY
- NOT A MAYDAY

Note: our schedule is booked out a few weeks in advance - please be prepared to plan accordingly.*



BAY AREA'S HEADQUARTERS FOR BOTTOM PAINTING,
RIGGING, FIBERGLASS REPAIR & MUCH MORE!

PT. RICHMOND (510) 235-5564 ■ WWW.KKMI.COM ■ SAUSALITO (415) 332-5564

*Sausalito is as much as 60 days out depending on the project. Thank you for your patience.