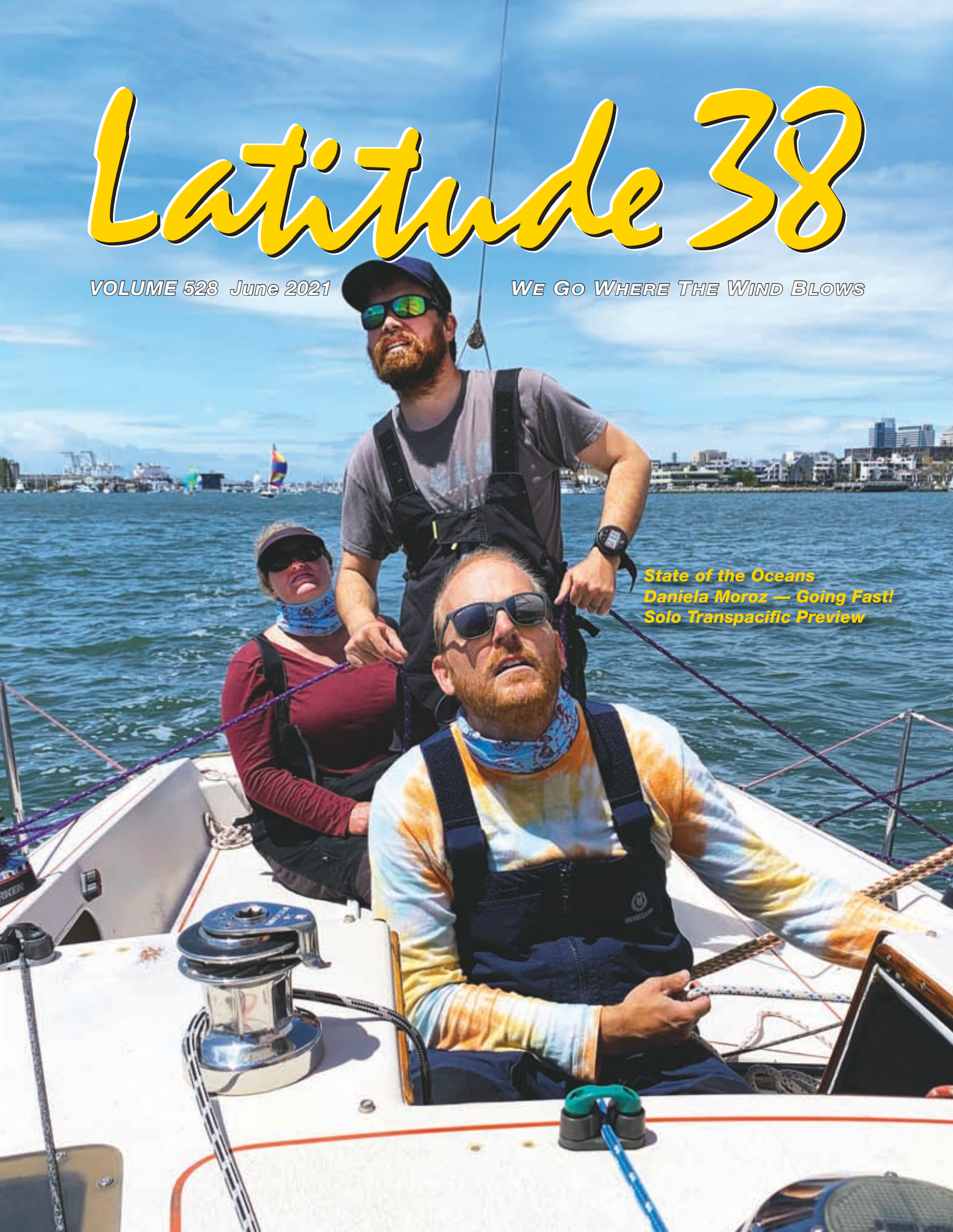


Latitude 38

VOLUME 528 June 2021

WE GO WHERE THE WIND BLOWS

State of the Oceans
Daniela Moroz — Going Fast!
Solo Transpacific Preview



SUMMER IS HERE!



WHAT IS SUMMER SAILSTICE?

Summer SAILstice was founded in February 2001 by John Arndt, as the global, annual celebration of sailing held on the weekend nearest the summer solstice. The purpose is to unite sailors worldwide to celebrate and share their passion for sailing.



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

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

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Rachel Cherry helmed the Santa Cruz 27 *Medusa* in Island Yacht Club's Sadie Hawkins Race for women skippers on April 24. Mark Voropayev served as trimmer and tactician, and Nathan de Vries manned the pit and mast. Ros de Vries handled the bow and camera. For podium results, see Box Scores on page 79.

Credit: Ros de Vries

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Latitude 38

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38' ISLAND PACKET 380, 2001
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CALENDAR

Readers — We've included here all of the events that we believe were still on each host's schedule as of May 24, 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

June 2-30 — Wednesday Yachting Luncheon Series, StFYC, 12:30-1:30 p.m. Online via YouTube. Info, www.stfyc.com.

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

June 8 — World Ocean Day. "One Ocean, One Climate, One Future — Together." Info, www.worldoceanday.org.

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

June 12 — Festival on the Carquinez Strait. BenYC, www.benicayachtclub.org.

June 19 — Summer Sailstice, a global celebration of sailing. Info, www.summersailstice.com.

June 19 — Boaters Swap Meet, Point San Pablo YC, Richmond, 8 a.m.-noon. Info, www.pspyc.org.

June 19 — Online Sea Chantey Sing, noon. With Peter Kasin. Info, <https://maritime.org/events-home/chantey-sing>.

June 19 — US Sailing Sanctioned One Day Safety at Sea Course, Southwestern YC, San Diego. \$300. Info/registration, www.sailaweighllc.com.

June 20 — Father's Day.

June 21 — Summer Solstice.

June 24 — Full Strawberry Moon on a Thursday.

June 26 — Nautical Flea Market, Napa Valley Marina, 8 a.m.-1 p.m. Vendors welcome; no household goods. Info, www.napavalleymarina.com or (707) 252-8011.

July 4 — Independence Day.

July 4 — Barron Hilton's Fourth of July Fireworks, Manteville Tip, San Joaquin River, dusk.

Racing

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

June 2 — FSC Spring Series for small boats at Shoreline Park, Mountain View. Vern, vltbike@yahoo.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 — Mercury NorCal Series. EYC, www.encinal.org.

June 5 — Spring Series. SSC, www.stocktonsc.org.

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

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

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

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

June 5-6 — USMRC Qualifier. SDYC, www.sdy.org.

June 6, 20 — Fun Sail Spring Series races. ElkYC, www.elkhornnyachtclub.org.

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

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

June 12 — Classic Boat Invitational Series. SYC, www.sausalitoyachtclub.org.

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



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CALENDAR

June 12, July 10 — Singlehand/Doublehand Races. BenYC, www.beniciayachtclub.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 Cup. StFYC, www.stfyf.com.

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

June 13 — Around the Pins. SLTWYC, www.sltwyc.com.

June 13 — Baxter/Judson Series Race #3. PresYC, www.presidiayachtclub.org.

June 18-20 — South Tower Race. Stockton to San Francisco and back, nonstop. SSC, www.stocktonsc.org.

June 18-20 — PICYA Lipton Cup, co-hosted by Encinal and South Beach YCs using StFYC's J/22 fleet. EYC, www.encinal.org.

June 19 — YRA Summer Series #3. YRA, www.yra.org.

June 19 — Little Boreas Invitational on Monterey Bay. SCYC, www.scyc.org.

June 19 — H.O. Lind 1 & 2. TYC, www.tyc.org.

June 19 — Lighthouse Race. BenYC, www.beniciayachtclub.org.

June 19 — Breakout Series #3. LAYC, www.layc.org.

June 19 — Independence Cup. SFYC, www.sfyf.org.

June 19 — Bigs & Littles. FLYC, www.flyc.org.

June 19-20 — Opti Heavy Weather. StFYC, www.stfyf.com.

June 25-27 — Woodies Invite. StFYC, www.stfyf.com.

June 26 — OYRA Half Moon Bay Race. YRA, www.yra.org.

June 26 — One Design #2. LWSC, www.lwsailing.org.

June 26 — Midnight Moonlight Maritime Marathon. SFYC, www.sfyf.org.

June 26 — Rear Commodore's Race to Vallejo. SYC, www.sausalitoyachtclub.org.

June 26 — Spring One Design #3. SCYC, www.scyc.org.

June 26 — Singlehanded Race. SSC, www.stocktonsc.org.

June 26 — Southern Crossing. SLTWYC, www.sltwyc.com.

June 26 — PHRF #4. ElkYC, www.elkhornyachtclub.org.

June 26 — Intracub #2. RYC, www.richmondyc.org.

June 26-27 — BAYS Summer Regatta for youth. RYC, www.richmondyc.org.

June 27 — Spring SCORE #3. SCYC, www.scyc.org.

June 27 — One Design Spring. MPYC, www.mpyc.org.

June 27 — Capitol Cup Windsurfing Regatta. LWSC, www.lwsailing.org.

June 27 — Champions Race. SSC, www.stocktonsc.org.

June 29 — Vanguard 15 Round the Island Race, in memory of Jeff Knowles. V15 Fleet #53, <http://vanguard15.org>.

July 3 — Stars & Stripes Race. CPYC, www.cpyc.com.

July 3 — Fun Race/Cruise from Monterey to Santa Cruz for the start of the Firecracker race. MPYC, www.mpyc.org.

July 4 — Firecracker Regatta, SCYC to MPYC, followed by fireworks. SCYC, www.scyc.org.

July 4 — Brothers & Sisters Race. TYC, www.tyc.org.

July 4 — Fireworks Folly Pursuit. SFYC, www.sfyf.org.

July 4 — Fun Sail Summer Series Race #1. ElkYC, www.elkhornyachtclub.org.

July 5 — Fun Race back to Santa Cruz from Monterey. MPYC, www.mpyc.org.

July 9-11 — US Open Sailing Series in Long Beach, hosted by ABYC, LBYC and US Sailing Center Long Beach. Info, <http://usopen.sailing.org>.

July 10 — Twin Island. SYC, www.sausalitoyachtclub.org.

July 10 — Santana 22 Team/Match Racing. SCYC, www.scyc.org.



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CALENDAR

July 10 — Hart Nunes for Mercurys. SFYC, www.sfyyc.org.

July 10 — Purissima Regatta. HMBYC, www.hmbyc.com.

July 10-11 — Laser Slalom. StFYC, www.stfyyc.com.

July 10-11 — Founders Regatta, honoring SSC's founders. SSC, www.stocktonsc.org.

July 10-11, 17-18 — High Sierra Regatta on Huntington Lake. FYC, www.fresnoyachtclub.org/high-sierra-regatta.

July 11 — Funnette. SLTWYC, www.sltwyc.com.

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

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

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

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

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

ENCINAL YC — Twilight Series, Fridays. Spring: 6/11. Summer: 7/2, 7/16, 7/30, 8/13, 9/3. Info, www.encinal.org.

FOLSOM LAKE YC — Every Wednesday night through 9/1, or as long as the water lasts. Summer Sunset Series: 6/11, 7/16, 8/6. Info, www.flyc.org.

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

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

LAKE WASHINGTON SC — Tuesday Night Windsurfing through 10/12. Thursday Night Summer Sailboat Series through 10/14. Info, www.lwsailing.org.

MONTEREY PENINSULA YC — Sunset Series: Every Wednesday through 10/6; Ladies Day Race, 7/7. Laser Fridays: 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. J/22 Summer Series, Wednesdays: 7/7, 7/14, 7/21, 7/28. Thursday Night Kites: 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, www.stfyyc.com.

SANTA CRUZ YC — Every Tuesday & Wednesday night through 11/3. Info, www.scyc.org.

SAUSALITO YC — Tuesday night Sunset Series. Spring: 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.

SIERRA POINT YC — Every Tuesday night through 8/24. Info, <https://spyc.clubexpress.com>.

SOUTH BEACH YC — Fridays: 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 through 8/30. Keelboat Racing, every Wednesday night: 6/2-9/1. Info, (530) 581-4700 or www.tahoeyc.com.

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



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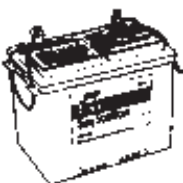
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CALENDAR

www.tyc.org or www.jibeset.net.

TREASURE ISLAND SAILING CENTER — Vanguard 15 Series every Thursday through 9/9; Team Racing every Tuesday through 9/28. Fleet #53, <http://vanguard15.org>.

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

In the Tropics

June 14-20 — St. Thomas International Optimist Regatta. St. Thomas YC, www.stthomasyachtclub.org.

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

July 13, 14, 17 — 51st Transpac Race to Honolulu starts from Los Angeles. Transpac YC, www.transpacyc.com.

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

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

June Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
6/05Sat	0325/0.9	0934/3.9	1445/1.5	2127/5.7
6/06Sun	0407/0.4	1037/4.0	1526/2.0	2155/5.8
	HIGH	LOW	HIGH	LOW
6/12Sat	0029/5.9	0732/-0.7	1511/4.5	1915/3.3
6/13Sun	0107/5.8	0810/-0.7	1552/4.5	2000/3.4
	LOW	HIGH	LOW	HIGH
6/19Sat	0130/1.6	0717/4.0	1256/1.0	1957/5.9
6/20Sun	0227/0.7	0845/4.0	1350/1.5	2037/6.3
	HIGH	LOW	HIGH	LOW
6/26Sat	0027/6.9	0726/-1.7	1450/5.1	1917/3.0
6/27Sun	0118/6.6	0815/-1.4	1538/5.1	2019/2.9

June Weekend Currents

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

date/day	slack	max	slack	max
6/05Sat		0124/1.9E	0524	0754/1.8F
	1100	1324/1.0E	1600	1942/3.2F
	2300			
6/06Sun		0200/2.1E	0612	0848/2.1F
	1200	1406/0.9E	1630	2024/3.1F
	2330			
6/12Sat	0200	0500/2.5E	0924	1242/2.8F
	1636	1836/0.6E	2024	
6/13Sun		0012/2.3F	0236	0542/2.5E
	0954	1318/2.8F	1718	1924/0.6E
	2106			
6/19Sat	0312	0600/1.8F	0854	1148/1.4E
	1424	1812/3.2F	2124	
6/20Sun		0030/2.0E	0424	0712/2.1F
	1012	1248/1.3E	1506	1906/3.4F
	2200			
6/26Sat	0142	0442/2.9E	0924	1224/3.8F
	1554	1818/1.2E	2042	
6/27Sun		0000/3.1F	0236	0536/2.7E
	1012	1312/3.6F	1642	1912/1.2E
	2142			

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

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

LETTERS

↑↓ WORLD OCEAN DAY COMING JUNE 8. WHO IS YOUR 'OCEAN HERO'?

Mary Crowley is the only one in the whole world who has actually started cleaning up ocean plastics. Lots of people and organizations talk about what they will do, but Mary is the only one who can talk about what she has done. And she is starting her third year of harvesting plastics from the North Pacific Gyre.

Bob Hanelt

Thanks Bob — Your letter inspired us to give Mary Crowley a call, and ask her opinion about the State of the Oceans.

Please check out the story on page 62.



OCEAN VOYAGES INSTITUTE

The Ocean Voyages Institute's s/v 'Kwai' — a 118-ft motorsailer/topsail ketch — recovers a literal boat-load of discarded fishing nets and consumer plastic. Mary Crowley is the founder and executive director of OVI, which has removed more than 100 tons of plastic from the Pacific Ocean.

↑↓ A FIRSTHAND ACCOUNT FROM THE PNW

I have lived aboard in the same marina for the past 40 years, and sailed in the Puget Sound area for the past 45 years. I would say the water is definitely clearer and cleaner and more healthy in appearance. Fishing stocks are way down both in quantity and quality. Sea birds seem mostly the same. Marine mammals in the area are much more prevalent, with the exception of the local resident orcas. (We're seeing more orcas, but they are mostly transient visiting ones that are not as choosy about their food sources. The local resident pod seems reluctant to adapt and are having problems because salmon are both fewer and smaller. It appears that only the local pod is threatened.)

There is more plastic in the water; I think it goes along with more plastic in use. Fuel, oil and sewage spills seem to be much less common, with the exception of local storm overflows, which seem bigger and more frequent.

I suspect that there are varied reasons for all of the above observations, but I am optimistic that most boaters and people along the shoreline here are trying harder and are more protective and concerned about what goes into the water.

Al Hughes

Formerly of Dogbark, Open 60

Singlehanded Transpacific Race winner, 2008

Current owner of a J/105

Seattle, WA

↑↓ USING WHALES AS A BAROMETER

Until about 10 years ago, cetacean (whales, dolphins and porpoises) sightings in San Francisco Bay were very rare. The occasional report of a lost humpback whale brought out all the local TV stations and more than a few whale watchers. This situation has changed markedly. Now, it's a rare day to be on the Bay and not spot at least one pair, and often more, of harbor porpoises or bottlenose dolphins. Whale sightings are becoming almost commonplace.

What's especially interesting is the proposed reason for

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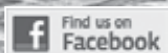
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LETTERS

this change. Local legend says that cetaceans were common in the Bay prior to World War II, when they were excluded by an anti-submarine net stretched across the Golden Gate in order to prevent Japanese subs from entering the Bay. After the war, pollution of the Bay was so bad that the cetaceans stayed away. In the past decade, due to a major effort to clean up the Bay, the cetaceans have returned.

Mark Blum
Sacramento

Mark — Let's not forget that San Francisco was also home to the last whale-hunting fleet in the United States, which was in operation until the early 1970s.

↑↓ PLEASANTLY SURPRISED BY THE LACK OF TRASH

We were surprised, but glad, that we really didn't see any trash in the ocean between Long Beach and Hawaii in the last Transpac [in 2019]. There was only one large floating object. I was also glad for the race requirement of storing all boat trash until reaching Hawaii.

Greg Clausen
Pacific Northwest

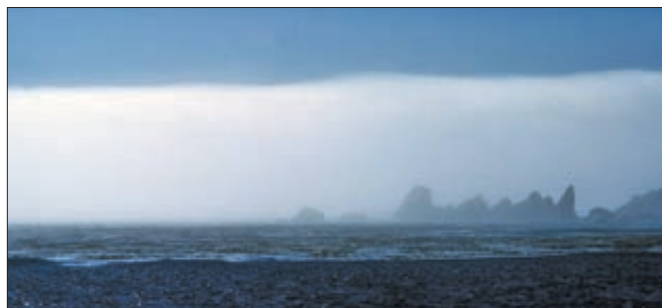
↑↓ SOMEWHAT ENRAGED BY THE PRESENCE OF TRASH

Inland waterways like the Sacramento River are flowing with plastic trash from homeless who leave their messes behind. Taqueria takeout bags, spicy-snack bags and trash litter the shorelines. San Francisco Bay marina parking lots have become hangouts where they dump trash out vehicle windows. The California government's tolerance of the bad behavior of homeless allows this. Instead, we are told to have sympathy while they trash our communities.

Sgt. Stan

↑↓ MORE TALES ABOUT SAILING NORTH ALONG THE WEST COAST

In 2016, as we rounded the fearsome, often treacherous Point Conception, all hands were called on deck at midnight — but not for what you might think on this infamous stretch of sea.



DAVID COHAN

Just a few miles past Point Sur and south of Monterey, Pfeiffer Cove is a less-than-inviting-looking anchorage for sailors transiting the California coast. These letters are commenting on the April 19' Electronic Latitude: Sailing North from Santa Barbara to San Francisco — the First Time.

On that night, the seas off Point Conception were dead-calm. The lazy, inches-tall waves were polished black and smooth by the lack of wind or moon. In a 20-ft square just off our port side, two dozen of the brightest stars reflected as intense, individual points of light that twinkled, swirled and danced like fairies on — and seemingly below — the water. It was mesmerizing, and magical!

I commented that we would probably never see that night's equal again. The skipper (a professional sailor) said,



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LETTERS

"If I do, it probably won't be here!"

Rich Morse

Occasional volunteer aboard *Pegasus*, 51-ft Alden ketch
Berkeley

⇕ CALM, THEN WINDY, THEN MISTY

In 2018, we were 'stuck' in Santa Barbara for four days due to a windstorm. We took off at 3 a.m. to round Point Conception in the early morning. The wind was about 5 knots as we hit the Point 10 miles off.

We continued to Monterey, but by then it was tough miles in 30-knot winds and 15-ft seas. We made it to Monterey safely and then harbor-hopped up the coast to Santa Cruz and Half Moon Bay. We got a little misty as we made it under the Golden Gate Bridge after seven months on the water. We had departed Z-Town [Zihuatanejo, Mexico] six weeks prior and completed our 4,000 mile-voyage, which started in S.F.

Craig Russell

Aquarius, 40-ft Jeanneau
Emeryville

⇕ A LITTLE MORE TO SAY ABOUT MORRO BAY

We stopped at Morro Bay back in 2016 on our way down the coast to join the Baja Ha-Ha. It was easy to spot due to the rock, and the anchorage was well sheltered, and had fuel and all of those cute sea otters lolling around and feeding in the channel entrance. We had to keep moving, but it looks like a great beach town.

Brian Timpe
Seattle, WA

Brian was commenting on the April 16 'Lectronic: Morro Bay: Mid-Coast Relief or Destination?



TIM HENRY

While en route to the Channel Islands from San Francisco in October 2020, we pulled into Morro Bay for 12 hours to wait out a passing gale. (We were aboard Mitch Andrus and Quincey Cummings' Kelly Peterson 46 'Esprit'.) One of the crew went to town and got French pastries for everyone, while everyone else went SUPing around the harbor. It was nice to take refuge for the night, and to stretch our legs. It was also nice to get underway again.

⇕ HATED TO LEAVE

I kept my Farallon Clipper (#2) on a mooring in Morro for 10 years and loved it. Easy sail down to Port San Luis, Channel Islands, San Simeon, and a lot of hidden places. I hated to leave but moved north to San Francisco. I go back and visit every summer — unfortunately, by car.

Jim Shubin
San Francisco

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LETTERS

↑↓ HAD A BLAST

Morro Bay Yacht Club was a blast. The members went out of their way to treat us as long-lost friends. We stayed three days waiting for a weather window around Conception and visited the yacht club nightly. The restaurants within walking distance are excellent as well. Great place to spend a few days!

Rich Brazil
Tally Ho, Nauticat 43
Point Richmond/Mexico

↑↓ A SHORT WALK

There are all kinds of nice seafood restaurants right on the water. The town is fun and has its own character you could enjoy within a short walk from the marina.

Mark Simons

↑↓ A COMMON THEME HERE...

We stopped overnight coming up and going down the coast in 2015. The yacht club and local markets and restaurants could not have been more hospitable and enjoyable. Regrettably, the only fuel dock was the Shell station atop very high rusted steel pilings with no fender board — won't try that again! Has this changed?

George DeVore

George — On our recent stop, they were solid wood pilings with hard fenders. A little intimidating, but reasonable in good conditions.

↑↓ THE YACHT CLUB, AND GOOD CHINESE FOOD

We stopped in Morro Bay in May 2005 coming north after our first trip to Mexico on *Espiritu*, our Hunter 430. It had been a *very rough* trip north.

One of the crew knew about a Chinese restaurant real close to the yacht club, and I think that place brought us all back to life. Everybody at the yacht club has been great whenever we have been there.

Pat McIntosh
Espiritu, Hunter 430
Sacramento/Mexico

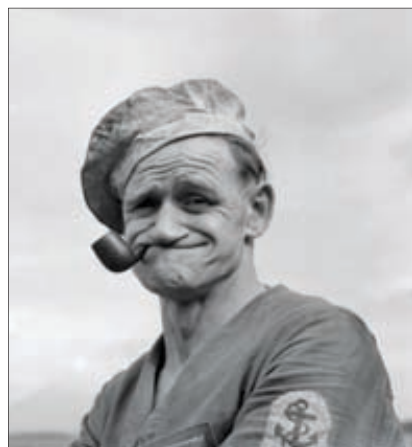
↑↓ WAS POPEYE THE SAILOR MAN BASED ON A REAL PERSON?

Many years ago, I saw a book about *Popeye* written by Bud Sagendorf, who took over comic books and strip art after Elzie Crisler Segar died [Segar created the comic strip in 1929]. The book had a photo of the real man who inspired Segar, and bless him, he was even uglier than the cartoon. God bless 'em all, they made growing up fun.

Steve Hancock

↑↓ BON VOYAGE TO SOME DREAMERS

Hurray to Ashley Gre-



IMPERIAL WAR MUSEUM

"I am what I am and that's all what I am," said Popeye the Sailor, but did a real-life person make the comic-strip icon what he was? Popeye internet folklore suggests that Popeye's real-life inspiration came from this real British sailor, whose name is "lost to history," according to wearthemighty.com. Other rumors have it that Popeye is based on Frank 'Rocky' Fiegel, who was not a sailor, but a bartender in Popeye creator Elzie Segar's hometown.

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LETTERS

mel and Scott Racette! Looking forward to seeing you both and finally meeting *Azimuth* along the way on your adventure, or when you get to the East Coast. Safe and happy sailing!

Carla Murphy

Carla was commenting on our Facebook post of the May issue's Changes in Latitudes, where Ashley Gremel and Scott Racette sailed out the Gate and made a left turn aboard their Pearson 365 Azimuth, a dream that was some five years in the making.

↑↓ WATCHING THE PREPARATION

What a journey it'll be! It's been fun watching the journey of preparation. Michelle Diaz and I just *had* to see them off in s/v *Dulcinea*, along with a bunch of Washed Up Yacht Club boats and crews. Bon Voyage!

Steve Bode

*Sailing Intention, Amel Super Marmu
Greece*

↑↓ SEE YOU IN ANOTHER PORT

Bye, Scott and Ashley! Catch you in another part of the world; hope it's been a great trip so far.

Jocelyn Nguyen
Oakland

↑↓ A REWARDING EXPERIENCE

It is possible to realize the dream with determination, perseverance, and a bit of luck. Even though I was in Alaska, and off the electrical grid when I started building, I managed to build a 30-ft wooden cutter and sail it thousands of miles. It was a rewarding experience!

Michael Rostron
Bellingham, WA



SAILING INTENTION

'Azimuth' makes her way out the Golden Gate in preparation for that famed left turn that leads to warmer climes and bluer waters.

↑↓ INTANGIBLE CONTRIBUTIONS

Our community has been made stronger with Ashley and Scott's presence.

Josh Morriss
San Francisco

↑↓ WILL WILBUR SPAUL AND CHUBBY GIRL GIVE IT ANOTHER GO?

I often read your magazine, and have been looking for an update about Wilbur Spaul and his *Chubby Girl*. His web page and blogs seem to have disappeared — or somehow, I'm not able to get them. Can you help? I'm with a sailing club in Minneapolis, Minnesota, and affiliated with a club on Lake Superior in Duluth. We were following, as we are the home of Gerry Spiess, solo sailor to Hawaii, that Wilbur Spaul was going to copy in a smaller boat. I'd like to hear if

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– Stephen King



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— ALLISON LEHMAN

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46 Ker	2006	\$279,000
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44 Norseman 447	1984	\$239,000
44 Gozzard	1996	\$320,000
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41 Jeanneau 409	2012	\$229,000
40 Bavaria Cruiser	2013	\$130,000

40 Passport	1987	\$127,000
39 Swan 391	1983	\$115,000
38 Baltic DP	1983	\$90,000
38 Ohlson	1984	\$115,000
36 Tashiba	1986	\$129,000
35 One Design 35	1999	\$59,000
34 Webbers Cove	1966	\$79,000
34 Webbers Cove	1970	INQUIRE
33 Beneteau 331	2002	\$67,500
31 Tashiba	1988	\$115,000
30 J Boats J/92	1993	\$35,000
30 Henderson	1997	\$32,900
28 Cutwater	2017	220,000CAD

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LETTERS

he is still planning to continue on this adventure. Thank you from an 'ancient mariner' marooned in Minnesota.

Dorothy Zimmermann
Minneapolis, MN

Dorothy — John Riise, the Latitude editor who's been covering the exploits of Wilbur Spaul and his diminutive 9-ft Chubby Girl, got back in touch with Wil to check in. Wil responded: "I just finished a three-week solo canoe and camping trip from the Okefenokee Swamp in South Georgia to the Gulf of Mexico via the Suwannee River through Florida. I camped along the banks wherever I found a place I liked for the night."

"I am still contemplating another trip, possibly next spring, but am not yet sure. I failed to re-register my domain name, and someone else now owns that name for the blog."

↑↓ CORRECTING SOME RESULTS

Regarding the write-up of the SSS Round the Rocks race in the May *Lat 38*: The multihulls and monohulls are separate fleets with separate overall trophies. *Mama Tried* won the eight-boat multihull overall and *Outsider* won the overall monohull with, like, 100 boats.

They just now (May 4) posted the correct results, splitting the fleets into separate overalls.

Greg Nelsen
Outsider, Azzura 310
Point Richmond

Greg — We ran the overall results (May issue, pages 80-81) for Round the Rocks the way they were posted on Jibeset shortly before we went to press in late April. Congratulations to you and your crew Karl Crawford for taking home the doublehanded monohull trophy!

↑↓ MR. SCOTT, WARP SPEED

We've had to warp a time or two, and even been pulled out of a slip with a line to the opposite dock, with a dinghy pushing our nose around, to get out of a slip we were lucky to have entered without scraping or grounding. It's a good thing for everyone to know.

Damon Cruz
Rose of Erin, Hughes 40
Juneau, AK



JOSHUA WHEELER

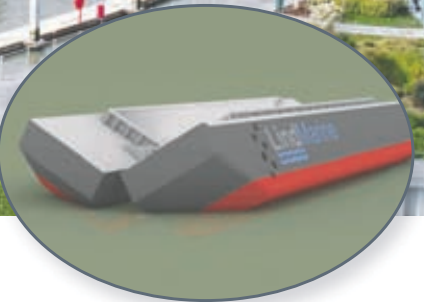
Joshua Wheeler warps his engineless-in-this-picture Flicka 20 'Sampaguita' around in her slip.

Readers — Damon was commenting on the April 14 Electronic: Warping a Boat Around at the Dock, part of the Resourceful Sailor Series. "Warping" is defined in the dictionary as "Moving (something, such as a ship) by hauling on a line attached to a fixed object." For sailing purposes, we're

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LETTERS

talking about moving a boat from one dock slip to another using lines and no motor.

↑↓ SOME PEOPLE HAVE NEVER SEEN THIS

We (my wife and I) have warped our 30-ft Newport around in a tight fairway many times. I am always on the dock providing the power and turning force with the lines while my wife is on deck as a safety in case a line comes loose/breaks, or fending off another boat or obstacle is needed. Many people in our marina have never seen or done warping before.

Cliff C.

↑↓ JUST THE THREE OF US

With the three of us, we have warped a 46-ft Morris in a tight slip several times. We take long lines and go slow as she goes. A reminder: always put those lines around dock cleats. I've seen 'strong' men pulled off the dock by their mistress.

Jim D.

↑↓ A SHOUTOUT TO LEWIS AND ALYSSA ALLEN FOR RESCUING SOMEONE IN NEW ZEALAND

We also had the pleasure of being "rescued" by Alyssa and Lewis when our sailboat's engine refused to start in a nearly landlocked anchorage in Vanuabalavu, Fiji. They were just around the corner on *Quixotic*, and Lewis came on board with his fully equipped electrical magic kit and great skills. He had us up and running in no time. He even left us with a spare of the part he'd replaced, which came in very handy two years later.

They're both wonderful people and super-competent sailors!

Tony Spooner and
Carolyn Heath
Macha, Custom trimaran
New Zealand

Read more about the rescue in the May 5 'Electronic: San Francisco Sailors Conduct Ocean Rescue in New Zealand. (Spoiler alert: Alyssa jumped into off-shore waters, swam to a hypothermic jet-skier, then swam him back to her boat, where she and Lewis helped bring him on board.)



TIM HENRY

We were lucky enough to meet up with Lewis and Alyssa Allen — who have graced the pages (and even a cover) of 'Latitude' many times — in Whangārei, New Zealand, in March 2020.

↑↓ KEEP IT GOING! (JUST DO IT SAFELY!)

I continue to be amazed by your courage and perseverance in your travels. May you continue in good health and have many more exciting memories — maybe not so scary as the rescue!

Charlotte Ferretti

↑↓ IS THIS THE END OF THE ROAD FOR EAST BROTHER LIGHT STATION?

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LETTERS

outstanding food, and the pleasant company of other water-oriented people. And, on top of that, a demonstration of a whole collection of century-old equipment that made the lighthouse be a lighthouse — like a steam-driven foghorn (now driven by compressed air, no wait for the boiler to heat).

Please help preserve East Brother — and when the COVID restrictions are over, book a trip to this fabulous place.

Lu Abel

Lu was commenting on the April 12 'Lectronic with the same name as this letter.



On April 1, the power cable connecting East Brother Light Station to the mainland broke, leaving the island in the dark. The bed and breakfast had already been struggling through the pandemic. The Coast Guard, which operates the power infrastructure for the island, said it will not fix the cable. Efforts (including a GoFundMe) are underway to raise money to save the oldest wood-frame lighthouse left in the United States.

↑↓ HOW ABOUT SOME INFRASTRUCTURE FUNDS?

With a repaired cable and two custodians on the island to monitor that the light is operating and available to start the generator if necessary, I think the restoring of the present situation on such a busy waterway is important enough that the Coast Guard could request some 'infrastructure funds' to repair the cable.

Steve Grogan
Alameda

↑↓ HOW ABOUT SOME BAY AREA INGENUITY?

You know, this could be an excellent PR opportunity for Tesla! By saving the lighthouse with a full-scope Tesla solar and powerwall system, they would show the possibilities with the system in a most unusual and memorable manner. What a story that would be!

John McNeill
Former Commodore, St. Francis YC

John — I would donate if the contract of donation specified the restoration would be 100% renewable energy.

Peter Metcalf
Amazing Grace, Great Pelican
Kensington

↑↓ HOW ABOUT A REAL ESTATE DEAL?

Who owns the real estate? Could it not be sold off, or privatized? I'm sure a bidding war would start and the Coast Guard could make a profit. Even imposing a new set of regulations or planning permission could be added.

What about a heritage status? Does California have such

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LETTERS

a designation?

Bill Bourlet
 Vancouver, BC

WHAT'S ON YOUR MAINTENANCE LIST?

I need new top paint, new sails, new rigging, new plumbing and new refrigerators. I need to build hatches, install ports, sew the dodger and full enclosure, make modifications of the bowsprit, install rails, and rebuild the windvane.

Captain Peck Adriatic

My boat needs a good dose of bottom paint, new thru-hulls, seacocks, prop, prop shaft, stuffing box and cutlass bearing.

Sydney Paulsen
 33-ft sailboat

I need basic engine maintenance, and I need to re-bed the chainplates and start filling all of the screw holes in the teak deck of our Trintella 29.

Holly B.

1) Build a hard dodger. 2) New non-skid. 3) Finish cabin sole. 4) Get new sails. 5) Deep clean.

Marissa and Chris Neely
 Avocet, Cheoy Lee 41
 Ventura



Sydney Paulsen and her mini golden doodle Ipa take a pause from the maintenance punch list.

[All] Done [with maintenance].

Ron Holland

I'm glassing my deck after removing all the teak. Then goes on the PVC faux teak, a new Cape Horn windvane, and lots of small bits on the boat.

Gaurav Shinde
 Good Hope,
 Baba 35
 2022 Golden
 Globe Race
 contender



Canadian-Indian entrant for the 2022 Golden Globe Race Gaurav Shinde takes a pause from work on his Baba 35 'Good Hope'.

AN ANECDOTE RATHER THAN A CAPTION

In 1970, during college, our chemistry project was to determine the saltwater penetration along the Napa River. Although we consulted the tide table and shoved off on the incoming, we failed to factor in the time it would take to row a boat up the length of the river.

Before we reached the freshwater point, the tide had changed and we ended up getting out and dragging the boat upriver (upcreek was more like it) to the final sampling point. I would caption [the May issue's Caption Contest's(!) photo], "Well, you're the Captain! No, you're the Captain!"

Paul Durbin

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LETTERS

Readers — The May issue's CC(!), featured in Loose Lips, pictured a raft with several people aboard high and dry in the mud, and far from shore.

⇕ A WORD ABOUT SAIL GP

What has Larry provided us? State-of-the-art racing that we can actually watch — thank you, Larry! What is Russell missing? The E-Racing thing is way off the mark. I don't game (only did once in an offshore race), but with all the telemetry coming off the boats they could make a monster E-Sailing thing that I would pay to be part of.

I have neither the time, nor the inclination, to take part in the E-Racing they offer now, as it seems to me to be low-tech and exclusive.

Richard Bradley Smith



SIMON BRUTY / SAILGP

We editors here at 'Latitude' are always happy when a Sail GP or America's Cup story pops up, because it means we get to run epic, masterfully shot, and free photos of million-dollar boats. (And to write long captions.) Above: USA SailGP eats it during a practice session in Bermuda.

⇕ WHAT TO CALL YOUR BOAT, VESSEL OR SHIP?

The captain of a vessel may always refer to his vessel as his "boat," even if it is a ship. It does not matter if it's the *Queen Mary*, the *Behemoth [Oasis] of the Seas* or a Panamax. But, the captain is the only crew who can use the term "boat." Other crew refer to it as their "ship," if it is a ship. (A ship being a vessel that can carry a boat.) This appears to be unwritten but nonetheless extant nautical etiquette, which I have observed in 30 years of commercial sailing.

"Yacht," as I understand, comes from Dutch, and refers to a boat that did not do work — implying it was for pleasure. Nonetheless, a captain of a yacht is afforded the privileges of the captain of any vessel. As racing yachts take a great deal of leadership and skill to handle safely, I well understand the reluctance to call oneself a yacht captain. But one is hardly less skilled or less responsible.

Nick Fraser

Nick was musing on the April 6, 2020, 'Electronic Latitude: Why I Don't Sail Yachts.

⇕ THE LOSS OF THE SCHOONER RAINDANCER

I learned to sail on *Raindancer* 30-plus years ago, when it was run by a youth group for teens on the wrong path. They could join the program and learn to sail.

Our first trip was from Kingston, Ontario, to Toronto, Ontario. Then we got to sail it back with no help from instructors. I loved every minute of the two weeks. We went



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through gale storms. She was a beautiful schooner. I heard she was a small replica of the *Bluenose 2*. I was heartbroken to hear what had happened. She will always be in my heart.
Russell

Russell was commenting on a 2013 *'Lectronic* with the same name as this letter. *Raindancer* hit a reef in Grenada at night. She could not be saved.

WANDER NO MORE

My father, Willard W. Wheeler, as a young boy of 18 years, sailed on the *Wander Bird*, in July-September 1938. We have a substantial photo album of photos that include life at sea, including articles on little Commodore Tompkins and sister.



LATITUDE / ROBYN

We here at 'Latitude' are equally pleased when a story about a 100-ft-plus, multi-masted, fully canvassed beauty pops up. Above: 'Wander Bird' on San Francisco Bay.

We are hoping to make contact with someone who might direct us to a place or someone to whom we could archive this lovely book of photos. If we could be directed to someone who could help us find a worthy home for such a tremendous chronicle of this boat and this journey, we would be most grateful.

Sarah Wheeler Cobb
sarahwccobb@gmail.com

A POTTER-YACHTER OUTING IN MONTEREY

The forecast was 25-30 knots, so we left the dock early, keeping a sharp eye on the leading edge of the fog bank moving toward us with its strong winds. We stayed close to the harbor entrance so we could head in as conditions changed. We had six boats launched and were staying at Elkhorn Yacht Club, who kindly let us squeeze into their guest dock.

The Potters usually monitor channel 69, so I missed the distress call. I had my wife and dog aboard, and had dropped my mast so we could enter Elkhorn Slough after motoring out to look for whales. My boat has a big motor, but towing a larger boat through the harbor entrance would not have been prudent given the 2-ft to 3-ft waves breaking across the harbor entrance at low tide. Thankfully, everyone was safe.

As the Potter mantra goes, "We cheated death again!"

Jim 'Goose' Gossman
Regale
Benecia

2021 Commodore, Potter Yachters

Readers — Jim wanted us to mention that this is a reprint

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LETTERS

of a message from Potter-Yachter Eric Zilbert about an incident that took place in early May off Moss Landing during a Potter-Yachter outing.

Jim — "We cheated death again" is our mantra, too!

THE ONGOING DISCUSSION ABOUT DOGS ON BOATS

The book named *Ice* is a story of a sailor and his three-legged, one-eyed companion venturing as far north as anyone had ever sailed before them. Makes one appreciate the good health of not only us but our pets, and how anything is possible. Cheers to our furry companions!

s/v *Desiderata*

CAN'T QUITE TELL HOW SERIOUS THIS GUY IS

Yeah, they're really cute. Till you have to clean up the hair they scratched up. And they p*ss on stuff and shit everywhere. Besides that I love dogs.



KELLIE TAYLOR

As you might have guessed, we like to run dog letters, because of photos like these. Above: The dog watch at Richmond Yacht Club, as 'Another Girl' and 'Carmelita' sail side by side, and two dogs catch a whiff of each other.

@1blniblack

A PHOTO ID CORRECTION

This is Bill Canepa's Challenger *Faith*.

— TBFPhotography
Stockton

Readers — We misidentified the boat in this lovely photo from Stockton Sailing Club's Doublehanded Race #1 on page 79 of the May issue. We thought it was Jarred Hachman's Some Assembly Required! For results and more info on SSC races, see www.stocktonsc.org.



TBFPHOTOGRAPHY

THE ONGOING CONVERSATION ABOUT COAST GUARD BOARDINGS

I know the issue of Coast Guard "safety" boardings has been raised many times — and that there has been an ebb and flow of these actions over the years. In April, I was once again hailed by a Coast Guard RIB with lights flashing while simply taking *Jubilee* out the Estuary after having some work done.

"I blew most of my money on broads, booze and boats...the rest I just wasted."

— Elmore Leonard, R.I.P.



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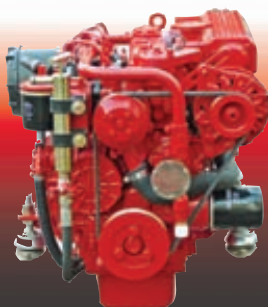
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LETTERS

I was essentially singlehanded and did not need this. Probably due to COVID, I was not boarded, but rather had to hand them documentation and my driver's license. There was no problem. The men were very courteous and good humored. When I remarked that they just seemed to be "picking off" whoever happened to be unlucky enough to be passing by, I was given a smile of tacit agreement.



COURTESY AL FRICKLE

That's Al Fricke of the Alameda-based Catalina 36 'Jubilee', sailing on a charter vessel with his granddaughter in Mexico, as seen in the December 2020 issue's 'World of Chartering'.

Last week, on channel 16, I could hear the Coast Guard hailing boat after boat, telling them to get ready for boardings. One poor guy said he was singlehanded, having just gotten his boat out of the yard, and that it was a mess. They asked another boat where they were coming from and where they were headed. ("To Vallejo to meet up with friends.")

I know, I know; these boardings are done simply to give the young men and women "practice." I know, I know; legality has been argued and affirmed in court. I know, I know; the Coast Guard does very good things, and I value their service. I am a true supporter. That said, I think we need to keep beating on the Coast Guard that what they are doing is intrusive, invasive and wrong. It's like being pulled over by armed police and being asked, for no reason whatsoever, "Where are you going and can we see your papers?" It's like armed, uniformed men knocking on your front door, demanding to search your house.

Of course, the Coast Guard needs to practice and teach their personnel. Why don't they just use their own vessels and board each other in all kinds of situations and just stop boarding private mom-and-pop boats when there is no identifiable reason?

I know there's a lot of sentiment about this. I think more advertising by the CG about safety regulations, and promoting those voluntary at-the-dock safety checks (if they are still in existence), would take care of one side of the equation. For the other, maybe the Coast Guard could approach a boat and tell them they are practicing and ask if the owner would volunteer to participate. I'd go for that in a minute.

Al Fricke
Jubilee, Catalina 36
Brisbane

Al — We'd volunteer for that in a minute, too. But if we didn't, would the Coasties then suspect that we had something to hide (which we very well might)? Then, could it get really weird? Hmm.

Thank you for laying out the nagging complexities and nuances of the issue. We agree that public (post-COVID) safety events and information campaigns would go a long way in making sailors safer before they leave the dock.

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LETTERS

We know, we know, too, that the more than 100-year-old United States Coast Guard have been sailors' guardian angels. We have been lucky enough to meet and correspond with the Coast Guard's search-and-rescue team in Alameda. They are exceptional people doing an extraordinary job. We believe in the Coast Guard as a way for young people from all over the US to build character and earn a living, and serves as a stepping stone into adulthood.

If any paramilitary organization is simply stationary and picking off passers-by, that is tactically absurd, and not very good practice. (Anyone can shoot fish in a barrel.) With that said, DUI checkpoints are not uncommon on the road (and are tactically sound policing against drunk driving). It might be easy for us sailors to forget that many Americans feel they're pulled over by armed police, for no reason, all the time. We'll always hope that any organization, especially a taxpayer-funded institution sworn to protect the public, will always do more of what they do well, and less of what they do poorly.

↑↓ THE ONGOING RICHARDSON BAY DEBATE

The community is grief-stricken by the loss of a beloved and longtime liveaboard mariner. I am not releasing his name at this point out of respect for the family. The man's neighbors who witnessed him falling into the water said that he fell between side-tied boats on the anchorage. The boats are homes, and side-tied together to defend against their being taken and destroyed by Harbormaster Havel of the Richardson's Bay Regional Agency.

His fear of Harbormaster Havel taking his home directly contributed to this tragically avoidable death.

Tragedies like this affirm the need to be working toward a safe anchorage. The ongoing actions of the Richardson's Bay Regional Agency, City of Sausalito, and private marina owners in the past few years have made the anchorage considerably less safe. The duress caused by lack of shore access and pervasive climate of fear are killing people who live anchored out.

Some of the ongoing safety issues caused by the current regulatory environment:

1. There is only one public-access dock, at Turney Street, for the entire anchorage, where only a few years ago there were half a dozen. This makes getting ashore for food, water, repairs, etc. considerably more difficult on a day-to-day basis.

2. The marine service berths at Galilee Harbor have been cut off. Galilee Harbor used to be a resource for liveaboard mariners who were anchored out to have a place to repair their homes. They even closed the public access dock there last April.

3. Moorings are confiscated by Harbormaster Havel when people bring their boats to be docked to do rudimentary maintenance.

4. Groups are side-tying their boats because they are afraid of Havel.

This tragedy is a wake-up call to the urgent need for peace, healing and safety on Richardson Bay, which has dramatically deteriorated under its current governance.

Robbie Powelson

↑↓ RESPONSE FROM HARBORMASTER HAVEL

The Richardson's Bay Regional Agency (RBRA) is a joint powers authority consisting of Sausalito, Mill Valley, Tiburon, Belvedere and Marin County created in 1985 to address issues that we continue to wrestle with to this day: protection of environmental resources, safety on the anchorage, and allowable uses, particularly with respect to residential use.



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LETTERS

The first codified set of rules for use of the anchorage was adopted in 1987. Notably, this set of rules established the 72-hour limit for vessels anchoring in Richardson Bay, and prohibited the residential use of vessels anchored in Richardson Bay beyond the 72-hour limit.

The creation of the RBRA and its subsequent enactment of rules and regulations for anchoring in Richardson Bay was quickly challenged in federal court. In 1989, the "Mariners of Richardson Bay" challenged the RBRA's authority, claiming that RBRA's regulations were preempted by the designation of Richardson Bay as a "special anchorage." The RBRA pointed out that the bay was a federally designated special anchorage, but not a regulated special anchorage, and that the federal government deferred to local jurisdictions for the enactment and enforcement of rules for use of the anchorage (see 33 CFR §110.126a). It was also pointed out that the designation of "special anchorage" simply means that a vessel of less than 20 meters in length is not required to display lights and shapes otherwise required by the COLREGS when anchored in a special anchorage. The court rejected the argument made by the "Mariners of Richardson Bay." No appeal was filed.

In 1993, the RBRA entered into a memorandum of understanding with the anchor-out population at that time, which included language that enforcement of the rules and regulations would be temporarily relaxed provided that the existing vessels were maintained in an operable and seaworthy condition. Another key provision was that new vessels would not be allowed to take up residence in the bay. It was intended to be a measured and humane approach to allow individuals ample time to safely remove their vessels from the Richardson Bay anchorage while at the same time bringing the number of liveaboard vessels on the bay to zero.

Unfortunately, the opposite of the intended result occurred: Vessels continued to enter the Richardson Bay anchorage and stay beyond the 72-hour limit. The RBRA staff — one full-time harbor administrator and a quarter-time clerk — could not keep up with the influx of vessels, and there was a lack of political will to enhance resources to effectively manage the anchorage. As time went on, the number of vessels in Richardson Bay continued to grow, and spiked to more than 250 vessels around 2017. In 2018, the City of Sausalito withdrew from the RBRA with the intent of more effectively managing their jurisdictional waters. At the same time, local private marinas began refusing to continue providing free services such as access, trash disposal, restrooms, etc., to the anchor-out population due to rising costs associated with an increase in vandalism, theft and littering.

In 2019, the San Francisco Bay Conservation and Development Commission (BCDC) was audited by the State of California, and a top enforcement priority was Richardson Bay. The BCDC opened enforcement cases pertaining to the RBRA and the City of Sausalito. In short, the vessels permanently anchored in Richardson Bay constituted fill, and thus were in violation of BCDC regulations. Even before BCDC's initiation of enforcement action, the RBRA was taking steps to manage the anchorage more effectively.

These steps included hiring an executive director to guide and clarify policy, as well as hiring a housing outreach coordinator to begin seeking alternative housing for vulnerable individuals living on unseaworthy vessels. There were also numerous community meetings and workshops seeking solutions to increasingly dangerous conditions in the anchorage due to the increase in inoperable and unseaworthy vessels.

LETTERS

In July 2019, the RBRA Board of Directors adopted a resolution clarifying management priorities for the anchorage: (1) strict enforcement of the 72-hour limit, and (2) removal of all unoccupied vessels. At the time, there were approximately 190 vessels anchored on Richardson Bay, of which over 100 were unoccupied (and largely inoperable). A worst-case scenario was sadly realized in October 2019 when over 30 vessels went adrift and four vessels sank during a wind event, highlighting that Richardson Bay is not sustainable or safe as a storage yard or permanent-living solution.

Rather than passively accept that a number of vessels on Richardson Bay will either go adrift and/or sink at anchor, the RBRA adopted a Transition Plan in June 2020 that clarifies enforcement priorities on the bay, supports and encourages alternative housing options for vulnerable individuals who want to get off the water, and implements the development of an eelgrass habitat management plan using a public outreach process that will explore how to best protect and enhance the Richardson Bay ecosystems. Staff are working diligently to proactively manage vessels on Richardson Bay consistent with the Transition Plan adopted by the RBRA board of directors.

Since July 2019, RBRA staff — with the cooperation and support of the Marin County Sheriff's Office, United States Coast Guard, and Belvedere, Tiburon and Mill Valley Police Departments — has been focused on removing unoccupied, inoperable and unseaworthy vessels located in Richardson Bay; we have removed over 100 such vessels. Additionally, over 70 arriving vessels have complied with the 72-hour limit. (Some more promptly than others.) This work is being done in an effort to proactively manage hazardous conditions in the anchorage. The negative impacts of these vessels sinking or going adrift cannot be underestimated. The environmental damage caused from fuels and trash entering the bay can be significant depending upon how much fuel and/or rubbish is on the vessel. Worst of all, a vessel adrift in an uncontrolled manner can collide with other vessels in the anchorage and amplify the cumulative negative impacts described above.

The RBRA has not been evicting individuals from their vessels anchored on Richardson Bay. I want to clarify that the RBRA has not forcibly removed any occupants from their primary vessels during the pandemic, or since I took on the role of harbormaster in July 2019. The conversation around managing the uses of Richardson Bay have been evolving for decades and have finally reached a point where multiple regulatory agencies are working in concert with all stakeholders to ensure that Richardson Bay is a safe, healthy and well-managed anchorage for all users.

For more information about the RBRA's Transition Plan, the Special Area Plan, the rules and regulations for anchoring in Richardson Bay, and the Draft Eelgrass Protection and Management Plan, please visit www.rbra.ca.gov or call (415) 971-3919.

Curtis Havel
Harbormaster
Richardson's Bay Regional Agency (RBRA)

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LOOSE LIPS

There was no horsing around when it came time for May's Caption Contest(!), Lyle Lovett won the prize for most mentions. *Latitude's* own proofreader extraordinaire, Jean Ouellette (using her advantage of seeing the photo before everyone else), was first out of the starting gate with Mr. Lovett's, "And if I had a boat, I'd go out on the ocean. And if I had a pony, I'd ride him on my boat..." Jeff Collier took a different tack on the famous musician's horsemanship — "Lyle was advised to tie his pony stern-to. What happened next, when he popped his head out the companionway, wasn't pretty."

Below are the top ten comments, and this month's winner.



FACEBOOK/THOMAS LANDERS

"It was at that moment the horse realized that maybe being a seahorse was not all it was cracked up to be." — @gather.no.moss92.

"Stella took a whole different approach to water polo."
— Lester Finn.

"All I had was a couple of bags of mash last night. How did I get here?" — Michael Childs.

"Finally, a rocking horse for sailors." — Dennis Bailey.

"Buckey wanted to get away from the herd. So he set sail for Barcelona." — @adastrasv.

"Full steed ahead!" — @baloodeboot.

"Southern California's challenges with animals swimming up out of the sea and taking over moored boats escalated this week ..." — @redblue.u2.

"The transition from sail to auxiliary engine did not go as planned ..." — Robert Sherry.

"Well, the captain said he wanted a real stud to handle chores at the bow for the next race!" — Pat McIntosh.

"Mr. Ed returned to the harbor, forlorn, after disposing of Wilbur's ashes." — Kelvin D. Meeks.

"Where is everyone? Noah said it would be a big party."
— Joe.

And in keeping with the theme, here's a little more Lyle Lovett to finish off:

"If I were Roy Rogers, I'd sure enough be single, I couldn't bring myself to marrying an old Dale.

Well, it'd just be me and Trigger, we'd go riding through them movies,

Then we'd buy a boat and on the sea we'd sail."

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thoroughly modern catamaran visits s.f.

A floating sustainable-energy laboratory — contained in a 100-ft blue-and-white catamaran — recently berthed at San Francisco's Pier 9 to show off her advanced technology to Silicon Valley. Called the *Energy Observer*, she uses no fossil fuels, instead depending on solar, wind and hydrogen power to provide all the propulsion and electricity the France-based crew of five needs for several around-the-world tours that began in 2017. Her arrival in the Bay Area is perfectly timed to raise awareness for World Ocean Day (on June 8) and the UN Decade of Ocean Research and Sustainable Development. Her sophisticated ocean-tested technology is designed to demonstrate and accelerate the transition from fossil fuels to sustainable energy for both land and sea. Maritime shipping accounts for 3.5% of global carbon dioxide emissions; by scaling the *Energy Observer's* systems of wind-assisted propulsion and hydrogen fuel-cell technologies, cargo ship emissions could be reduced by 40%.

The *Energy Observer* is certainly a stunning boat, as I discovered on a tour during her San Francisco stopover. Developed from an award-winning racing catamaran, she was rebuilt to be completely energy-independent, generating as much electricity and propulsion as needed from renewable

continued on outside column of next sightings page

olympic sailing team

Assuming that the show — in this case, the Tokyo Summer Games — must go on, US Sailing has confirmed the names of the 13 sailors who will represent the United States at the Olympic Games this coming July and August.

- Nacra 17: Riley Gibbs (Long Beach, CA) and Anna Weis (Fort Lauderdale, FL)
- ILCA 7 (Laser) Standard: Charlie Buckingham (Newport Beach, CA)
- ILCA 6 (Laser) Radial: Paige Railey (Clearwater, FL)
- Finn: Luke Muller (Fort Pierce, FL)
- 49erFX: Stephanie Roble (East Troy, WI) Maggie Shea (Wilmette, IL)
- Women's RS:X: Farrah Hall (Annapolis, MD)
- Men's RS:X: Pedro Pascual (Miami, FL)
- Men's 470: Stu McNay (Providence, RI)

Spread: While fossil-fueled vehicles pass overhead, the 'Energy Observer' sails under the Golden Gate Bridge. Top right: In San Francisco, left to right, George Conty, boatswain; Marin Jarry, second in command; and Mary Miller, author of this piece.



roster complete

and Dave Hughes (Miami, FL)

• Women's 470: Nikole Barnes (St. Thomas, USVI) and Lara Dallman-Weiss (Shoreview, MN)

The Games of the XXXII Olympiad will take place from July 23 to August 8, 2021. The sailing events will be based on the island of Enoshima, approximately 35 miles southwest of Tokyo. Besides COVID-19, heat will be a factor.

"The pandemic created an interesting challenge for the world of Olympic Sailing," said Luther Carpenter, head coach of the US Sailing Team. "Our sailors and coaches had to stay home or close to home, respect the virus, and brainstorm how to be productive. We worked to capitalize on the positives of the 'Zoom world'."

— chris



modern catamaran — continued

sources. But even an advanced boat is subject to the laws of the sea. On her journey from Long Beach to San Francisco, she ran into rough weather, high seas and northerly winds that made for a scary cruise around Point Conception. The crew decided to wait at Morro Bay for better weather before continuing north and under the Golden Gate Bridge.

I was eager for my tour of the *Energy Observer*, looking no worse for wear. The first thing you notice is that nearly every inch of her exposed deck is covered in flexible solar cells that are tough enough to walk on. Covering 220 square feet, they peak at 34 kilowatts and are used to charge batteries that power the galley, bridge and sleek, comfortable living quarters. Even the transparent skylights in the galley have solar cells designed to capture sunlight from above and reflected light from below, bouncing from the bright-white reflective interior.

Rather than sails that need to be hoisted, trimmed or reefed by hand, the boat has canvas 'ocean wings' that can be deployed at the touch of a button. Once locked into place, the two sets of narrow, curved panels act more like airplane wings than traditional sails. Sensors on the mast connect to a navigation system that automatically adjusts and rotates the wings for maximum 'lift' to help propel the boat forward. Under a stiff breeze, she can cruise at 15 knots, but often the crew will use regenerative drag on the propellers to charge lithium-ion batteries and provide power for the boat's integrated systems. When the wind is slack, the boat depends on two battery-powered electric motors for propulsion.

The most advanced technology on board is the hydrogen fuel-cell system, a multi-step process that starts with seawater to produce hydrogen gas. The saltwater is pumped through a reverse-osmosis system to desalinate it before it undergoes electrolysis to separate the H₂O into its component hydrogen and oxygen gases. The oxygen is discarded (there is not much use for oxygen in the middle of the ocean) and the hydrogen is collected, compressed and pumped into eight large pressurized tanks stored in the stern. The combined energy stored in the tanks is the equivalent of 2 MWh (megawatt-hours), enough to power 660 homes for one hour. Weighing only 135 lbs, it is a very efficient energy source; the equivalent stored energy in lithium batteries would weigh nearly 14 tons! (Liquid hydrogen is even more efficient, but isn't practical for a smaller vessel and is difficult to generate at sea.) The boat could run four to six days on hydrogen alone to power her operations, but the crew makes fresh hydrogen whenever they can to keep the tanks topped. This is especially true in port, when energy use is otherwise low.

The hydrogen is then used in a fuel cell provided by Toyota for the *Energy Observer*. (It was adapted from the Toyota Mirai, a midsize car that can go 400 miles on a tank of hydrogen.) The fuel cell produces electricity from an electrochemical reaction between hydrogen and oxygen in the air. The byproducts are heat (which is used to make hot water for showers and the galley) and water (which is recycled). All these energy systems are fed into a computer system and displayed in the heart of the *Energy Observer's* living quarters. An engineer on board monitors energy production and use, always striving for a balance between getting where the captain wants to go and providing comfort for the crew. Whether it's a hot shower or making tea and toast in the morning, the engineer is often consulted before bathing or breakfast begins.

This kind of awareness of how energy is produced and how and when it is used is a good lesson for everyone. Whether you're living on a self-sustaining boat or optimizing your home energy systems, an awareness of where energy comes from and how much you need, and striving to be efficient and to reduce waste, will help all of us live in a more sustainable world.

The *Energy Observer* departed San Francisco Bay to continue her journey. She'll be stopping in Hawaii before heading on to Tokyo to be on site for the 2021 Olympics.

— mary k. miller

SIGHTINGS

will paxton — third-generation sailor

There's a good chance that growing up in a family of sailors leads one to become a sailor oneself. One might even, say, end up working at a sail loft and eventually become a force to be reckoned with racing on San Francisco Bay. You may even want to hire them to captain your racing boat to Hawaii, were you so inclined. Will Paxton is just such an individual. For a sailor hearing his story, there might be a bit of envy welling up.

Dave Paxton (Will's grandfather) lived in Alameda. He owned a Cal 2-27 and a string of other boats, with some that were trailered up and down the West Coast — including some time cruising the San Juan Islands. "My dad and my uncle were both high-level sailors," says Will. "My uncle, Greg

continued on outside column of next sightings page

maserati conquers

In May, Italian skipper Giovanni Soldini and his crew on the Multi 70 *Maserati* broke the record on the Fastnet's original course: 23 hours, 51 minutes, 16 seconds — an average speed of 24.94 knots. Peter Cunningham's MOD 70 *PowerPlay* had set the previous record — 25 hours, 4 minutes, 18 seconds — just a month before. The distance is 595 nautical miles.

Maserati crossed the starting line off Cowes, UK, on May 7 at 19:22:55 GMT and



fastnet record

headed west. Soldini claimed that it was not a perfect weather window. "We wanted to try anyway, and we did it!"

To see this and other World Sailing Speed Record Council records, check out www.sailspeedrecords.com.

Maserati is a modified MOD70 trimaran. She visited San Francisco Bay in 2017, and a couple of the *Latitude* crew went for an unforgettable ride aboard her.

— chris

Clockwise from top left: In Kaneohe at the end of the 2016 Pac Cup are Fred, Will and Julia Paxton, and Fred's wife Jennifer McKenna, who sailed on three different boats; Will sailed aboard 'Sorcery' in the 1999 PV Race; he singlehanded 'Motorcycle Irene' in the 2021 Three Bridge Fiasco; Will and his boat partner Zach Anderson at Richmond YC before departing on the 2018 Pac Cup.

WILL PAXTON

will paxton — continued

Paxton, he's the professional and ran 50-ft IOR boats all over the place. He recently retired as a well-known ferryboat pilot on the Bay."

Will's father, Fred Paxton, was a standout FJ sailor on San Jose State's sailing team, where he met Will's mom, Jean. But, unlike Greg, Fred decided to raise a family instead of becoming a professional sailor. "He sold Ranger 23s and 26s — the Ranger 23 was a hot little Gary Mull one-design built before the advent of the J/24. And he was the local fleet champion. That was the keelboat we had when I was growing up."

And if all that sailing lineage wasn't enough, Will's cousin Julia, who is Greg's daughter, is a boat partner with him on *Motorcycle Irene*, the well-known, Richmond Yacht Club-based Express 27. Julia graduated from the State University of New York Maritime College and is now mission manager at Richmond's Saildrone, Inc. "She's a really amazing sailor! She beat us, winning the Pacific Cup Doublehanded Division in the Express 27 fleet in 2018.

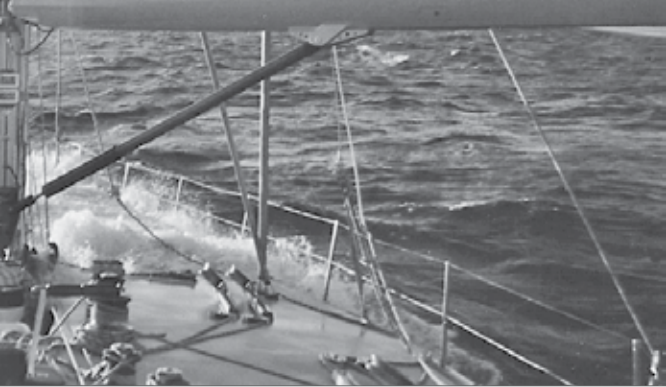
"Richmond Yacht Club is really why I've gotten so enamored with sailing," says Will. "Their junior sailing program is renowned because it's a really quality environment and all volunteer-based. Parents coach the kids, and they're all there because they want to be — they put their hearts and souls into it. All of my friends that I grew up sailing with were sailors, and many were best friends. We traveled and went to regattas together and learned how to sail, work on and repair boats together." The generosity of members like Lee Fisher isn't lost on Will, either. "Lee would enjoy loaning the junior sailing team his Wylie 34. We would race with a bunch of kids on the boat and go big-boat racing in the Jack Frost Midwinters. It made it really easy to just keep moving up in big boats and putting teams together."

Finding a way to continue what he loved while making money at the same time led Will down a familiar family path. As a freshman at Hayward State University, he was able to get a part-time job at Sobstad Sails. "It was a really cool environment, just growing and discovering new things about sailing all the time. Most of the salesmen, they were so busy that they didn't have time to go sailing with their clients all the time, and they'd just send this eager young kid sailing with whatever random racer had just bought a sail and needed someone from the loft to go sailing with them. I learned really quick just sailing three to four days a week in the summer how to make different boats work, how to work together with different people there, and not only how to trim sails but make the electronics on different boats operate and tune different kinds of rigs. My learning curve was just on fire the whole way, and I loved it."

An interesting convergence of events starting with his good friendship with John Sweeney (Will crewed on John's 11 Metre, *Citibank*) led to the foundation of Will's ocean racing experience. John brought Will on board Jake Woods' well-known IOR maxi *Sorcery* to help helm the Puerto Vallarta Race in 1999. The team had split their spinnaker, white-knuckling it in 35 knots of breeze, and Will managed to sew up the damaged sail in eight hours, allowing them to finish the race in first place. From there on out, he was a marked man.

Today, Will works at Quantum Sails and continues racing locally on *Motorcycle Irene*. His offshore career continues as well — he's co-helming *Favonius*, Gregory Dorn's Dehler 46, to Hawaii in the upcoming Transpac and plans to race/cruise in Europe in the year to come.

— ross tibbits



LATITUDE / CHRIS

SIGHTINGS

summer sailstice photo treasure hunt

The San Francisco photo treasure hunt is back. If you're not racing on June 19 in the YRA Summer Series #3, starting the Singlehanded Trans-Pacific Race, or taking a Bay cruise to nowhere, the San Francisco Bay Photo Treasure Hunt is returning to offer an alternative challenge for Bay sailors on Summer Sailstice weekend.

PICYA (the 100+ clubs of the Pacific Interclub Yachting Association) and the Yacht Racing Association of San Francisco Bay are inviting all Bay Area sailors to #raiseyoursails on Summer Sailstice weekend and participate in this year's photo tour of the Bay. The YRA is offering winners prizes of swag and a free 2022 PHRF racing certificate. There are also other rewards from Summer Sailstice and your favorite marine businesses, plus bragging rights for best photos posted.

This is simply sailing for the fun of it. Fun is the main reason people start sailing and stick with it. The images you see here are from the 2020 event, which asked participants to sail to various Bay Area sailing landmarks and post a photo on Instagram with specific labels. For 2021 we have a completely new set of instructions. To download the shot list, go to www.summersailstice.com/event/san-francisco-bay-photo-treasure-hunt the week before the event.

Beyond the treasure hunt, you can simply sail anywhere on the Bay, up the Delta with the Delta Doo Dah, offshore, or off the beaten track. PICYA staff commodore Winston Bumpus is planning to sail his recently restored 1961 Beetle Cat *Evelyn* out of Westpoint Harbor in Redwood City.

Vince Casalaina is planning to sail his Snipe, *New Beginnings*, saying, "I'll be doing a fun sail with friends somewhere on S.F. Bay or adjacent waters (depending on where it's warm with not too much breeze)."

There's nothing like picking a date and making a commitment to get you and your friends on the water. The 21st annual Summer Sailstice, coming on June 19, is this year's opportunity for sailors worldwide to start the summer of sailing together. It's the Saturday with the most daylight of the year, and a great day to surprise your harbormaster by showing up to untie the docklines and set sail. After a socially isolated year, you can reacquire yourself with dock neighbors or meet new ones. So many boats have been sold over the past year that you might have many new neighbors in your marina neighborhood.

The 2021 Summer Sailstice has established the new role of sailing ambassador to give enthusiastic sailors a platform to grow their fleet while growing participation in sailing. Who's in? Ros de Vries of Island Yacht Club and the Santa Cruz 27 class is helping get the club and class sailing, while Milly Biller continues to inspire the Inverness YC and grow the International 110 class on Tomales Bay and beyond. Sonya David and Jack Patton, aboard their Passport 42, *Gemini*, are on board as well as Marissa and Chris Neely aboard their Cheoy Lee 41 *Avocet*. On the East Coast,



LISA RYAN

diggin' the delta

On May 4, Delta Doo Dah Lucky 13 got off to an upbeat start with a well-attended and well-received kickoff via Zoom. Craig and Ann Perez presented an excellent and useful Delta cruising seminar, and much valuable discussion ensued.

Now sailors (and quite a few powerboaters this year) are already journeying to the Delta and exploring its vast possibilities. Businesses that have been closed during the winter or even throughout the pandemic are opening their doors and welcoming the visitors.

The Delta Doo Dah is, for the most part, a do-it-yourself adventure; participants can go where and when they choose. However, we do have some official events, and a couple of those are coming up in June. The first will be the 30th Delta Ditch Run on Saturday, June 12.

The Delta Ditch Run takes cruisers and racers from Richmond to Stockton — approximately 67 miles — all in one day.



LATITUDE / NICKI

doo dah in june

Hosts Stockton Sailing Club and Richmond Yacht Club had to cancel the Ditch Run last year because of the pandemic. They're going ahead this year, with some adjustments. The party at Stockton Sailing Club won't be the usual wild affair with dance band this year, but the club does plan to serve a BBQ dinner, and they're working on a permit for a bar. RYC is offering a burrito breakfast on that morning.

For several years now, the Ditch Run has encouraged Doo Dah sailors to enter, especially in the Cruising Division. Entrants in the Cruising Division receive a four-hour motoring allowance. There is no restriction on the sails to be used.

Registration for the Ditch Run is separate from the Doo Dah, and there's a fee of \$100 by June 6 or \$125 thereafter. Entries close at midnight on Wednesday, June 9.

A bus from SSC to RYC can help with crew transportation; be sure to buy your

continued in middle column of next sightings page

summer sailstice — continued

Molly Winans, editor of *Spinsheet* magazine on Chesapeake Bay, is helping fill the Chesapeake with sailboats on June 19. If you act quickly, you can sign up to be an ambassador on www.summersailstice.com or just be an informal ambassador and rally your community sailing program, your yacht club, your marina or your class of sailboats to hoist their sails.

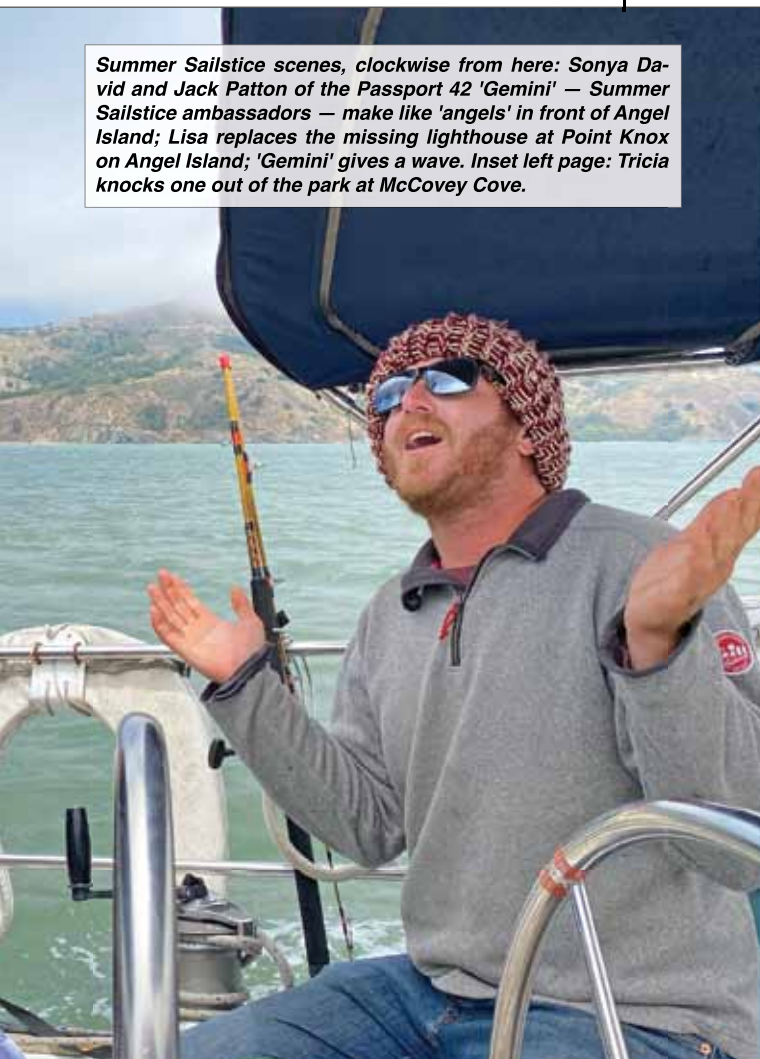
Summer Sailstice was created to connect all sailors in a worldwide celebration of sailing. Reach out to your club, class and sailing community, then go to www.summersailstice.com to sign up and post your weekend sailing intentions. You can join an event already posted or create your own. There are contests to enter and prizes to win. And a great day to be enjoyed sailing with family and friends while joining the world sailing on June 19.

By hoisting your sails wherever you are, aboard whatever you sail, you showcase to the world the 'who, what, where, why and how' of sailing. It can be racing, cruising, daysailing or whatever you like. It is one weekend in the life of sailing, and a lifetime of sailing in one weekend. Summer Sailstice is the time for all sailors of all sailing styles to celebrate 'together.'

In 2020 there were solo sails, family sails, virtual sails, distanced games, remote-controlled sails and many more creative and unique celebrations of sailing. As the world improves, sailors are returning to the water in record numbers. Sailstice events are popping up all over the map, and excitement for summer sailing is brewing. There is no better time for sailors to get out, raise the sails, and SAILEbrate sailing with sailors across the globe.

—john

Summer Sailstice scenes, clockwise from here: Sonya David and Jack Patton of the Passport 42 'Gemini' — Summer Sailstice ambassadors — make like 'angels' in front of Angel Island; Lisa replaces the missing lighthouse at Point Knox on Angel Island; 'Gemini' gives a wave. Inset left page: Tricia knocks one out of the park at McCovey Cove.



TRICIA CRONIN



LATITUDE / JOHN

SIGHTINGS

a circumnavigator swallows the anchor

As a kid growing up in central New York, I never heard the term "swallowing the anchor." We moved to San Diego in the '50s when I was in high school, and I was 20 when I first went to sea on a Scripps Institution of Oceanography research ship. It was not until the 1980s when I first encountered the concept of "swallowing the anchor" in the forward of Adlard Coles' autobiography. He used the term as shorthand for no longer racing or sailing or owning a sailboat, as he shifted to a land-bound life and became a noted nautical publisher of more than 300 titles.

Now that I have sold my sailboat, it looks as though I have swallowed the anchor — or at least most of the anchor. By education and experience, I am a marine geologist, and I spent the early part of my career coring and dredging in the Pacific and Indian oceans and later in the Bering Sea for my PhD. I spent so much time at sea that I did not want any spare-time activity that would take me out to sea. Ironically, a promotion at the US Geological Survey kept me from going to sea, and I soon felt chained to a desk at the USGS headquarters in Reston, Virginia. At that time, coworkers would invite me for sails on their boats on Chesapeake Bay. Those weekends made me realize that I was at least partially trained for sailing, as I knew knots and charts, and I decided I wanted more sailing know-how.

I soon bought my first boat, an O'Day 20. On this boat, I learned to sail as I explored Chesapeake Bay. During this time, I also ventured on ocean trips to build my sailing knowledge. A friend had sailed from San Francisco to Kauai in the 1980 Singlehanded TransPac Race and asked me and another fellow to return his boat back to California.

I sold the O'Day before I transferred to the USGS office in Palo Alto, and once in the Bay Area, I began looking for a boat with a full or undercut full keel. On the northbound leg of the trip from Kauai, we pounded into the seas, and I decided that I never wanted a sailboat that had a flat bottom section between the bow and a fin keel. I eventually decided on a Chuck Burns-designed sloop that had an undercut full keel and was inches less than 30 feet overall. *Kiana*, as I named her, would later prove right for me as she sliced and fell into oncoming swells instead of any nerve-racking pounding.

When I again transferred from Palo Alto to USGS headquarters, I had *Kiana* trucked to Annapolis. A sailing trip north to Maine led me to think about retiring early and the possibility of sailing to the South Pacific and Australia. From that point on, I started tearing articles out of *Latitude 38*, the *Seven Seas Cruising Bulletin* and *Cruising World*. For several years, I saved every article on preparation for ocean crossings and the places I might visit. I filed the articles by the easternmost locality. My plan was to reread the article before reaching the region (see photo 1). When working in the San Francisco area, I picked up *Latitude 38* at marine stores, and when in the East, I subscribed, as I do at present.

After several years of preparation, I left Key West, Florida, in January 1990 bound for Australia. I had learned on the oceanographic ships that keeping a lookout night and day was the safe thing to do. I always sailed with one crewmember so that one of us was always on deck as a lookout, and to ensure that we stayed on our compass course while the self-steering Sailomat windvane did its job.

I spent a cyclone season in Fiji, and while there I decided to "go around," as I was a better sailor and had worked out the kinks in *Kiana*. In addition, I had sailing friends who would, one at a time, join me on different legs of the trip. Heading west from Australia, there is a problem — Africa is in the way. The southern trip often has nasty weather, and the northern way via the Horn of Africa and the Red Sea can be dangerous in terms of theft and piracy. I decided to risk it and go the northern route from the Seychelles (see photo 2) via the Red Sea, the Suez Canal, the Mediterranean and eventually on to Key West. Looking back at the four-and-a-half-year trip, I feel rewarded and thankful to the 12 crew who sailed the 15 legs with me (see photo 3). I never finished writing about the trip, as I figured no one would buy a book about a trip where nothing went wrong!

Back to my situation of not swallowing the whole anchor. In 2005, I started working as a guide and lecturer on cruise ships in the Antarctic and the Arctic.

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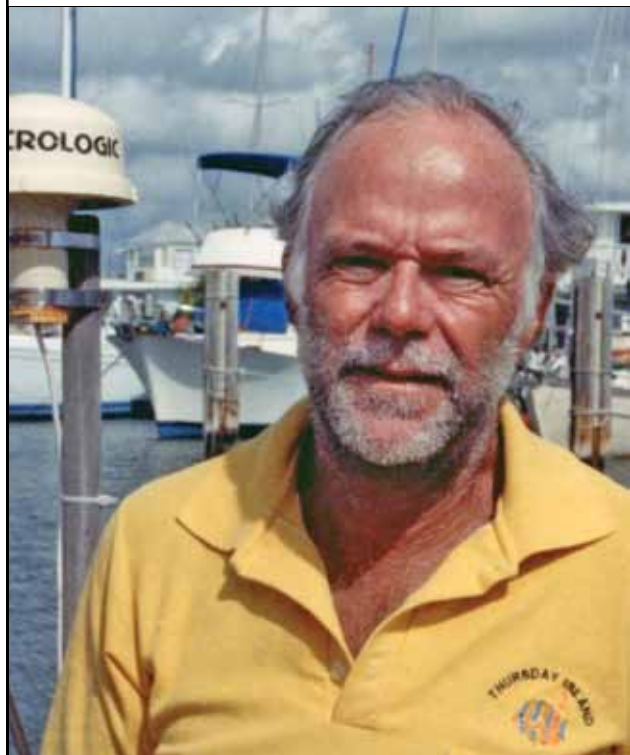
delta doo dah in june

ticket online ASAP. Register and order breakfast and bus tickets online at <https://www.regattanetwork.com/event/19906>.

We'll be there, and hope to meet many Delta Doo Dah sailors there too.

Next up, we're partnering with Summer Sailstice to help get the boat out on June 19. You can read much more about Summer Sailstice on the previous two pages. Registration for the Summer Sailstice is free, and you could win prizes!

We're not organizing one specific event for the Delta Doo Dah on June 19; it will be a DIY day. However, groups and individuals



— continued

can create their own events or share their own plans at www.summersailstice.com. We'll have more events in July and August.

Registration for the Delta Doo Dah is free as the wind, though we do encourage you to purchase this year's burgee so that we can spot you on the water. We're also offering handy logowear neck gaiters this year. We'll pay the postage if you order at the same time as you register.

Learn much more and sign up at www.deltadoodah.com. We'll leave registration open through the end of August.

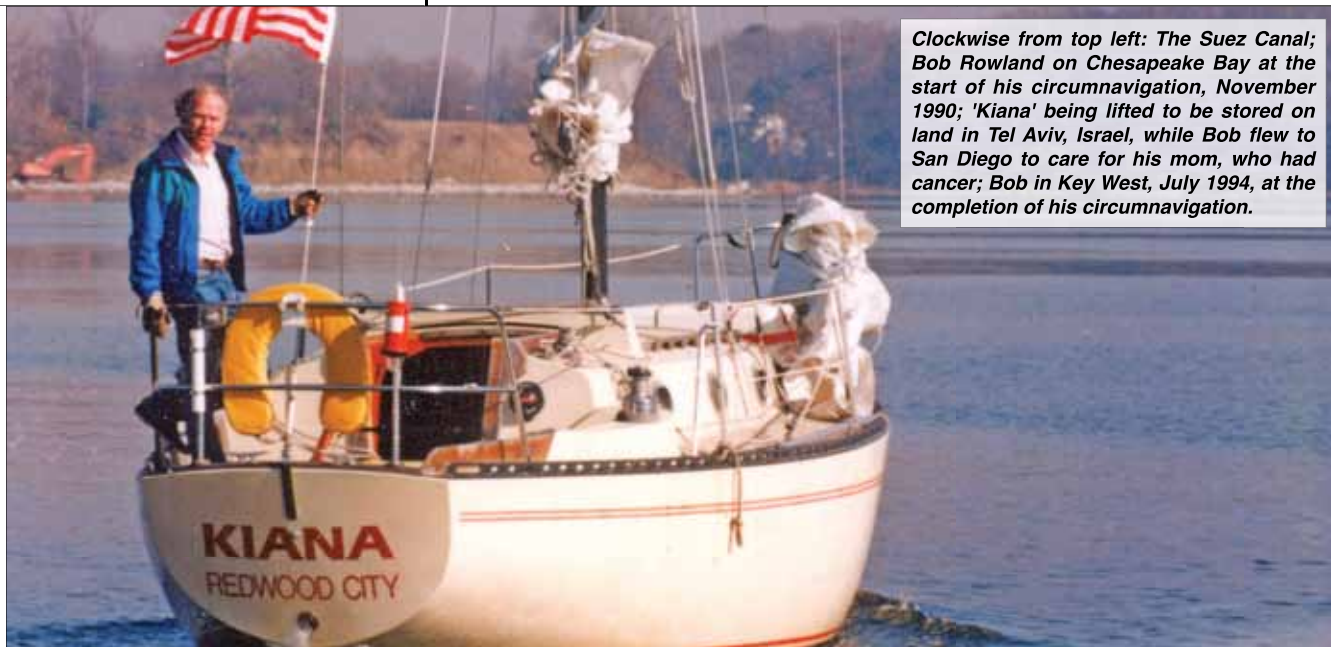
— chris

swallowing the anchor — continued

Again I was pretrained as I had made two trips to the Antarctic when I was in the US Army, and later I used the G.I. Bill for graduate school and did my geologic fieldwork out of Nome, Alaska. The ships I work on are quite small by cruise-ship standards. We carry 200 or fewer passengers, and while this is not the kind of sailing I did on a 30-footer, I still enjoy going out to sea and leaving traffic and most of civilization ashore.

Swallowing the anchor was not the end of Adlard Coles' productivity. Once on land, he started his second maritime publishing company and released a new edition of his book, *Heavy Weather Sailing*, as well as revised editions of his cruising guides for European coasts. In 1982, Coles was knighted. Of course, I never will be, but having swallowed only most of the anchor, I plan to continue my times at sea and on the river behind our house.

— robert rowland



Clockwise from top left: The Suez Canal; Bob Rowland on Chesapeake Bay at the start of his circumnavigation, November 1990; 'Kiana' being lifted to be stored on land in Tel Aviv, Israel, while Bob flew to San Diego to care for his mom, who had cancer; Bob in Key West, July 1994, at the completion of his circumnavigation.



ALL PHOTOS COURTESY ROBERT ROWLAND

22ND SINGLEHANDED TRANSPACIFIC RACE —

The long and winding Kuhio Highway that leads to Hanalei Bay on Kauai has nothing on the tacks and jibes it's taken for all concerned to make the 22nd Singlehanded Transpacific Yacht Race a reality.

The Singlehanded Sailing Society originally scheduled the race to start from the Corinthian Yacht Club in Tiburon on June 27, 2020. Preparations were well underway in early 2020. The race committee and other supporters had made travel reservations. Nawiliwili YC was all set to host the awards banquet.

Then, in March, the World Health Organization declared a pandemic, and everything shut down. We thought it would just be for a few weeks. By April 2020, 10 solo skippers had registered for the race. But gradually it became clear that the race couldn't happen in 2020, and the SSS and the would-be racers set their sights on 2021.

Many Zoom calls and myriad adjustments later, the race is now just over the horizon. We're all still dancing around COVID-related restrictions, but this group has proved to be remarkably agile. The fleet — 13 boats at press time — will start in front of Golden Gate YC in San Francisco on June 19.

Aloha — Hobie 33

Kyle Vanderspek, San Diego, CA

Mission Bay Yacht Club

Previous SHTPs: none

Kyle Vanderspek was born and raised in San Diego, where he still lives, minus some time in the San Francisco Bay Area for college.

The 30-year-old has been sailing for about 24 years (do the math!), on big boats for about 20 of them.

"I grew up with shorter SoCal races on a big Swan, as well as an Antigua Race Week," says Kyle. "In college I was on the Cal Maritime Academy offshore team, and we did a few distance races on school boats. After college I bought the Hobie 33, and we did Pacific Cup in 2018, Cabo in '19, and started the Transpac in '19 before breaking the rudder post. 2020 was... kind of a bust."

Kyle has always wanted to do the Singlehanded Transpacific Race as a personal challenge. "I feel like I have a good boat, and I could potentially do well if I can sail the boat to the best of my abilities and minimize any potential failures."

His goals are to enjoy himself, get to the start line, get to the finish line, and

do well — in that order.

He plans to ship *Aloha* home.

Elmach — Xc-42

Christophe Desage, Vancouver, BC

Royal Vancouver YC

Previous SHTPs: none

Based out of Vancouver, BC, Christophe Desage has been sailing for 20 years along the British Columbia coast and Vancouver Island. He's the original owner of *Elmach*, a 2013 Xc-42. He likes her for her stability, comfort and performance. For the SHTP, he installed a new autopilot

for redundancy and a Hydrovane as a backup. He intends to sail *Elmach* back to BC after the race.



Green Buffalo — Cal 40

Jim Quanci, Richmond, CA

Richmond YC, SSS, Pacific Cup YC, CCA

Previous SHTPs: 2012 (overall winner)

San Francisco resident Jim Quanci grew up and first learned to sail in New York City, when his dad bought him a Laser in 1972 (which he still owns and races). In addition to racing and local cruising, he's done bareboat charters and visited Antarctica by sail. His 49 years of sailing include 18 previous trips to Hawaii.

"I greatly enjoyed the alone time when I did the SHTP in 2012 — and wanted to experience it again before I get too old to do it at full speed," he says. "But after this last year of isolation, maybe it's more about hanging out under The Tree with old and new friends with a cold beer."

After getting rusty last year — and turning *Green Buffalo* into a Delta cruiser — he's now redeveloping his sailing reflexes in the SSS series, the YRA Shorthanded Sunday series and the OYRA series.

His strategy for the SHTP: "Sleep is a weapon. No bozos (no stupid mistakes/decisions). Push hard (keep the chute up)."

Provisioning the Cal 40 will consist of a few grocery bags from Safeway the day before. "Nothing requiring refrigeration, and plenty of fresh fruit and vegetables."

He's made six previous return deliveries from Hawaii — this will be #7. "The sail home is more fun than the race over!"

He then plans to sail *Green Buffalo* in the Pacific Cup next year, with his two sons aboard.



Hula — Westsail 32

Bill Stange, Driftwood Key, WA

Driftwood Key YC

Previous SHTPs: 1988 (overall winner)

Bill Stange started sailing in dinghies with his dad in the late 1960s. "My first ocean race was the '76 Vic-Maui, which took forever," he tells us. "After beating our brains out in a 40- to 50-knot southerly, we then sat for two and a half days right in the middle of the Pacific High. I was 18 and thought it was all a great adventure!"

He sailed in the 1980 Pacific Cup aboard his dad's Ranger 29 and did lots of Swiftsures, Oregon Offshores, and races from Victoria to Triangle Island and back in the 1980s.

He's also done lots of dinghy sailing and Puget Sound keelboat racing. "I won the 1986 North American Championships on San Juan 24s on my boat called *Double Trouble*. One of my proudest achievements was finishing an El Toro Bullship race!"

"I managed to finish the 1988 SHTP aboard my Olson 30 *Intense*. I had no communication to speak of, just a VHF radio, and had no idea how I was doing. After finishing, and with race committee people aboard, I kept squinting into the darkness to see where all the other finishers had anchored. I think I was the most surprised person in Hanalei Bay (besides maybe the race committee) to learn I was the first one to finish." Bill had set a new monohull record of 11 days, 15 hours and change.

"It had taken me five minutes on the VHF to convince the race committee that the flight attendant from Seattle was two hours from the finish. I don't think I'll have that problem this year on the Westsail."

"Jack LaLanne, the famous fitness guru, once told me personally, and loudly, on a flight I was working, the secret to staying in shape. All 16 of my passengers were dead-silent as Jack gave out the critical secret. He said, 'If you don't work out every day, your body will turn to ****!' So I do exercise every day and stay in reasonable shape."

His strategy for the race? "Take *Green Buffalo's* wind right before the start and maintain a tight cover for 2,200 miles — ha-ha! Actually, I am just hopeful that the autopilot gives me more than two seconds of spinnaker drive time before



BETTER LATE THAN NEVER



Cliff Shaw sails past Belvedere on the Gemini catamaran 'Rainbow' after starting the 2018 Singlehanded Transpacific Yacht Race. He'll be back for another go in 2021, again the sole multihull entry. — All photos Latitude/Chris or courtesy the racers.

LATITUDE/CHRIS

broaching, which was the case in 1988 with the Olson 30."

His provisions will include dried and canned goods. "Hopefully I won't be opening canned food with one hand and driving with the other. That sucked. That was 1988."

Bill found *Hula* at the Puerto Vallarta Marina on a layover. "I called the wife, she flew down for a look, and we decided we needed an adventure, so we bought her, sailed her to Hawaii, and then back to the Seattle area."

The boat has four spinnakers. "Ask me in Hanalei how many I have left and if I should have put them all in a dousing sock!

"I put a longer tiller on the boat to perhaps increase my leverage to ease fatigue, and also bolted a ridiculous-looking Lewmar 55 winch right in front of the companionway."

The conditions offshore have not been kind to the Northwesterners coming down the coast. At press time, Bill and *Hula* were tucked into the Noyo Basin at the south edge of Fort Bragg.

Bill's wife Darlene wants to sail home again with him from Hawaii to Seattle.

Lohengrin — Swan 371 **Greg Mardock, Portland, OR**

Sauvie Island YC

Previous SHTPs: none

Greg Mardock is doing this race as a retirement treat. His previous experience includes 10 years of coastal cruising and

one Pacific Cup, plus sailing on Hobie Cats, miscellaneous deliveries, yearly trips from Oregon up the Washington coast to the San Juans, and local river sailing.

He plans to be safe, keep things simple, finish, and have fun.



yacht builder.

"I just finished upgrading most of the electrical wiring and replaced the navigational hardware.

"The boat usually shows up at the Northwest Westsail Rendezvous. Many of the Westsail sailors who originally entered the race encouraged me to enter. My only crossing to Hawaii was on the class-winning Westsail 32 owned by Dave King in 1990. Health and family issues have caused several of them to withdraw, and I will miss the friendly teasing. *Lohengrin* has been referred to as the booze boat due to the deplorable habits of my crew."

After the race, Greg plans to "hang out for a week and then sail back to the Pacific Northwest with a friend or two. COVID has definitely affected plans. I will not have family meeting me on arrival."

Mountain — J/109

Reed Bernhard, Bellingham, WA

Corinthian YC of Seattle

Previous SHTPs: none

"I love the challenge, love the solitude, love the ocean, love to sail, love Hawaii, love to compete! And I wish to make my son proud," says Reed Bernhard.

He's been sailing for 31 years, including Transpac races in 1999, 2001, '03, '05 and '09. He went doublehanded in the past two. Reed grew up cruising and racing in New England, the Caribbean, Southern California and the Pacific Northwest.

Provisioning plans include "Soylent, dried fruit and nuts, chili, peanut butter, oatmeal, Fig Newtons, and random and strange stuff from Trader Joe's."

After the race, he plans to stay in Kauai for a few days. "Then my friend will deliver the boat back to Seattle for me."



Northern Star — Sabre 426

James Wylly, Seattle, WA

Coasters Harbor Navy Yacht Club

Previous SHTPs: none

"Sailing across an ocean and ocean racing are two long-held dreams, and the SHTP is a great way to accomplish both," says James Wylly. Although he has 57 years of ocean experience and is a RYA Certified Yachtmaster, he has never completely crossed an ocean.

"Having recently retired, I'm fortunate to have the time to invest in getting the boat and myself ready. I'm also enjoying the experience of meeting and becoming friends with so many people in the Singlehanded Sailing Society, the SHTP Race Committee and my fellow competitors. Each of



us is more concerned with helping one another than winning. This community is what makes the SHTP so special.

"I had a lot of help from CSR Marine in Seattle getting the boat ready and am thrilled with some of the improvements they made."

He's worked on his own physical conditioning. "I plan on many small meals throughout the day with one modestly large meal each day to reach 2,500-3,000 calories. I was a Navy fighter pilot and have been used to interrupted sleep patterns. I will draw on some of that conditioning from the past.

"The race portion of my preparation

22ND SINGLEHANDED TRANSPACIFIC RACE —

includes building a navigation and race strategy and training locally in Puget Sound with a focus on sail selection, changes and managing the boat alone. *Northern Star* is well laid out and organized, and feels good to sail alone."

James will sail home to Seattle, at a more leisurely pace, with friends.

Nozomi — Cal 40

Robb Walker, Point Richmond, CA

Richmond YC, San Diego YC

Previous SHTPs: none

"I have spent the past two years (pre-COVID) working full-time on a complete restoration/refit of *Nozomi* after three Pacific Cups and a number of other ocean sails," says Robb Walker. "I just wanted an opportunity to enjoy sailing the boat offshore, as it is in the best condition it has ever been in." He's owned *Nozomi* since 2007. "The best boat for the race is the boat you have (also, the Cal 40 is considered to be a good choice)." *Nozomi* is Japanese for "hope" or "heart's desire."



Robb's 40+ years of ocean experience include three doublehanded Pac Cups with his wife, Rowena, aboard *Nozomi*, one Pac Cup on *Green Buffalo*, one Transpac and four return trips from Hawaii. His pre-race training included a 400-mile solo qualifier.

He's looking forward to one hot meal per day (frozen prepared meals warmed in the oven), plus yogurt, salad, snacks, and so on.

After the race, he and Rowena will sail the boat back to San Diego, followed by a leisurely sail up the coast to San Francisco in the fall.

Perplexity — Express 37-1

John Wilkerson,

Bainbridge Island, WA

Sloop Tavern YC

Previous SHTPs: none

When asked how many years he's been sailing, John Wilkerson says, "Too many!" When he was a kid, he crewed from Oregon to Tahiti on a traditional schooner, and he did a grand Pacific loop in 2015-16 (Seattle-Mexico-French Polynesia-Hawaii-Seattle).



His reason for doing the race is the motto, "a buglight for weirdos," the opportunity to get into the ocean rhythm again, and the surfing. He hopes to learn a lot on this passage.

John has had his 1986 Express 37 *Perplexity* for almost four years. He likes her fingertip steering and wide decks. He plans to sail her home after the race.

Rainbow — Crowther 10M cat

Clifford Shaw, Emeryville, CA

SSS

Previous SHTPs: 2012, 2018

"I live in Walnut Creek and have been sailing for about 57 years," says Cliff Shaw. "I enjoy ocean racing and cruising. I've done five Hawaii round trips, two of which were SHTPs (2012 and 2018), one unofficial Pac Cup (2006), one Baja Ha-Ha (2010), one Pacific Puddle Jump (2015) ending in New Zealand, several LongPacs, and numerous Drake's Bay, Farallones, Lightbucket and Half Moon Bay races and cruises."



Cliff has owned his 33-ft 1984 catamaran for 23 years. "I love the boat for its level sailing, good speed and room for taking lots of friends out daysailing in Hawaii. She's pretty well optimized, so no new tricks or gadgets for the race, but I'm spending extra time overhauling and maintaining the systems."

Cliff's goals for this race are to "have a safe trip, win my division again (easy to do with only one multihull entered!), and spend some quality time cruising the islands before returning in late September or early October."

Sea Wisdom —

Hinckley Sou'wester 42

William Lee, San Francisco, CA

St. Francis YC

Previous SHTPs: none

"I always wanted to cross a major ocean passage solo," says Will Lee. The 48-year-old has been sailing for 21 years, with ocean experience the last three.



"*Sea Wisdom* is my third boat," he says. He's owned the 1987 sloop for six years. "This Hinckley is the most classic and traditional boat that I've ever owned. After owning two modern performance cruising boats (my last boat was a Farr 50 pilothouse), I've had my share of getting pounded going into heavy weather with a fast, flat hull. The Hinckley Sou'wester 42 Competition Sloop has a gentle bow that provides a much-needed softer entry for my kind of ocean sailing. Somehow, I'm often sailing into weather."

The Competition Sloop edition also

has a deep fin keel and a spade rudder, unlike the standard Sou'westers. "The Competition Sloop has a triple-spreader mast that is almost as tall as, with as deep a keel as, my former Farr 50. Her rig is so tall that all I need is a 95% jib because I get overpowered so easily."

"I appreciate the warm feeling of all the traditional carpentry inside the boat. They really don't make this kind of wooden joinery anymore. I am fortunate to sail her."

"When I took ownership of *Sea Wisdom* from the previous owner, she was primarily a lightly used daysailer. There was no modern equipment, and she was not designed for singlehanded sailing. So this has been a long-term project. I try to build redundancy on everything and bring a spare part for each significant component (with the exception of a spare 'iron jib')."

"The other special preparation is to stay fit and healthy for this race. I was never a physically strong person, so it took a couple of years of training to build up my strength. I'm trying not to be the weakest link on the boat."

"I would like to learn from the race the key features of a sailing yacht that I want to have when I do a circumnavigation — eventually."

Will's goals for the race are to make it across the finish line safely, learn from his fellow SHTP sailors, enjoy the stars in the middle of the ocean, and have fun. "I hope to contribute whatever knowledge I have."

He has limited time this summer due to work and family obligations. "I hired a delivery captain to sail back for me." Arranging insurance for that hasn't been easy.

Shark on Bluegrass — Olson 25

Falk Meissner, Berkeley, CA

Berkeley YC

Previous SHTPs: none

Falk Meissner grew up in Berlin, Germany. "I learned sailing on the lakes around Berlin." He's been sailing for 25 years. His ocean experience is mostly coastal sailing, Farallones races, Monterey, OYRA and the LongPac, but he's done no real passagemaking yet. "This is the first time for that."

"When I bought the boat more than 15 years ago, I already had the SHTP in mind. Well, it finally made it to the top of the to-do list."

Falk's goals are to arrive in one piece, have fun, and win (in that order).

We asked Falk what the boat name, *Shark on Bluegrass*, means. "*Shark on Bluegrass* popped into my head when

BETTER LATE THAN NEVER



I was looking for a name. (*HMS Britannica* seemed a bit overblown for the size of the vessel.) There is no real meaning. I am not even a bluegrass music fan. There are only interpretations: 'Comfortable like a shark on the waving bluegrass of the ocean,' 'Short on Grass,' and most importantly the abbreviation 'S.O.B.' Best of all, the name has been a conversation piece."

He'll be shipping the Olson 25 back. "I am sure there will be a Zoom meeting waiting, so no time to sail back."

"I am very excited to finally get to this point, so truly looking forward!"

Siren — Santa Cruz 33

Brendan Huffman, Los Angeles, CA

Blue Water Cruising Club, SSS,
Cruising Club of America, Del Rey YC,
Pacific Singlehanded Sailing Association
Previous SHTPs: none

At age 50, Brendan Huffman says he's been sailing for "three generations. My uncle (Jerry Huffman) did four SHTPs in the 1980s and '90s: two on his Cal 34 and two on his Wilderness 40.

"I listed Blue Water CC first because my uncle did four SHTPs under that burgee, and my family have been members since it started in 1945 (based at Catalina Island)."

Brendan's ocean experience includes two Transpacs, four Pac Cups (one doublehanded) and 10 Mexico races

He's doing the SHTP because he's seeking a new challenge. His goals are to arrive in Kauai safely and quickly, have fun, and learn.

Brendan bought his 1977 Santa Cruz 33, hull #3, in January 2019.

Siren's features that he enjoys include standing headroom, cockpit coaming, bunks, an actual toilet, and she's a "nice boat to steer."

Brendan has put in hundreds of hours of boat prep and solo practices.

He'll ship *Siren* home.

Since the racers and volunteers won't be able to gather at the Corinthian YC this year, Richmond YC has stepped



in and given the SSS the go-ahead to stage out of their harbor.

Rules are still in a state of flux at the Kauai end. For instance, just as we were going to press, Hawaii's governor, David Ige, dropped the mandate to wear masks outdoors.

We expect that the traditional daily sunset Tree Time at the beach will happen — that's the most casual and spontaneous of racer socials. Organizers are still working with hosts in Nawiliwili to arrange for a formal awards presentation (and possible banquet) on July 10.

Because of limited housing in Hanalei, the race committee this year will be headquartered in Princeville, on the bluffs overlooking the bay. Mother Nature has added to the challenge of managing this race: Between Princeville and the beach is a road that was covered by a mudslide in March. Repair work continues. One-way traffic allows for passage between Princeville and Hanalei — but only at limited times of day.

Look for our report about the race in the August issue of *Latitude 38*.

— **latitude**/chris

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CHECKING IN ON THE STATE OF THE OCEAN —

The state of our oceans is critical. Pollution, overfishing, and chemical changes threaten the health of the sea, and thus, what we eat and breathe. Hurricanes are stronger, their season longer. We have become numb to seeing waterways covered in trash and pictures of sealife entangled in all manner of plastic waste. We're also numb to the dire statistics: "There are over [165 million tons] of plastic waste in the ocean today. Without significant action, there may be more plastic than fish in the ocean, by weight, by 2050," the World Economic Forum said in a 2016 report.

While the overall health of the ocean is at a tipping point, there are some positives to report. Most longtime West Coasters have told us (and data have confirmed) that the water is cleaner and marine life more abundant. California's beaches are pristine. Perhaps most importantly, our collective ethos has changed. Many people have taken small-scale, individual actions such as using electric motors and solar power, and weaning themselves off plastics.

Over the years, we've seen numerous sailors, paddlers and even swimmers coming in and out of the Bay on awareness-raising campaigns. There have been numerous "pledges for support" from big companies such as Amazon, Ford, McDonald's, Google and Wal-Mart,

many of whom have promised to "go green," and strive for "net-zero carbon" emissions within a few decades. But while the promises mount, the problems persist; this story could easily be lost to bleak facts and grim statistics. With our

awareness sufficiently raised, we're ready to see tangible action.

As we celebrate this year's World Oceans Day on June 8, we're checking in on the state of the oceans, as well as

the sailors who are pioneering ways to connect their sailing soul to sustainable living on our planet.

"I am sometimes daunted by the size of the problem and how global the issue is," Mary Crowley, the founder and executive director of the Ocean Voyages Institute, told us. Over the past few years, OVI has removed several hundred thousand pounds of plastic from the Pacific Ocean — most of it discarded fishing nets and gear — which it calls the largest debris collection in history. "When we're successful, it makes people realize that it's doable, and that it's important work. I receive a lot of feedback from people all over the world applauding the tonnage of plastic that we've removed thus far. The more action OVI is able to take in doing effective cleanups, the more promising the future is.

"When we first started investigating what was going on in the ocean, a lot of people would say cleanup is futile; it's

too far away, it's too difficult," Crowley told us. "But the fact is, professional maritime people are used to doing things mid-ocean."

There have been a slew of other actions and ideas. Estuary sailor Scott Chowning started pulling a homemade trawler behind his Catalina 27 *Evening Star* to collect debris while he's out sailing. Santa Cruz captain Jim 'Homer' Holm helped invent a small "mobile reactor," which can turn ocean plastic into diesel fuel. The Swiss organization The Sea Cleaners recently unveiled *Manta*, set to be launched in 2024. (*Manta* was similar to Bay Area-native Barry Spanier's concept named *Baleen*.) The 184-ft long, 85-ft wide catamaran will literally scour the ocean for trash, and use a waste-to-energy conversion unit similar to Holm's.

In 2018, Alameda-based The Ocean Cleanup launched its \$20 million, 2,000-ft-long trash collector in the North Pacific Gyre. The nonprofit has since focused on developing "advanced technologies to rid the ocean of plastics," and remains a fundraising force, and in some ways, represents the dichotomy between our environmental aspirations and concrete actions.

"Though the scale of the problem is huge, our goal is to increase the scale of cleanups," said Crowley, adding that the combination of removal, individual actions by consumers, and change in economics for manufacturers could represent a turning point for the ocean.

Officially recognized by the United Nations in 2008, World Oceans Day calls for celebration, lobbying and action on the ocean's behalf, and is another voice in the growing chorus advocating for the seas. "In 2017, when I attended the UN's first week-long conference dedicated to oceans, it was widely acknowledged that the ocean ecosystem is in the worst

"The more action we're able to take doing effective cleanups, the more promising the future is."



Volunteers in Newport Beach participate in the California Coastal Cleanup, the state's largest annual volunteer event, in 2016. Good ol' 'Elbow grease' remains one of the most effective cleanup tools.



ON WORLD OCEANS DAY



THESE PHOTOS COURTESY OCEAN VOYAGES INSTITUTE

Ocean Voyages Institute said their team of professional mariners have plucked the "largest collection" of marine plastic from the ocean in history. Top center and right: the 118-ft 'cargo-sailor' Kwai'. Bottom right: OVI founder and president Mary Crowley.

trouble and requires the most urgent attention," Mary Crowley told us from her Sausalito office during a windy, chilly day in May.

A nonprofit, Ocean Voyages Institute was founded in 1979 by sailors, educators, and conservationists from around the globe. Their mission was to teach maritime arts and sciences, and to preserve island cultures. OVI also runs a for-profit yacht-chartering business.

"OVI is really devoted to plastic cleanup," Crowley said. "In the early years, we did a lot of sail training, and getting students out to sea to discover marine biology and oceanography; we've done lots of sailing on square-rigged ships, and lots of work with island cultures. Since 2009, our primary emphasis has been solutions for plastic pollution in our ocean. We feel strongly that the professional maritime industry can effectively use existing maritime equipment and innovations to make real inroads into

cleaning up the oceans."

For the past few years, OVI has been working north of Hawaii, in the North Pacific Subtropical Convergence Zone, where marine trash accumulates. As of this writing, OVI was about 1,000 miles north of Hawaii and 20 days into a cleaning mission with their vessel *Kwai*, a 118-ft topsail ketch sailing cargo ship. After a few years of exploring marine-debris concentrations and testing satellite trackers, OVI has smaller vessels locate concentrations of plastics and attach GPS beacons to nets — essentially tracking the trash — before larger vessels, such as *Kwai*, return for roundup and recovery during the calmer, flat spring and summer months.

"Cleaning up plastic sometimes feels like it's just a drop in the ocean — no pun intended," Locky MacLean, OVI's campaign coordinator who handles logistics for cleaning missions, told us. "When you read the statistics about how

much plastic is going into the ocean, it's alarming, whether it's one or several million tons. But when you bring a big pile of plastic back to the dock, it's a measurable quantity. You've got to start somewhere. You've got to chip away at it. And we can scale away, especially if the ships or the funds are available."

MacLean described OVI as a shoe-string budget, boots-on-the-ground operation. "You have to go out there and physically yank up the trash, and physically apply elbow grease. There's no magic cure-all or fantastic machine. If we had a budget similar to other campaigns', we could, for sure, have more vessels and more crew."

In September 2018, The Ocean Cleanup's System 001, or *Wilson*, was towed out the Golden Gate and into the Pacific by a Maersk ship. *Wilson* was the result of five years of research; a team of 70 scientists and engineers tested nearly 300 models and six prototypes, according to reporting.

The ambitious device was able to catch debris, but could not retain and remove them. Four months after deployment, *Wilson* broke in two and was towed to Hawaii; a next-generation "skimmer" was launched in late 2019, and reportedly solved the retention problem. The Ocean Cleanup said that despite the success, "There is still much work to do." The nonprofit said they're currently sea-trialing boom prototypes in the North Sea, as well as developing elaborate-looking "third-generation" trash interceptors that are moored in river beds to collect trash headed for the ocean — the interceptors have yet to be built or deployed, however.

Boyan Slat, the shaggy-haired, unshaven 27-year-old founder and CEO of Ocean Cleanup, said that in 2020, his company had collected 250,000 football fields, or over half a million pounds, of marine trash. Stylish fundraisers who appeal to our greatest environmental hopes, The Ocean Cleanup has the lofty goal of removing "90% of floating ocean plastic pollution."

Last year, as Slat shot video of himself walking on the beach in a hoodie, he unveiled The Ocean Cleanup's first product "made by" the Pacific Garbage Patch: A \$199 pair of sunglasses; "100% of sales go directly toward cleanup operations," the company said, adding, "It's probably the most stylish way you can help rid the oceans of plastic. And, should the time come, they've been designed to be easily recycled."

THE STATE OF THE OCEAN

THESE PHOTOS COURTESY THE OCEAN CLEANUP



Left: The Ocean Cleanup's 2,000-ish-ft 'System 001/B' was deployed in the Great Pacific Garbage Patch in 2019 for testing. **Right:** The Ocean Cleanup's wunderkid founder and CEO Boyan Slat is surrounded by concept drawings for his company's ambitious skimmer.

The Ocean Cleanup seems to dominate the marketplace of large-scale removal projects; they famously raised more than \$2 million via crowdfunding in 2014. In a 2019 *New Yorker* article, a professor of environmental science said of Slat's appeal, "We always love the idea of cleanups more than we love the idea of prevention, or mitigation. We love treating illnesses more than we do preventing them. But our affinity for simplistic solutions isn't innate; they're narratives we've been sold." Another scientist was quoted as saying, "The Ocean Cleanup is a distraction from the real solutions that the entire global movement is now working on."

"We're happy that anyone is raising awareness about this," Locky MacLean said about The Ocean Cleanup's public relations prowess. "Because what's got to change is to stop the creation and cycle of plastic in our consumer lifestyles."

We did not set out to write a story about plastic for World Oceans Day, or to give the impression that marine pollution is the only threat plaguing the seas. We don't want to write an article about how we're all destroying the planet — vigilant as we might be with our reusable water bottles and shopping bags — because it's incredibly difficult, if not impossible, to completely stop consuming plastic. Even though we have legitimately changed our behaviors, and we can see a cleaner environment around us, the statistics are still ominous. "The United States is by far the world's largest generator of plastic waste — it produced about 46 million tons in 2016," *National Geographic* reported.

It's clear, however, that marine pollution is a crisis that has corralled the world's attention. Too often, though, the narrative focuses on consumer behavior, rather than asking polymer manufacturers to shoulder some, if not the lion's share, of responsibility.

"I think the issue is economics, and the fact that plastic is such a cheap material," said Mary Crowley. "In Europe, they have systems where manufacturers must pay for the end of the life of a product, or a recycling cost. In that case, plastic is not such a cheap material. I'd like to think that corporations will produce products that are healthy for people and the environment, and that those companies will be rewarded by getting a larger market share."

Ocean Voyages Institute has been "upcycling" the former trash they've plucked from the Pacific into long-lifespan products, such as construction materials or UV-resistant benches. "The products have to have a 25-year lifespan for us to be interested," Locky MacLean told us, adding that OVI has approached several manufacturers with their bounty of fishing nets. "For some companies, having ocean plastic in their supply chain wasn't even on their radar; they were using brand-new pellets from China." OVI's budding relationship with manufacturers has yet to become a viable business model, but there is money to be made. "This year, we're seeing how it could be not necessarily profitable, but how the plastic itself could pay for future cleanups. That's the closed loop we're working toward."

MacLean said that several companies have urged OVI to make commemorative plastic products, similar to The Ocean Cleanup's sunglasses, or the bracelets produced by the for-profit cleanup company 4Ocean. "We're opposed to that," MacLean said flatly, adding that OVI does not want to produce any product that could potentially end up on "a second go around in the ocean."

"As someone who has loved the water and sailing since I was 4 years old, I'm thrilled to give back to the ocean, because the ocean has provided so much joy and nourishment for me,"

Mary Crowley told us. A Chicago native, Crowley grew up sailing on Lake Michigan. "I sort of always knew that I was going to move west — I finished college and moved right out to Sausalito, and started delivering boats and teaching sailing." Crowley was a teacher aboard two different school ships; she's also been a captain, and worked as a professional photographer covering sailing, as well as a professional writer.

Crowley's mentors were San Francisco residents George and Lillian Kiskaddon, who "moved to San Francisco in 1954, where George set up a successful shipping company, and they pursued their passion for racing sailboats on the Bay and internationally," *SF Gate* reported. "They involved themselves in politics, protests and saving the oceans."

"They were big influences on me," Crowley said. "They believed that you could achieve anything if you put enough time, energy and money into it." Crowley also paid homage to Sylvia Earle, a marine biologist, oceanographer, and *National Geographic* explorer in residence.

Ocean Voyages Institute's Locky MacLean paid homage to *Latitude 38's Classy Classifieds* in helping him piece together a multi-vessel circumnavigation in the early 2000s. "I was buying gear off the *Classys* as I was fixing up boats and sailing around the world." A Victoria, B.C., native, MacLean studied environmental science at UC Santa Barbara. "I've definitely put my two passions to work."

Crowley said that the most important ingredient in protecting the ocean is simply exposing people to its wonders. "We know that people are going to love and care about what they experience; by allowing people to charter boats all over the world, people can have amazing experiences at sea, and it lets them know the importance of our oceans. Everyone from Jacques Cousteau to the Kiskaddons to Sylvia Earle has helped to accomplish this awareness."

— tim henry



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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 is model boat building for kids. Children under 12 free when accompanied by an adult.

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DANIELA MOROZ —

Radiant and confident with more than an occasional penchant to go fast describes Daniela Moroz from Lafayette, California. She just happens to be one of the fastest on foils in the world; be it against men or women, it really makes no difference.

As she prepares for kite foiling's entry into the Summer Olympic Games in Paris in 2024, and for her new challenge as "one of the boys" for Team USA on the SailGP Formula 50 catamaran grand prix circuit, Moroz is quite candid, emphatically stating, "I think I am faster than my competition because I have always trained with and against men, and I've always held myself to the men's standard."

"Even from the very beginning, I was rarely training with any other women. And although it was difficult sometimes, I loved the sport and was motivated and determined to get better and beat the boys," said Moroz.

For starters, Moroz is a four-time Formula Kite World Champion and three-time Open European Champion with two US Sailing Rolex Yachtswoman of the Year watches on her wrist. Add to that Rolex World Sailor of the Year finalist in 2018. This ultra-competitive 20-year-old likes to go fast and have fun.

When she was growing up, Daniela's parents were both longtime windsurfers who raced in everything from the local Friday night races at the St. Francis Yacht Club to the US Nationals, and could easily be found out on the Berkeley Circle off the marina there.

"When I first started kiting, both Erica and Johnny Heineken from San Francisco were the best in the world, and I am super competitive. I am fortunate that I have very supportive parents and friends," said Moroz. "Foiling is exciting because it is super-fun to go that fast over water. I got super-stoked on kiting and stuck with it."

"I love it when it is really gusty and the waves are really gnarly. There is nothing like kiting off Crissy Field and flying under the Golden Gate Bridge — though flat waters are great so that I can work on building speed."

Her favorites and fetishes are well known: She loves to flush out her system with kombucha when she gets home, and she craves chai tea and avocado toast. She is currently a business and marketing major at the University of Hawaii. Given her globe-trotting and



OLIVER HARTAS / IKA MEDIA

the challenges of the pandemic, online classes fit in perfectly with her travel schedule.

"I feel like my plans change every day, but I certainly don't expect any of the craziness to stop!"

"The year is looking busy for sure, though sometimes my schedule is very much up in the air because events are still getting postponed or canceled," said Moroz. "It will definitely be a lot of going with the flow and doing whatever events and training I can. The fall is stacking up to be very busy, so it will be a bit of a balancing act. It will be important to be diligent with my training and time management."

Moroz is quite candid in her blog about her struggle with burnout in fall 2019. She had just started in Hawaii, which, as nirvanic as it would appear, isn't all about surfing and sunscreen.

"It wasn't easy for me to talk about it." She found herself "mentally exhausted," and she put kiting on the shelf for a bit.

"At the end, it was fun, but I gave up a lot of my mental health," said Moroz. "The pandemic hit; I wasn't motivated, feeling forced to kite. The drive to push myself wasn't there."

Taking respite back home and hitting her favorite spots at speed on the

That St. Francis Yacht Club sticker on Daniela's board helps fuel the fire at the Pascucci Formula Kite World Championships in Italy.

effervescent waters beneath the ominous glow of the Golden Gate Bridge off Crissy Field, Moroz re-energized her enthusiasm with the challenging prospect of the upcoming Paris Olympic Games and the SailGP gig, which is an opportunity to learn a new discipline and to explore the art of foiling in ways that should pay off in France.

"I feel like it is something a lot of athletes go through," said Moroz. "I have grown as a person and as an athlete. Now, I feel that fire again!"

"Now, my biggest long-term goal is to compete for the USA in 2024, when kiteboarding will make its Olympic debut."

"The proposed Olympic format could be very cool," Moroz says, "but it's nothing we've seen before, a relay race pairing a male and a female. From what I understand so far, men and women will alternate leading off, with partners waiting in a holding area, and I think surely there will be a component of GPS tracking so racers in the next flight know when to take off."

"Obviously, it would be hard to literally pass a baton. A GPS trigger sounds

GOING, GOING, GOING FAST!

realistic, but we'll find out," she says. "The 2019 World Championships on Lake Garda were everyone's first shot at this format. Then the exhibition event at the Tokyo Games will give us a solid picture of what's up, but I'm already counting the days."

Kiting in the Olympic Games has its detractors, especially since its entry has come at the expense of some of the longtime classic monohull classes like the popular Finn dinghy.

It has been debated incessantly on Tom Ehman's *Sailing Illustrated* show, and longtime British journalist and provocative wordsmith Magnus Wheatley wrote in his *Rule 69* blog, "Formula Zero," for that "quick hour on the boat (for kitefoilers) there are no such problems.

"Their life is simple. Gone are the hours of tuning rake, stay tension and pre-bend. There's no 'down-below' to strip, and the joys of trying to get a kicking-strap system to work effectively are no more. I fear for the dying art of winch maintenance," writes Wheatley.

There are some heartfelt thoughts here in between the humorous juxtapositions, and Wheatley is not alone. Many longtime traditionalists are on board, and the organizers, be it World Sailing or the International Olympic Committee, haven't handled it the best.

"No, my friends, all you need now are a pair of footstraps, a 6-inch foil, a platform, some thin Dyneema, your mother's knickers, youth on your side, and a

beach. Your flowing, unkempt blonde locks are a thing of marvel, and the Olympic Games are at your mercy, dying to have your youthful exuberance to use so effectively for their own social-media obsessed means," writes Wheatley.

"I think it is a huge step for both kiting and sailing," states Moroz. "I don't think the question should be whether or not kiting belongs, but rather how sailing can benefit kiting as a sport and how kiting can benefit sailing as an Olympic class. It's a new, young, action-packed, exciting class that will draw a big and wide audience from both sailing and action sports. And I think to be able to share our sport with so many people is a really incredible opportunity."

In many ways, all you have to do is look at the recent America's Cup and SailGP to see that kites, Moths and 49ers are the foiling future of the sport.

Kiting should be the candles and frosting, not the cake. We need to be adding events to sailing, not subtracting tit for tat. That said, we should embrace the new generation of rock stars. When they added snowboarding to the Winter Olympics, they didn't eliminate skiing events. We need more sailing events, not fewer. Remember the "Kiting Capital" of the world is right outside the StFYC doors on Crissy Field!

SailGP has attracted many of its stars and is raced in the former AC Class 50-ft foiling high-tech catamarans. I asked Daniela what she thinks she brings to the team with her foil knowledge, and also what she has learned about foiling that she didn't know before.

"I've been foiling for about seven years



LATITUDE / CHRIS

now (crazy to think it's been that long), and the F50 is the only boat I've lined up against that has come close to my speed," said Moroz. "I am very familiar with high speeds and having to make quick decisions and needing fast reactions. This makes much of the tactics and boat-on-boat plays in the F50 quite similar to kiting. I have been learning

"It's nothing we've seen before, a relay race pairing a male and a female."

about how the foils on the F50 work; very different from kiting.

"The idea of adjusting cant, rake, pitch, differential, average, and more, all from controls in the cockpit, is very new territory for me, but I am excited to learn it."

"We were overwhelmed by the quality of athletes who applied, and our entire sailing team took part in the selection process," said SailGP USA Team's helmsman Jimmy Spithill. "Daniela and CJ Perez will both bring to our team an impressive amount of foiling ability, which is paramount to racing at this level. We're excited to welcome them to the roster and develop their talent further."

Moroz joined the team prior to last month's Bermuda event to start a development process aimed at introducing her to the team's F50 racing platform. At the same time, Perez will begin a remote training program in Hawaii as she prepares for SailGP events later this season.

"Kiting is mostly legs, so I do a lot of leg workouts skiing and running," said Moroz. "On the F50s, unless you're grinding, it is not super-physical. You just want to be mobile, adaptable and able to be coordinated when you are

Having fun with Elias Ouahmid, Markus Edegran and Evan Heffernan at the Kite Foil World Series at Poetto Beach in Sardinia, Italy.



ALEX SCHWARZ / IKA MEDIA

DANIELA MOROZ

running across the trampoline."

Prior to SailGP, Daniela had some experience sailing on the Olympic Class Nacra 17 and 49ers, but she would be the first to admit that she didn't come from a traditional sailing background.

"I am very competitive," admitted Moroz. "I played a ton of different sports, and once I started racing, I wanted to be as fast as and beat the boys, which helped propel me into winning a few world championships. I am just as hungry to continue training in the kite."

"They are all so incredible; there is so much knowledge and experience there. I feel very lucky to tap into that and learn from them."

"I think overall, the sailing world is a boys' club, especially when it gets to the America's Cup," said Moroz. "To be completely honest, it has always frustrated me a little bit that it has been all men. So, having this opportunity to break that barrier is really exciting, and I feel very fortunate to be in this position to show that women can be just as good sailors as men. We just need to be provided the environment and platform to be able to do that and to prove ourselves."

"To have this opportunity is incredible, but the testosterone levels on this team are really high and it motivates me to be just as good as them!"

The Australia SailGP Team has brought in Olympic silver medalists Lisa Darmanin, 29, and Nina Curtis, 32, both of Sydney. The initiative aims to fast-track the inclusion of female athletes in the league.

"We recognize the unique position we are in to be able to use our platform to champion diversity and inclusivity and help drive meaningful change in our sport," said SailGP CEO Sir Russell Coutts. "We want to break boundaries and ensure the amazing opportunities we have in our sport are able to be enjoyed by a broader range of people."

Liv Mackay, 24, of Napier, New Zealand, and Erica Dawson, 27, of Auckland join the Kiwi squad. Team New Zealand flight controller Blair Tuke commented, "While this is a small step in working toward gender equality in sailing, we are committed to creating more opportunities for women in professional sailing."

INEOS Team GBR have brought on Olympic gold medalist Hannah Mills, who brings a significant amount of experience to the team, having won Olympic gold in the Women's 470 in Rio in 2016 and a silver medal in London in 2012, where she was a teammate of Ben Ainslie in her first and his last Olympics.

"Right now, there is a limit of five crew



USA SAILGP

"Two years ago I met and raced against the United States SailGP Team. Crazy to think I'm on the team now!"

on the F50s." (Six sailors were on the foiling catamarans in the 35th America's Cup with the identical AC 50.) "Hopefully later this season there will be a rule change that will allow a female sailor on board in an active role," explained Moroz. "We want that position to be adding significant value to the team while sailing and not just be an observing position."

"There is still a lot of discussion on that issue and we don't know what is going to happen quite yet," said Moroz. "What Sir Russell Coutts and SailGP really want is that if there is going to be a female sailor on board, it is to be contributing to the team and not just a token role."

"They are amazing athletes, and have a heap of talent," observed Jimmy Spithill. "As soon as she sent in her footage in the application process, we were blown away. In some ways they are 'outliers' from the typical sailing scene, and we like that. We are stoked to have them on board."

"Daniela has such a great work ethic and attitude," continued Spithill. "She is the first one here in the morning with the shore team. She is doing every job, from helping out on the boat to going through the debriefs and data with us. I can see why she is a champion in kiteboarding."

"It is a very exciting challenge, and I am definitely up for it," said Moroz. "I came into this with an open mind. I am learning a lot, though it is a big change and there is still a lot of work to be done. It is hard to be one of the few females around, and everyone, especially on our team, has been very helpful knowing the

background I come from. It will be tough for me, but they know I am willing to put the work in," with 12-plus-hour days and loving every moment of it.

Moroz travels with her kiteboard in tow, though unfortunately it had to stay packed in its sports bag in her hotel room in Bermuda.

"The fast speeds don't really scare me; with kiting I am comfortable at high speeds. It is a big boat, and definitely a change for me. Coming from kiting, everything is super-simple and compact for me. I mean, it's a 50-ft boat! The wings are big as well, and the foils are massive."

"Coming from kiting, I am good with flight control, so I have been paying a lot of attention to the helm, wing trimmer and flight control while on board," said Moroz. "I'm not a ripped guy, so I am not going to be grinding."

"I have been focusing on those three roles, and I am keeping a super-open mind."

"I am a big believer in doing what feels good for my body, and I focus on prioritizing the things that I am weakest in and work on that one thing to get faster."

"I have worked very hard to perform at this level. But I also remember the individual moments, people, places and experiences that have contributed to my journey. I always tell myself to live in the moment," said Moroz. "It won't be easy, but I am ready for the challenge, and I can't wait to experience everything that will happen along the way."

"The goal is gold!"

Check out Daniela's website at www.danielamoroz.com.

— mark reid

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"Rapture of the deep" is defined as "an obsessive desire to be surrounded by possessions of a nautical nature, such as lamps made from running lights and tiny ships' wheels; and a conviction that objects are moving when they are in fact standing still."

The source is one of the most authoritative reference works ever published: *Sailing, A Sailor's Dictionary* by H. Beard and R. McKie.

Like most of us working from home for the past year and then some, Roxanne Scholes and her family had too much time on their hands. They had all turned their attention to interior decorating. Yes, I too had put some old paintings of clipper ships up on the walls, along with favorite photos of my own boat. I even bought an antique solid wood bookcase to display the best of my nautical book collection in the living room. But what I was about to experience as guest of a raptured family was nautical miles beyond.

My hosts were Roxanne Scholes, Sandy Barr and their identical twin girls. Finding the house was the first obstacle. Street parking was easy — my landlubber GPS phone app had me on the right block — but house numbers? I noticed one front gate with a string of number pennant code flags, but the flags seemed wrong. I was looking for number 1241. I remembered the flags for one and two, but I often get four and eight mixed up. And the last flag was the "general recall" signal, not another number pennant at all.

"This must be the place!" said Lee Helm, a little out of breath as she

screached to a stop on her bicycle. "It's like, a good climb up this hill," she gasped.

"Three of the numbers look right," I said as I looked up and down the block to see if another house displayed the correct number in a system I could read without a code book, "but I'm not sure about that last one."

"That last flag is the 'first substitute,'" Lee explained. "Code flag sets only have one of each flag, so if you need to repeat the first letter or number in the group, you use the first substitute. It means 'repeat the first flag,' or the second repeater to repeat the second flag, or the third..."



The singlehandlers' dome hatch cover converted to a mid-century modern coffee table.

"OK, I get it," I said. "I can understand that sailors would get a chuckle out of the code-flag house numbers, and some perverse sense of satisfaction when they decipher them correctly. But the repeater flag? Maybe they don't want to be found..."

"But think how much more satisfying it is for us sailors who know what the repeater flag means. It's cool when we parse the number pennants and the repeater correctly."

"Smaller audience, and maybe a higher reward, but I think they went too far with this theme. I still think they should have just ordered an extra 'one' pennant for us semi-literates."

More was to come. We let ourselves through a gate and walked up the path to the front door. No doorbell, but there was a ship's bell installed to one side. I was about to pull the bell rope, noting to Lee that it was one of the few pieces of cordage on a boat that could properly be called a "rope" and not a "line."

"Wait, let me," Lee insisted, pushing my hand away. "It's 6:30. Let's give them a proper five bells."

Lee proceeded to strike two pairs of bells, each pair for an hour past 1600,

and then a single bell for the last half hour. "That will answer," she said.

We heard a faint call of "all hands" from inside the house, and a few seconds later the door opened. One of the twins "piped us aboard" with a plastic Bosun's whistle as we entered the house.

The living room looked like the random fusion of a maritime museum, a seafood restaurant and the inside of my dock box. There was a large ship's wheel for the overhead light fixture, a room-size Flemish coil of old dock line for the rug, paintings, ship models, a big bronze porthole through one wall communicating with the kitchen, and foulies and sou'wester hats hanging on hooks near the door. But the theme was not all traditional: The coffee table was a hemispherical polycarbonate dome hatch cover, the kind of clear dome favored by singlehandlers, turned upside down with a leg added at each corner. I remembered that Sandy had raced in the Singlehanded TransPac some years ago, and apparently had found a creative reuse for the dome as mid-century modern furniture when his boat returned to local sailing.

"Love what you've done with your er, main cabin," I said as we took our places on the couch, which was surprisingly comfortable and not a copy of the bunks in the fo'c's'le of a Gloucester schooner, thankfully.

"We had time to finally do the remodel we've always wanted to do," said Roxanne.

"Drink orders?" asked Sandy. "Mai tai or dark and stormy?"

"Depends on whether we're sailing to Hawaii or Bermuda," I noted.

Most of the living room walls were covered with books, but there was a clear area with a display of artwork I recognized. Prints of DeWitt paintings, and they seemed familiar.

"Weren't those DeWitts used as magazine covers?" I asked. "I'm sure I've seen them before."

"From the April Boat Show issues," Sandy confirmed.

"Only a sailmaker knows how to paint sailboats," Lee remarked. "DeWitt reminds me of da Vinci, who dissected cadavers for his art students. Can't paint a bag o' bones unless you, like, know what the bones look like. And you can't paint sails unless you know something about sail anatomy and design."

"Jimmy used to say that he loved painting boats," added Sandy, "but hated painting the Golden Gate Bridge. And



The DeWitt collection.

RAPTURE OF THE DEEP



Left: The house number, 1241, as displayed on the front gate. Guests are expected to know the code flags and the proper use of the first substitute for a duplicate number. **Right:** Another clue to what lies within: the ship's bell for a doorbell.

a lot of his clients wanted the painting of their boat to show the bridge in the background. So he painted a giant fog bank coming in the Gate, with just the very top of a bridge tower poking out. The customers loved it."

Meanwhile the twins, nicknamed Port and Starboard, came out of the galley with our drink orders. They really were totally identical in appearance.

"How can you tell them apart?" I asked.

"One is left-handed and one is right-handed," Sandy explained.

Sure enough, Port passed me my dark and stormy with her left hand, while Starboard gave Lee a "virgin" alcohol-free mai tai with her right.

The ship's bell just outside the door rang again, but it was a lubberly

"shave-and-a-haircut" pattern, nothing nautical about it. Roxanne opened the door for May Day and Lilly Pond, both new to sailing. After introductions, and with most of the crew now on board, our hosts decided it was time to give us the tour of the house.

There was more DeWitt artwork in the stairwell, mostly from old race publicity posters, text included on these. But in the upstairs hallway there was an old portrait of a naval officer of some standing, based on his period dress code.

"My great-great-great grandfather," Sandy boasted. "Lord Gnoze, admiral of the fleet back in the old country."

The painting's eyes seemed to follow us into the twins' room, where we found a whole new level of nautical kitsch. My

attention turned to their shelf of video favorites, with a tin plate wind-up speedboat featuring a stamped-metal Popeye at the helm.

"Of course it works!" said Starboard as she wound it up a few turns and let the tiny metal-plate propeller spin before I even had a chance to ask. Other shelves displayed various versions of wind-up submarines and toy sailboats of every description.

The room contained not one but two cradle boats, built when the twins were less than a year old, now used to hold piles of their books and clothing.

"The lee cloth will keep me from getting thrown out of the upper bunk bed if there's an earthquake," Port explained.

The tour ended downstairs with the highlights of the captain's library. The



Left: A tin plate wind-up Popeye speedboat graces the kids' video shelf. **Center:** The Slocum shelf, with the obligatory model of the 'Spray' built to the same scale as the lines printed in the back of the book. **Right:** No captain's library is complete without a ship in a bottle.

"Slocum shelf," naturally, had a model of the *Spray*, built from the lines plan that appears in the back of every edition of the book.

"That must be, like, the most frequently published lines plan in history," Lee surmised.

"And the most frequently built model. I was about 15."

Roxanne was particularly proud of the America's Cup shelf, the centerpiece of which was an original 1902 edition of *The Lawson History of the America's Cup*. Of course there was a model of the *America* nearby, and some photos from when the family had sailed on one of the replicas.

The shelves dedicated to commercial sail of previous centuries were decorated with a traditional, if small, ship in a bottle.

"We did take some hints from our interior decorator friends, Kurt and Rod," Roxanne admitted. "In fact, they were invited tonight but got hung up."

The last two guests to arrive, Fidley Grating and Gaylord Hood, were old



Dinner is served. Fish on a fish plate, and a place mat showing the hosts' ancestral cruising grounds.

shipmates of Sandy's from his stint in the Merchant Marine and were full of old sea stories. They came aboard just in time for dinner: chowder and hardtack followed by a perfectly poached fish, served on plates that looked like flounders, on top of place mats made from laminated charts of East Coast cruising grounds.

But when Roxanne wanted to ask one of the twins, the one sitting closer to the kitchen door, to fetch more water for the table, she first tossed a small piece of hardtack in the kid's

direction. Port caught it with her left hand, so Roxanne instantly knew which twin to ask for the favor.

"It's the only sure way," she sighed. "Sometimes they deliberately use their wrong hand to try to confuse us, but I can always tell."

It was a wonderful evening, and seemed to mark a return to normal social life after 14 months of reduced engagements. I kept wondering if our hosts were even aware of the "rapture of the deep" syndrome, and if they had ever seen the dictionary that would have called them out. The question answered itself much later in the evening, as I was on my way out, when I read the sampler over the front door frame, stitched in sail twine on a piece of spinnaker cloth stretched over a rectangular porthole frame. It was from that same dictionary: "sailing (*sâ' lîng*), 1. n. the fine art of getting wet and becoming ill while slowly going nowhere at great expense."

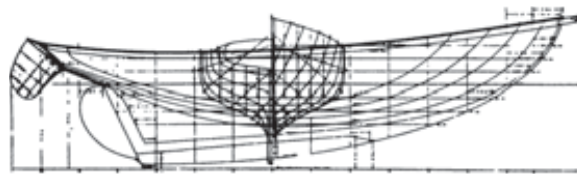
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THE RACING

The SSS continues their 2021 season with a new *Singlehanded North Bay Race* and the *Singlehanded Farallones*. We file reports on the *Newport to Ensenada Race*, the *Moore 24 Nationals* in Santa Cruz, SFYC's *Elite Keel*, the YRA's second *Shorthanded Race*, and DRYC's *Point Dume Race*. **Box Scores include two women's regattas and more.**

SSS North Bay Race & Farallones

Following up on some complaints from singlehanders about doublehanders in-the-Bay races, the Singlehanded Sailing Society instituted a new singlehanded-only no-trophy Bay Tour race. They held it on April 24, which turned out to be a windy day with plenty of ebb chop. The course took the solo sailors from the GOC buoy on the north edge of the Berkeley Circle up through the North Bay, past the Sister Islands to round the daymark off Point Pinole — often the windiest part of San Pablo Bay — and back past Red Rock to finish in Keller Cove. (The original intention had been to finish boats off the race platform at Richmond Yacht Club, but that was unavailable on April 24, as RYC was finishing their own Intracub race there the same day.)

A total of 67 boats registered, 55 started, and 43 finished. Among the DNFs was Alan Hebert's S2 7.9 *Wildcat of Loch Awe*. If you have any doubts about why Alan didn't finish, you have only to look at the photo on this page.

Alan explains what happened: "I was trying to be conservative and doused the spinnaker about a mile, maybe a mile and a half from Point Pinole. With the spinnaker up, the boat was just *hauling*. I figured that I'd probably made up a bunch of time on the guys in my class (I'm the slowest boat in my division), and I should just play it safe and douse. So I did, long, long before Point Pinole.

"Sure, I had a bit of a wrestling match jibing around the Sisters, with one big round-up, but it went remarkably well after that. Everything was going great until the tiller went hard over when I tacked at Point Pinole and turned me 180 degrees instead of 90. That's the one problem with this boat. I *have* to control the tiller at all times, or it will instantly slam over to the leeward side. I gave myself at least two boatlengths clearance, maybe more, but with that issue, it wasn't enough.

"The other thing that might have happened involves my 'improved' safety harness tether. SHTP rules require that the tether be shorter than the distance from the aft endpoint of your jacklines to the transom." Alan had been signed up and

prepping for this summer's Singlehanded Transpacific Race, though he decided not to go this year.

"My old tether was about two feet longer than that," he continues, "and allowed me to get everywhere in the cockpit without unclipping. I made a new SHTP rules-compliant tether. The only problem with it is that if I'm forward of the traveler (to pull in the jib sheets), and I lose the tiller, and it slams over to the leeward side, the tether is too short for me to reach it. So I have to unclip, *then* reach over and grab the tiller. Sometimes I can go around the front of the mainsheet and get to it, but that takes another two seconds. If the tether happens to wrap around a winch, that's another two seconds gone while I untangle it. All of that adds up to several seconds and I had no more than about 6-7-8 seconds from the tiller going over until impact.

"I can't remember now if that's what happened with the tether. What I *do* know is that as I started making the turn about two boatlengths leeward of the mark, I sheeted in the main in preparation for going to windward. I sailed past the mark at least two boatlengths until I was clear. Then I started the tack. I let go of the tiller for just a second to grab the new leeward jib sheet. So when the tiller went *wham!* hard over, when I *did* finally grab it again I was headed directly back at the daymarker. I couldn't bear off. The

force of the main kept the bow up. There was no time to release the mainsheet.

"And, the now-lazy jibsheet jammed in the deck-mounted block that it goes through before heading to the winch. It wouldn't come around to the now-leeward side. So for all intents and purposes, I couldn't have rammed the tiller back over and turned up into the wind either. The jib was jammed into position as if I was 'aback'.

"Put it all together and the two-to-three boatlengths safety margin I'd given myself around the daymarker wasn't enough. On top of that, there were two boats right behind me. If I *had* managed to bear off to miss the channel marker, I might have hit them.

"All boats are compromises. There is no 'perfect boat', and the S2 7.9 is a really good boat. However, the issue with the rudder/tiller having zilch stability is not just my boat. I've heard from other owners that it's found on all the Graham and Schlageter S2s, the 7.9 and the 9.1. It's a transom-mounted rudder. I actually made a new rudder with *less* balance in it than the one-design rudder in an attempt to get more stability into the system, and I got a little bit, but not much. In this case, the 'One Bad Thing' about this boat, and my mistake in not taking that into account and giving myself enough room in a pressure situation, cost me my mast."

The Coast Guard came out from Vallejo to help Alan; they towed *Wildcat* back to Vallejo with them.

SSS racing continued on May 15 with the Singlehanded Farallones. Although



IAN MATTHEW



Steve Sellinger's Santa Cruz 52 'Triumph' at the start of the N2E in Newport Beach on April 23.

LAURIE MORRISON

41 boats signed up, only 29 started — and just four finished! Major kudos to all four, but especially to tenacious Synthia Petroka on the Hawkfarm *Eyrie*, which finished at 11:19 p.m.

The week's ocean conditions had discouraged some, with 10-ft wind waves (that's wind waves, not sea swell). The race out to the rockpile was dead upwind in very light air and sloppy seas.

— chris / latitude

SSS NORTH BAY RACE, 4/24

NO AUTOPILOT — 1) **Salty Cat**, Wyliecat 30, David Rasmussen; 2) **Dazzler**, Wyliecat 30, Tom Patterson; 3) **Slippery Slope**, Wyliecat 30. (8 boats)

PHRF ≤108, WITH AUTOPILOT — 1) **Punk Dolphin**, Wylie 39, Jonathan Livingston; 2) **Vuja Star**, J/105, Chris Kim; 3) **Eagle**, Express 37, William Elmer. (5 boats)

PHRF 111-159, AP — 1) **Warwhoop**, Contessa 33, Chuck Hooper; 2) **Arcadia**, Mod. Santana 27, Gordie Nash; 3) **Wahoo**, Capo 30, Ben Doolittle. (6 boats)

PHRF ≥162, AP — 1) **Eyrie**, Hawkfarm 28, Synthia Petroka; 2) **Sweet Pea**, Islander 30-2, Jan Hirsch; 3) **Sobrante**, Alerion Express 28, Paul Descalso. (10 boats)

SPORTBOAT, AP — 1) **Werewolf**, Olson 30, Jeff Mulvihill; 2) **Dragonsong**, Olson 30, Sam McFadden; 3) **Puffin**, Moore 24, Patrick Haesloop. (7 boats)

EXPRESS 27, AP — 1) **Bombora**, Rebecca Hinden; 2) **Freaks on a Leash**, Kathleen Cornetta; 3) **Salty Hotel**, John Kearney. (4 boats)

NON-SPINNAKER, NO AP — 1) **Pretty Penny**, Mull 30, Ted Hoppe; 2) **Lenora**, Hunter 33, Joseph Mannion. (4 boats)

NON-SPINNAKER, AP — 1) **Lindo**, J/109,

John Kalucki; 2) **Bullet**, Express 37, Laurence Baskin; 3) **Sarah**, Contessa 26, Tiburcio De La Carcova. (9 boats)

MONOHULL OVERALL, NO AP — 1) **Salty Cat**; 2) **Dazzler**; 3) **Slippery Slope**. (12 boats)

MONOHULL OVERALL, WITH AP — 1) **Lindo**; 2) **Bombora**; 3) **Eyrie**; 4) **Warwhoop**; 5) **Arcadia**. (41 boats)

MULTIHULL — 1) **Raven**, F-27, Truls Myklebust; 2) **Bird of Prey**, F-27, Glen Murray. (2 boats)

SSS SINGLEHANDED FARALLONES, 5/15

OVERALL — 1) **Werewolf**, Olson 30, Jeff Mulvihill; 2) **Nina**, Olson 29, Robert MacDonald; 3) **Raven**, F-27 trimaran, Truls Myklebust; 4) **Eyrie**, Hawkfarm, Synthia Petroka. (29 boats)

Full results at www.jibeset.net

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

May's racing stories included:

- Vallejo Yacht Club Flies Its Colors
- Friday Night Beer Can Racing
- NYYC Challenge for America's Cup 37
- Tahiti Pearl Regatta • Yesteryear Regatta
 - International 505 (5/05) Day
 - Racing Returns to St. Francis YC
 - Stanford Sailing Receives Reprieve
 - Wild Wet Wednesday in Santa Cruz
 - Banderas Bay Regatta
 - Preview of June Races, US Open Sailing Series, Anne McCormack Race, Master Mariners Regatta, Paul Cayard's Luncheon Presentation, and more.

Newport to Ensenada Race

After being canceled in 2020 due to the COVID pandemic, the 73rd running of the Newport to Ensenada International Yacht Race took place on Friday, April 23. Another well-attended West Coast event in the wake of COVID, this year's N2E continued the trend of big fleets getting out on the water after the dark days of lockdown. With three different courses offered — a short sprint course to Dana Point, a race to San Diego, and the traditional 125-mile full course to Ensenada — 2021's race attracted more than 160 boats, with the bulk of those running the full course.

While 2021 was not an overly quick year, the race did start off with better-than-expected breeze, which shifted to about a 12-knot westerly that reportedly hung around until midnight, allowing the fleet to make steady progress down the coast before finishing in typically light conditions.

Jerry Fiat's ultra-quick Farrier 32 SRX trimaran *Taniwha* took home more than her fair share of hardware by winning the race overall and also claiming the fastest elapsed time for a multihull. The semi-foiling all-carbon 32-ft trimaran took home five trophies and crossed the finish line second, trailing only Roy P. Disney's turboed Volvo 70 *Pyewacket 70*.

Taniwha's crew included multihull designers Pete Melvin and Ferdinand Van West as well as renowned multihull sailor Tim McKegney. Sailing in the wake of the much larger *Pyewacket 70* for much of the race, *Taniwha's* navigator Pete Melvin opted to head farther offshore in

THE RACING

AWARDS SHOTS: SYDNE MOORE SAILING SHOTS: RACHEL CHERRY



search of more breeze — a move that arguably did not pay off, although the team still managed to win the race overall.

Leading the fleet into Ensenada, Disney's mighty Volvo 70 continues to show blistering pace, this time finishing just 12 minutes and 13 seconds off a monohull course record despite the relatively benign conditions. This performance came just weeks after *Pyewacket 70* smashed the monohull course record in the Newport to Cabo Race. (See our May issue for that story.) Finishing the course in less than 10 hours to claim line honors, *Pyewacket* again managed an impressive corrected time result as well, claiming second place in the Maxi division, just 4 minutes behind Doug Baker's Tim Kernan-designed sled *Peligroso*. The Volvo 70 corrected out to first place under the ORR rating rule.

Overall monohull honors went to Steve Sellinger's Santa Cruz 52 *Triumph*, navigated by the Bay Area's Jeff Thorpe of Quantum Sails. The beautiful blue Santa Cruz 52 was able to sail down the coast and into Ensenada just before the breeze tapered off, needing just one perfectly timed jibe to lay the finish. With the breeze dying shortly after *Triumph* finished, the smaller and slower boats were effectively knocked out of contention for the overall win, while *Triumph* won her division convincingly and corrected out about 8 minutes ahead of Doug Baker's *Peligroso*.

— ronnie simpson

Clockwise from top left: lumpy water in the Moore 24 Nationals; first Hall of Fame inductees, left to right, John Siegel, Ron Moore, Sydnie Moore, Josslyn and Tina Verutti (accepting for Joel), Mike O'Callaghan (not pictured is Bill Betzer, the original owner of #46 'Valkyrie'); 2021 National Champion 'Pegasus' crew, Mark Christensen, Mark Golsh, Ron Moore (presenting the awards), Cole Kirby, Philippe Kahn, Joey Pasquali; Peter Schoen and Roe Patterson's 'Mooretician' won the Lester Robinson Memorial Trophy, awarded to the winner in the Moore 24 Class of the RegattaPRO Midwinter Series. This is the second year for the new trophy; Joel Turmel's 'Firefly' won it last year.

NOSA N2E, 4/24

PHRF-UL-MAXI — 1) **Peligroso**, Davidson 52, Doug Baker; 2) **Pyewacket 70**, Mod. Volvo 70, Roy Disney; 3) **Medicine Man**, Andrews 63, Bob Lane. (9 boats)

PHRF-UL-A — 1) **It's OK**, Andrews 50, Rose/Purcell; 2) **Bolt**, N/M 70, Craig Reynolds; 3) **Bretwalda 3**, Rogers 46, Robert Pethick. (6 boats)

PHRF-UL-B — 1) **Triumph**, SC52, Steve Sellinger; 2) **Flyingfiche II**, SC50, Chris Wacker/Robert Zellmer; 3) **Yippee Kai Yay**, Class 40, Barry Senescu. (11 boats)

PHRF-UL-C — 1) **Obsidian**, J/111, John Staff; 2) **Black Marlin**, 1D35, Herwig Baumgartner; 3) **Freyja**, Farr 395, Jeanette Borgen. (6 boats)

PHRF-RACE A — 1) **Day Dreams**, XP44M, Robert Day; 2) **Timeshaver**, IMX 40, Viggo Torsbensen; 3) **Amante**, Choate 48, Richley family. (6 boats)

PHRF-RACE B — 1) **Ohana**, Swede 55, Joe Markeee; 2) **No Compromise**, J/105, David Gorney; 3) **Expression Session**, Mod. Express 37, Mark Keller. (13 boats)

PHRF-RACE C — 1) **Day Tripper II**, Hunter 40, Andy Horning; 2) **Blind Squirrel**, Santana 30, Mike Schrager; 3) **Rhumb Runner**, J/29, Chuck Bowes. (14 boats)

PHRF-RACE D — 1) **Trofina 2**, Catalina 320, Anna Scharer; 2) **Tui**, Ericson 32-3, Brian Boyle;

3) **Calary**, Cal 33-3, Larry Bjork. (4 boats)

CRUZ, SPINNAKER A — 1) **Galatea**, Hunter Legend 40.5, Joe Negron; 2) **Izablu**, Catalina 42, Mark & Lisa Doliva; 3) **Vesper**, Catalina 42, Jeffrey Ivask. (12 boats)

CRUZ, SPINNAKER B — 1) **Runaway**, Cal 36, Thomas Lehtonen; 2) **Imagine Too**, Tartan 3500, Larry Goshorn; 3) **RyLaCade**, Hunter 45, Stuart Leigh. (5 boats)

CRUZ, NON-SPINNAKER A — 1) **My Time 3**, Catalina 42 MkII, George Maronich; 2) **Desperado**, Beneteau 411, Richard Swensson; 3) **Stanley's Cup**, Jeanneau 349, Bill Tutton. (7 boats)

ORCA-A — 1) **Taniwha**, F-32, Jerry Fiat; 2) **Chim Chim**, Gunboat 62, John Gallagher; 3) **Wahoo**, Schionning GF1400, William Gibbs. (5 boats)

ORCA-B — 1) **Voyager**, Lagoon 42, Jeff Weekley; 2) **Even Tide**, Seawind 1000 XL, Dirk Smits; 3) **Some Tuesday**, Lagoon 450S, Steve Dunlap. (4 boats)

N2SD

PHRF-UL-A — 1) **Good Call**, Swan 60, Thomas Barker; 2) **Staghound**, R/P 50, Alex Oberschmidt; 3) **Katara**, J/145, Roger Gatewood. (8 boats)

PHRF-UL-B — 1) **Holy Toledo West**, Hobie 33, Tim Forde; 2) **Marisol**, J/124, Tom Pollack; 3) **White Cloud**, Cookson 12M, Paul Grossman. (6 boats)



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PHRF-RACE A — 1) **Night's Watch**, J/130, Dean Stanec; 2) **Spirit3**, Sydney 38, Chuck Bayless; 3) **Mister J**, J/46, Frederic Hayem. (3 boats)

PHRF-RACE B — 1) **Akami**, Kettensburg 50, Christopher Barclay; 2) **Renegade**, Beneteau 10R, Denny Browne/Jack Faucett. (3 boats)

PHRF-RACE C — 1) **Solmate**, Beneteau 35s5, Cindy Wynne/John Hogan; 2) **Project 53**, J/27, Derek Gaertner; 3) **Tomol**, Catalina 385, Susan Griesbach. (7 boats)

CRUZ, SPINNAKER A — 1) **Freedom**, Melges 32, David Normandin; 2) **Anais**, Hanse 505, Matt Solhjelm; 3) **Wind Rose**, Cabrio 40, Walter Simmons. (5 boats)

CRUZ, NON-SPINNAKER A — 1) **Miss Lorelei**, Beneteau 361, Michael Niggli; 2) **Wingman**, Ericson 26-2, Sean Lehmann. (3 boats)

ORCA-A — 1) **Trident**, F-28, Terry Argast; 2) **Uneven Keel**, F-82, Mark Berdan. (2 boats)

N2DP

PHRFA — 1) **Heartbeat4**, J/124, Charles Brewer; 2) **Night Fury**, Kiwi 35, Koichi Horibe; 3) **Beulahs Biscuits**, Farr 30, Dennis Swift. (10 boats)

PHRF B — 1) **Altheris**, C&C 35, Ray Booth; 2) **Tekeela**, J/22, Jock McGraw; 3) **Oasis VI**, Catalina 34 MkII, Ron Havis. (7 boats)

PORTSMOUTH A — 1) **Beagle**, Thistle, Andrew & Katie Whittingham; 2) **4U**, RS Venture Connect, Christian Buhl. (2 boats)

Full results at www.nosa.org

Moore 24 Nationals

If you have ever raced a sailboat regatta on the West Coast of North America between San Diego and Vancouver, BC, it's likely you already know what a Moore 24 is. If not, well, they're 24 feet

Clockwise from top left: The third-place 'Firefly' crew, Chris Weis, Hart Jordon, Haydon Stapleton, and owner Joel Turmel; 'Watts Moore' and 'Ray'; the second place 'Bruzer' team, Peter Kinney, Morgan Larson, Christa Scheer, Josselyn Verutti, Matt Pistay and Lola; 'Code Red'.

long, weigh 2,050 lbs, and have a crew weight limit of 825 lbs. They come in a flush deck and a sport cabin model, and some have open transoms. There are about 150 known to still exist from their humble beginnings in Santa Cruz in the 1970s and '80s. They are cored with balsa up to the waterline and have balsa-cored decks. They have won races to Hawaii, and a septuagenarian sailed one solo around the world. Oh, and they come in lots of pretty colors!

Each year they have a National class championship. Anywhere from Lake Tahoe to Seattle, Hood River to Huntington Lake you can find these intrepid sailors battling just as hard for 17th or 18th as the battle for the podium at the front of the fleet. Septuagenarians, Olympic medalists, weekend wannabes, women, and talented up-and-comers take the helm in fleets that range from 15 to 25 vessels.

This year the fleet gathered in Santa Cruz for a seven-race series spanning three days over Mother's Day Weekend. 23 vessels from all over the West Coast splashed into the harbor on a single pick crane and huddled up for the skipper's meeting just before noon on Friday. Local favorites and talent from as far away as New Zealand exchanged pleasantries and traded C-19 stories.

Each boat can choose three headsails to use for the weekend. Everyone carries a 150% genoa and 100% jib, but what is best for the third? Heavy-air 85% jib? Flat 140% genoa? Or the usual 125% #2 to span the space 'tween the genoa and the jib? Whatever you choose Friday yer stuck with for the entire weekend. Some boats avoid this question altogether and simply carry a jib and genoa.

Friday got off with a bang with the traditional distance race up to the Natural Bridges mark and a drag race back. Class favorite Morgan Larson rounded the weather mark, rounded down, snapped his spinnaker pole, and used pieces of the bunks from the sparse interior for repairs to hang on for a lucky seventh place, his lowest finish of the regatta.

Eventual regatta winner Philippe Kahn noted, "Ron Moore got the design right! It's a great ocean boat and excels in the Pacific rollers."

What a ride! The skipper pumps the mainsheet, the crew pumps the spinnaker sheet, you catch a wave, and you're sitting on top of the world. It's just another day at the office for these skippers as they surf downwind door handle to door handle at speeds pushing 20 knots. Although lifejackets are

THE RACING

required, lifelines are not!

Most boats don't even use winches for their small jibs, and there was not a single protest all weekend long. After two races the fleet was sorting itself out, with the usual "if we would have, and if we could have..." around the beer keg sponsored by legendary Moore 24 sailor and local sailmaker Dave Hodges in the parking lot.

Several local skippers hosted crews and BBQs, but for some reason forgot to order up the usual 20-25 gusting to 30 knots for the regatta Saturday.

After a short delay with the Cat in the Hat flag hanging limply, the race committee moved the course south along the beach and got off three races in light southerly breeze with lumpy northerly swells that sent a few crews to the lee side to feed the sea life.

These vessels also have creative names. In the first race, the *Bruzer* edged out the *Space Toaster*, followed closely by a *Mooregasm*. Yes, that explains a lot. One of the female skippers slipped in for fifth behind the mighty Kahn who noted he got his worst start of the regatta, played it a little contrarian, found some clear air and got very lucky.

The party in the parking lot was sponsored by the Alameda-based Hogin Sails. Owner Steve McCarthy sails the oldest boat in the fleet and proves red boats not only look fast, they go fast.

Sunday the wind was back and the RC decided it was time for another lap to Natural Bridges. Green water across the decks upwind and white water flying downwind — two more laps and it was all over.

The fleet has a lovely tradition of allowing the teams with the most miles to travel to get home to use the hoist first no matter when they finished.

The awards ceremony is special in this fleet as well. Each boat is recognized and honored. In addition to that, Morgan Larson, who grew up in Santa Cruz with a tiller in his hand and is now paid to handle tillers and wheels around the world, stepped up with a new tradition.

A Moore 24 Hall of Fame was established. The rookie class included Ron Moore, designer, builder, rebuilder and all around go-to guy for all things Moore today and tomorrow.

The late Joel Verutti was recognized as a class historian and mentor to many. When I purchased my Moore he showed up with a trailer hitch to lend, a grease gun for the wheel bearings, and his wife's chicken quesadillas for the road trip home. Joel is dearly missed;



CHRIS RAY / WWW.CRAYVPCOM

they just don't make men like him anymore.

John Siegel sails the doubly lucky hull #77. He has more road miles from Lake Tahoe to the Bay on his trailer than there are stars in the sky. He is also active in US Sailing, serves the class, and is generous with his time.

Sydney Moore, skipper of *Nobody's Girl*, is that special person to whom every class turns to keep a smile on everyone's face. She reminds us why we compete and what having fun is all about.

Michael O'Callaghan purchased the mighty *Wet Spot* in 1980 and rounded up four friends — a group of pals that met in the Sea Scouts program — and they're still sailing today. You could argue they were the top Corinthian crew at the regatta. They're fearless, and specialize in downwind wizardry to keep it dirty side down in even the most challenging conditions. Mike is still active in the Sea Scouts and shares his passion and knowledge with the new young guns.

The Moore 24 is the classic speedster. The winning boat had a Dacron main and no electronics. It's all about getting a good start and keeping those other folks behind you.

— andy schwenk

MOORE 24 NATIONALS, SCYC, 5/7-9 (7r, 1t)

1) **Pegasus Racing**, Philippe Kahn, Waikiki YC/SCYC, 8 points; 2) **Bruzer**, Morgan Larson SCYC/HRYC/StFYC, 14; 3) **Firefly**, Joel Turmel, RYC, 19; 4) **Mooregasm**, Stephen Bourdow, SCYC, 22; 5) **Wet Spot**, Mike O'Callaghan, StFYC, 40. (23 boats)

Full results at www.scyc.org

Elite Can't Be Beat

On May 1-2 five classes — J/105s, J/88s, Knarrs, J/70s and J/24s — put their bows on the line in SFYC's Elite Keel Regatta. The wind was predicted to

ILCA racing looks a lot like Laser racing at SFYC's Elvstrom Zellerbach on May 15-16. See Box Scores for top results.

blow, and it did. An on-time start sent the J/105s beating into a blustery westerly with gusts just shy of 30 knots.

The mighty *Maverick* stepped up to the plate and rattled off three bullets in the 17-boat fleet. With the bull emblazoned on their spinnaker and white water flying start to finish, they proved these boats are well suited to San Francisco Bay.

Ne*Ne was not far behind with a 2,3,2 on the scoreboard. They saved their best for last, as their fourth and first scores on the second day were enough to lift them to a 3-point victory when the wind calmed down a bit on Sunday. *Mojo* proved it ain't over till it's over by slipping into second, having also posted a victory on Sunday.

The J/88 fleet proved you have to finish in order to win. Their scoreboard had nearly as many letters as numbers. *White Shadow* and *Split Water* traded top finishes with Did not Starts and Did not Competes. Sergey and his Pelagians finished solid in every race and ended up on top with 4 points to spare.

In the J/70 fleet, this was the first time I have ever seen the same boats get the same score in every race. Peter Cameron riding a bouncing *Kangaroo* from start to finish with wire-to-wire victories in every race proved his hip is healing well and he knows his way around the billabong.

The venerable J/24s featured the tightest scores and a good old-fashioned matrimonial rivalry. Saturday proved all you have to do is *Shut Up and Drive* when it's breeze on and post three bullets. Sunday, the *Evil Octopus* broke the tie ballgame at home with a pair of bullets to take the second-place silver.

The Knarr is approaching its octoge-



SHEET

ZENaida

narian birthday and is still one of the largest fleets on the Bay. At just a few pounds shy of 5,000 lbs squeezed into 30 feet LOA, it might be surprising folks race them at all. Prepare to be surprised once you sail one. It's really pretty simple. No spinnakers or even a genoa. You get two sails — no fancy carbon cloth allowed to start an arms race. Generally if it blows steady over 25 knots, the Knarrs figure to save it for another day. Saturday was likely pushing that limit.

Being the fourth crew on a Knarr puts you well forward; they are narrow,

Left: Vicki Sodaro of SFYC and her crew borrowed Hank Easom's Sabre Spirit 'Serenade' to win the Spinnaker Division of SFYC's new Anne McCormack all-women regatta on May 15. **Right:** Representing Richmond YC, Rachel Porter, Jennifer McKenna and Christine Weaver borrowed Jennifer's husband's Alerion 28 to win the Non-Spinnaker Division. (Mascot Finn did not race.) See Box Scores.

and it gets lonely when you can see the rest of the crew safely nestled in the cockpit.

Niuh, with the fin on her mainsail as her name represents, pretty well ate up the fleet all weekend with a string of victories and a fourth thrown in to prove y'all still got a chance to catch us. Out of the 16 Knarrs that made the scene that weekend, and as an English

major, I can only tell you with any certainty what six of the names actually mean. I can tell you this: SFYC put on a terrific weekend, and we'll be back next year!

— andy schwenk

TYC BEHRENS REGATTA, 4/17 (3r, 0t)

CREWED — 1) **Cinnamon Girl**, Beiley 26, Mariellen Stern, 5 points; 2) **Lion**, Olson 25, Lon Woodrum/Steve Nimz, 7; 3) **Natural Blonde**, J/105, Dennis Deisinger, 10. (4 boats)

ULTIMATE 20 — 1) **Uhoo!**, Michael Josselyn, 4 points; 2) **UAgain**, David Woodside, 5; 3) **U Decide**, Phil Kanegsberg, 10. (5 boats)

Full results at www.jibeset.net

SFYC RESIN REGATTA, 4/17-18 (5r, 0t)

J/105 — 1) **Ne*Ne**, Tim Russell, 14 points; 2) **Maverick**, Ian Charles, 16; 3) **Blackhawk**, Ryan Simmons, 21; 4) **Mojo**, Jeff Littfin, 26. (18 boats)

EXPRESS 27 — 1) **Eagle**, Ross Groelz, 9 points; 2) **Hot Sheet**, David Wick, 16; 3) **Public Enemy**, Derik Anderson, 16. (3 boats)

FOLKBOAT — 1) **Freja**, Tom Reed, 5 points; 2) **Faith**, James Vernon, 12; 3) **Sabrina**, Chandler Grenier, 16. (5 boats)

MELGES 24 — 1) **Looper**, Duane Yoslov, 11 points. (2 boats)

J/24 — 1) **Evil Octopus**, Jasper Van Vliet, 5 points; 2) **Little Wing**, Robin Van Vliet, 11; 3) **Hot Water**, Anthony Jacuzzi, 14. (4 boats)

J/70 — 1) **Kangaroo Jockey**, Peter Cameron, 6 points; 2) **1FA**, Scott Sellers, 11; 3) **Jolene**, Miha Krumpak, 19. (7 boats)

Full results at www.sfyf.org

IYC SADIE HAWKINS RACE, 4/24

SPINNAKER — 1) **Heart of Gold**, Olson 911S, Joan Byrne; 2) **Medusa**, SC27, Rachel Cherry; 3) **Maverick**, Columbia 5.5, Allison Tinney. (8 boats)

SIZE MATTERS — 1) **Meliki**, Santana 22,

BOX SCORES

Deirdre Collins; 2) **Anemone**, Santana 22, Gina Kaler; 3) **Slice**, Wilderness 21, Heidi Stagg. (5 boats)

NON-SPINNAKER — 1) **Warpath**, Olson 30, Karissa Peth; 2) **Gonzo**, Santana 525, Celia Kitchell; 3) **Starshine**, Ericson 32, Dawn Chesney. (7 boats)

Full results at www.jibeset.net

SDYC YACHTING CUP, 5/1-2 (6r, 0t)

PHRF A — 1) **Pyewacket**, Andrews 68, Roy Disney, 9 points; 2) **Blue Blazes**, R/P 50, Dennis Pennell, 14; 3) **Staghound**, R/P 50, Alec Ober-schmidt, 17. (4 boats)

PHRF B — 1) **Blade 2**, Farr 40, Mick Schlens, 10 points; 2) **Paleamon**, J/145, Rudolph Hasl, 17; 3) **Dark Star**, Farr 40, Steve Brown & Todd Leutheuser, 19. (8 boats)

PHRF C — 1) **Caper**, J/120, John Laun, 11 points; 2) **Creative**, J/111, Ed Sanford, 12; 3) **Aeolos**, Beneteau First 44.7, Gregory Price, 27. (8 boats)

PHRF D — 1) **Holy Toledo West**, Hobie 33, Tim Forderer, 14 points; 2) **Buttercup**, Schock 35, Roderick Messinger, 15; 3) **Echo**, Thomas 35, Paula Schmid, 15. (4 boats)

ORC — 1) **Creative**, J/111, Ed Sanford, 8 points; 2) **Abacus**, Flying Tiger, Timothy Chin, 15; 3) **Troublespot**, Farr 30, Oliver Michaelis, 23. (5 boats)

BENETEAU FIRST 40.7 — 1) **Lugano**, Mark Stratton, 9 points; 2) **Inconceivable**, Gregory

Moore, 14; 3) **Silhouette**, Warren Gross. (5 boats)

BENETEAU FIRST 36.7 — 1) **Kea**, Chick Pyle, 7 points; 2) **Kraken**, Thomas Shepherd, 17; 3) **Rode Rage**, Peter Cochran, 29. (9 boats)

J/105 — 1) **J-OK**, Stewart Cannon, 8 points; 2) **Sun Puffin**, George Scheel, 15; 3) **Blink!**, Steve & Lucy Howell, 18. (9 boats)

Full results at www.sdyf.org

SFYC ANNE McCORMACK REGATTA, 5/15 (2r, 0t)

SPINNAKER — 1) **Serenade**, Sabre Spirit, Vicki Sodaro, 2 points; 2) **Blackhawk**, J/105, Kristin Simmons, 4; 3) **Flashman**, Moore 24, Tina Lundh, 7. (5 boats)

NON-SPINNAKER — 1) **Zenaida**, Alerion Express 28, Jennifer McKenna, 3 points; 2) **Raccoon**, Cal 20, Sally Clapper, 4; 3) **Spirit**, Alerion Express 28, Maureen Roddy, 6. (7 boats)

Full results at www.sfyf.org

SIFYC ELVSTROM ZELLERBACH, 5/15-16 (7r, 1t)

505 — 1) **Vaccinated**, Mike Martin/Adam Lowry, 6 points; 2) **Spam Risk**, Jeff Miller/Reeve Dunne, 17; 3) **N=1**, Eric Anderson/Caleb Yoslov, 18. (6 boats)

ILCA 7 STANDARD — 1) Peter Vessella, 12 points; 2) Peter Phelan, 12; 3) Mike Bishop, 18. (10 boats)

ILCA 6 RADIAL — 1) **No Name**, Al Sargent, 14 points; 2) **Dad Jokes**, Julian Soto, 18; 3) **Dababy**, Tor Svendsen, 22. (17 boats)

ILCA 4.7 — 1) Cooper Smith, 11 points; 2) Talia Hamlin, 15; 3) Akira Sophie Bratti, 16. (7 boats)

Full results at www.stfyf.com

THE RACING

17. (17 boats)

KNARR — 1) **Niuihi**, George Hecht, 8 points;
2) **Alinea**, John Buestad, 20; 3) **Gjendin**, Graham Green, 21. (16 boats)

J/88 — 1) **Pelagia**, Sergey Lubarsky, 13 points; 2) **White Shadow**, Jim Hopp, 17; 3) **Split Water**, David Britt, 18. (6 boats)

J/24 — 1) **Shut Up and Drive**, Val Lulevich, 8 points; 2) **Evil Octopus**, Jasper Van Vliet, 10; 3) **Little Wing**, Robin Van Vliet, 14. (5 boats)

J/70 — 1) **Kangaroo Jockey**, Peter Cameron, 8 points; 2) **Rampage**, Robert Milligan, 12; 3) **Jolene**, Miha Krumpak, 17. (3 boats)

Full results at www.sfyc.org

YRA Shorthanded Race #2

The YRA's 54-boat second Shorthanded Race got off *with* a hitch on Sunday, May 2. The race started at Olympic Circle G — the new starting mark for many SSS and YRA races. Using OYRA president Andy Newell's Santana 35 *Ahi* for the committee boat, PRO Jeff Zarwell set up a generous starting line. The starting order was big, fast boats first and smaller boats last.

Zarwell announced that all divisions would sail the 15.9-mile Course #1 to Blackaller, to Red Rock Island, to a fin-

ish at the Richmond YC race platform. He noted that the StFYC was running a match-race regatta along the Presidio shoreline with a building flood and asked YRA sailors to honor the StFYC racers.

Things began going south when deep-draft boats reported shallow water on the startline prior to the first warning. Then they really went south when several boats in Division A dredged the mud as they attempted to start. Zarwell quickly signaled an abandonment and recall on VHF 69. As the boats that did get started made their way back, he called a postponement. The SIs specified GOC as the starting mark, and the race committee was not equipped with an alternative mark.

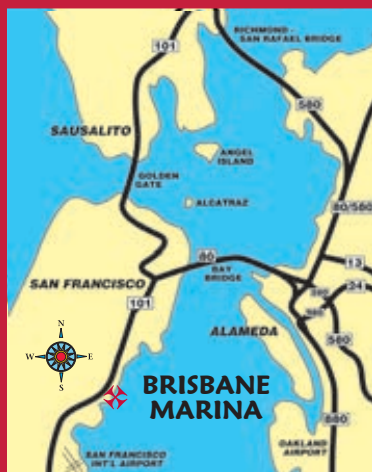
The RC decided to wait for the rising tide, and to reverse the starts, with the smaller, shallower-draft boats starting first while the larger, deeper-draft boats waited. Zarwell also contacted an SFYC race committee that was holding a race nearby and had borrowed an inflatable mark to set a startline in deeper water for the deep-draft boats. Division A started

at 12:50 using the alternative deeper startline.

With the slower boats starting ahead and faster boats coming up from behind there were several tightly packed roundings at Blackaller in a mid-teens south-southwesterly. Almost all boats opted for Raccoon Strait as the route to the east side of the Tiburon Peninsula and Red Rock. But by the time boats arrived at Harding Rock, the wind speed began dropping precipitously. The entrance to Raccoon Strait marked an almost-no-wind zone, with the building flood pushing boats along at 2 knots while their speed through the water showed 0.0. In Raccoon, boats opting for the Tiburon side found the wind quicker than those choosing the center or Angel Island side. Raccoon Strait provided a second start for many boats.

Once out, boats found northwesterly wind once again in the teens for a quick reach to Red Rock. Once around Red Rock, the short leg back to RYC was quick until the usual wind drop at the entrance to the Point Potrero Reach.

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On the way back to the slip in Sausalito one crewmember, for whom this was a first 'Bay Tour' race, asked if they were all like this. "No," said his skipper, who has been racing on S.F. Bay since 1971 and remembers racing on the full Olympic Circle, "It certainly had its unusual aspects." It's apparent parts of the Bay where races have always been sailed now need pre-planning and a close look at tide heights.

Find results on www.jibeset.net. The series will conclude on July 11.

— pat broderick

Fully Crewed Races Return in SoCal

After a sparse semi-season featuring single- and doublehanded races, Del Rey YC held its Point Dume and Return race on May 1 with fully crewed boats.

Formerly part of the annual William



Looking through 'Coquille' at 'Tiburon' and 'Obsidian' in the Point Dume Race.

Berger-William Stein Series, this was a stand-alone race due to COVID and scheduling of prior events.

Light air, kelp patties, small 2-ft to 3-ft seas and hazy sunshine were the order of the day and competitors were sent to Malibu or Topanga on shortened courses.

A 10-minute delay to reposition a drifting starting mark soon caused numerous traffic jams and frayed nerves aboard the committee boat at the starts. Several boats were OCS, but there were no collisions.

In PHRF AA, Jay Steinbeck's 51-ft *Margaritaville* dodged kelp and sailed the 22.4-mile course in a bit more than 3 hours, 15 minutes. They finished a little over 2.5 minutes ahead of John McEntire's TP52 *Encore*. *Margarita* was leeward boat en route to Malibu, causing *Encore* to tack away in light air, and sailed a near-rhumblin' course back to the Marina del Rey offset mark at the finish line area, using a conventional chute, according to crewmember Carey Meredith.

Other winners in PHRF included Doug Steele's SC37 *Tiburon* in A; Dan McGanty's Tartan 101 *Mistral* in B; and Lenny Gordon's J/92 *Sunshine* in C.

The Cruising boats sailed a shorter (13-mile) course. Gary Schaffel's beautiful blue Tartan 4000 *Odyssey* prevailed, going up to Topanga and back in about two and a half hours.

Longtime MDR racer Gerald Sobel repeated took Cruising B honors. Sobel drove his vintage Cal 24 *GrandIllusion* around the race course in a little over three hours. For complete results and more info, see www.dryc.org.

— andy kopetzky

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WORLD

*This month we hear from Rich Jepsen, formerly of OCSC Sailing and current Vice-President of US Sailing, about his April BVI charter. He shares the strategy of booking, setting up crew, and the many good reasons to plan now to reconnect with the delights of chartering in the **British Virgin Islands**. The islands are ready to welcome you back.*

A BVI charter from the planning stages to jumping in the warm water

"I just don't think I can do it." We were three months out from an April 2021 BVI charter with The Moorings BVI — a trip that was delayed a year already. COVID-19 cases had yet to shrink much in the US, and the vaccination numbers were still low. The organizer of the friends and family charter had laid it on the table. She spoke on our crew update via Zoom, and the words hung in the air. Two more couples piped up to say they thought it best to postpone another year. So, with a heavy heart, I promised to communicate with The Moorings and find out what options we had. After losing half of our crew of 10, I was hoping for some generosity and flexibility, even though BVI had been open since December.

After the call, I turned to my wife, Cecilia, dejected. "We were this close."

"What if we keep the charter?" she responded.

Suspending disbelief for a moment, I asked, hesitantly, "Where will we find replacement crew on such short notice? We can't afford this boat with five of us."

"Every sailor you know is dying to travel and sail. Who knows who we might find? Let's build a spreadsheet of candidates!" As a retired engineer, spreadsheets are her 'go to' response to anything!

The boat we had reserved was a six stateroom Moorings 5800 Cat; 58' of comfort and luxury — special even for a catamaran. It was our last chance to sail her, as all the 5800 bareboat

One advantage of being early to return was quiet beaches and anchorages.



charter boats were being converted to crewed yachts. So, it was now or never.

My Moorings agent, Lisa Mayo, was incredibly accommodating, allowing us to postpone again to an April 2022 charter on a Moorings 5000. But I also asked for, and was given, a few days to see if we could still make our April 2021 charter dream come true.

At the top of our spreadsheet were my sailing siblings, Bill and Dorothy, and their spouses. Always game for a sailing adventure, they were in. I called a longtime charter leader, sailing instructor and OCSC member, Dave, and was lucky to find a month free on his busy chartering dance card. He was intrigued with the 5800, and it had been since July 2019 that he and I had been together on a charter (Tahiti).

Amazingly, we were back on our way to BVI 2021!

So, that was easy, right? Well, not exactly. As I'll explain later, we had numerous challenges and obstacles just to get to BVI, much less be freed up to fully enjoy her. However, we managed the entry and quarantine requirements with amazing help from Lisa and her team and the BVI Tourism Board's Lynnette Harrigan.

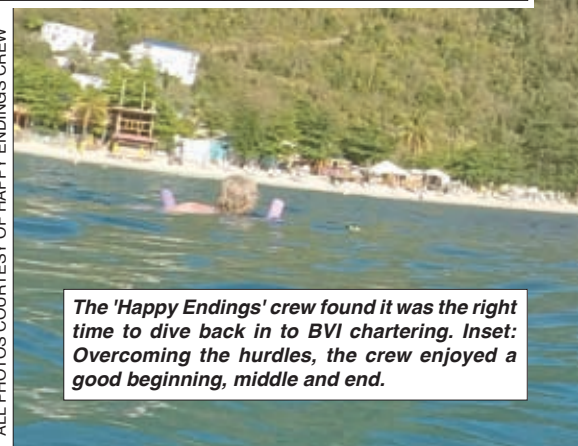
In short, we took a Covid test before travel, provided the test results to both BVI and Puerto Rico, took another test upon arrival in BVI, quarantined for four full days after the date of arrival, took a final test and were released from quarantine. This was primarily because the BVI government was controlling the virus well and was trying to protect itself from a wave of infections from hot spots like the US and Britain. Due to the length of our charter, we needed one final negative test to get back to Puerto Rico.

Even with this very protracted protocol, we got to quarantine on our charter boat, had 14 approved anchorages/mooring fields from which to choose, sailed and snorkeled to our hearts' content and had an

experience very close to what we might have had with no restrictions. We planned our provisioning ahead to account for the four extra days, so we ate very well aboard! We used Bobby's Market for our provisioning, but both Moorings/Sunsail and RiteWay Provisioning were available and delivered directly to boats at the base.



ALL PHOTOS COURTESY OF HAPPY ENDINGS CREW



The 'Happy Endings' crew found it was the right time to dive back in to BVI chartering. Inset: Overcoming the hurdles, the crew enjoyed a good beginning, middle and end.

One of the sad issues for the BVI tourist trade was how quiet and uncrowded BVI was. Many people who might otherwise have come were still being put off by Covid and the entry requirements. While I perfectly understand the concern, it left our island paradise almost empty for those of us intrepid enough to proceed. There were seven boats in mooring fields normally holding 70. We had several popular anchorages and moorings to ourselves. And the local business population were elated to see us, serving us extremely well once we were out of quarantine.

We had great breeze all week, the water was clearer than normal and reef fish were as abundant and colorful as ever. We saw lobsters, barracuda and grouper while snorkeling, tarpon

OF CHARTERING



under our boat and dolphins on occasion while sailing.

Here are some of the interesting things we noticed:

All the most popular spots were quite accessible without the crowds of other times we've been. We ate at Foxy's, Pirate's Beach at the Bight, got takeout from Leverick Bay, had lunch at Rhymers and dinner at Paradise in Cane Garden Bay; we even visited the rum distillery. Other than the lack of crews and boats coming ashore, they were as wonderful as ever and really happy to see us!

Because we wished to see how the hurricane recovery was going, we cruised through North Gorda Sound, and I can happily report that The Bitter End Yacht Club's 'rebuild 2.0' is coming along famously, with parts open to yachts people already. Saba Rock's resort looked completely rebuilt and was open, as was Leverick Bay Resort. All mooring balls had been refurbished; each one we used looked new and well maintained from top to bottom.

We cruised Soper's Hole and our favorite haunts — Pusser's, Omar's and

the Grocery — all were open for business. We snorkeled Monkey Point, Great Dog, The Indians and the Norman Island Caves. All great as ever.

Overall, the signs of the hurricane damage were very limited and virtually all favorite spots were operational. You still can see an abandoned boat in the mangroves, and there's still a mast sticking up from a sunken boat next to Moorings' docks. But those are the exceptions. BVI has done a great job on hurricane recovery and Covid management.

Charterers after May 15 will have it so much easier. Now that more people are vaccinated, and since BVI's experience with chartering and land tourists since December has been such a success, they are easing requirements.

Check with your charter company or the BVI Gateway to learn the latest details, but we read that after May 15, you will only need 24 hours of quarantine upon arrival if you come in vaccinated and you have a negative test. (Keep in mind you might still need a test to return to the US or layover in Puerto Rico — those tests and their results are easy to schedule in BVI, if a bit expensive.)

'Happy Endings' anchored for snorkeling off The Indians.



WORLD



Left: The Moorings 5800 is spacious and comfortable for sunset painkillers. Right: The quarantine restrictions involved bright orange bracelets and turquoise water. Not bad.

Here's a list of Covid-related things to consider:

1) Rely heavily on your charter company, the BVI Tourism Board (Lynnette Harrigan on FB Messenger is the best!) and the BVI Gateway Web Portal to ensure you understand the current routines.

2) If you fly through Puerto Rico on an American Airlines ticket that is code shared with Silver Air, you may be able to avoid having to 'declare' your entry to PR. But if you have separate tickets into and out of PR, you'll be considered as a

'visitor' to PR and must register on their entry website. (Complete your declaration only after you have your document of negative Covid test — the website was hastily constructed and works best if you visit, register and post your test results all at once.)

3) Ferries started running from USVI just as we arrived, so if you fly into USVI and ferry to BVI, you can avoid the Puerto Rico entry requirements.

4) If you need a test before leaving the US, consider getting a backup as well. There are rare instances of false

positive tests, and you want to ensure you have proof of a negative test within the five-day window (currently three days if you travel through Puerto Rico). With two tests, it will be quite rare to get two false positives.

5) Finish your vaccination routine if you possibly can and keep the vaccine card SAFE!

6) You will need proof of insurance for BVI to show that, if you contract Covid, you will have your medical bills covered. The standard Moorings charter care insurance suffices.



deWitt

One of Jim's most popular images!

The owners of this painting are reducing their personal inventory as they are getting older.

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Foxy's dock on Jost Van Dyke was like the good old days. Quiet and welcoming.

7) Subscribe to the BVI Alive FB page and The Moorings BVI page. Lots of up-to-date information from those chartering right now and those in the government and tourist board trying to help. Keep the name Lynnette Harrigan recorded. She was instrumental in helping us get our 'proofs of negative tests' uploaded to the BVI government portal (called BVI Gateway) so we could enter the country.

8) Have a very direct, advanced conversation with each of your crew mates so they are very clear about all of the

ALL PHOTOS COURTESY OF HAPPY ENDINGS CREW

requirements for travel, as it will only take one unsuccessful registration to delay your charter.

9) Be sure to make your initial provisioning order about a week in advance. You can supplement the order up until the day of your charter, but the large, initial orders require a week to ensure they can fill them.

By the time you read this, entry requirements will already be eased; but for those wondering, here was our experience:

1) Required negative Covid PCR test within 72 hours of travel to Puerto Rico, which also served as our required test to enter BVI (required negative test within five days of BVI arrival).

2) Covid PCR test at Lettsome Airport, BVI, on arrival — received quarantine bracelets and GPS trackers to 'encourage' compliance.

3) Four-day on board quarantine, ably managed and supported by The Moorings, at the dock and underway. Results by email within 36 hours.

4) Day 4 Covid PCR test. Results within 36 hours.

5) Visit to a Cane Garden Bay police station to be officially released, have

OF CHARTERING

bracelets cut off and GPS trackers returned.

6) Because we had an eight-day charter, one last test prior to returning to Puerto Rico on our way back to the US was necessary as a negative test had to be within three days of arrival in PR and our four-day test didn't qualify.

We estimate we spent six hours total in pandemic-related safety tasks while in the BVI, so a bit less than one day of eight invested. We all agreed it was well worth it!

— rich.jepsen



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CHANGES

*With reports this month from **Cassiopeia** on their 10-step program to get out there cruising; **Shawnigan** taking a 'pandemic pause' in New Zealand; **Tire-Bouchon** finding a bit of magic in an unexpected place; **Harlequin** repaired, recharged and ready for more cruising (as soon as COVID allows), followed by a forepeak full of **Cruise Notes**.*

Cassiopeia — Bavaria 46E Doug Hirschberger and Mary Lamberson The Grand Plan Tacoma

We found sailing later in life. I'm 64, Mary is 59 and we've been at this for a whopping five years. Our path to cruising

took a circuitous route, literally.

It began when we met in 2011. At the time, we were into another type of travel in the great outdoors: cycling. We enjoyed several supported bike tours in Washington, and a few one-day, 350-mile Spokane-to-Portland rides. But I'd wanted to learn to sail since a brief exposure in my early 20s. One day in 2015, I asked Mary if she would also like to learn. She said, "Yes."

Over the next two years, our 10-step process went something like this:

1. Signed up for an ASA 101 class at Puget Sound Sailing Institute.
2. Bought our first boat, a Catalina 36.
3. Enjoyed sailing around Puget Sound and staying on the boat in the marina.
4. Decided we wanted to live aboard at the marina.
5. Decided we wanted a bigger boat to do so, and enjoy vacations cruising the San Juan Islands and British Columbia.
6. Found our bigger boat, a Bavaria 46 named *Cassiopeia*, in the Caribbean.

'Cassiopeia' is one of only 31 boats to earn the one-time-only Nada Ha-Ha flag (displayed here by Jim Levitt of 'Nova').



CASSIOPEIA



NOVA

7. Got married.

8. Flew to St. Martin to sea trial the boat on our honeymoon.

9. Bought the boat, and with the assistance of a captain, enjoyed five weeks sailing to Florida, along the way discovering that people sail and cruise in exotic places where the water is warm and the sun shines most of the year.

10. Trucked the boat to Tacoma, as originally planned, and decided to leave as soon as we could for someplace warm.

(As an interesting side note, we may have also saved the boat from being destroyed by hurricanes Irma and Maria, which struck the area only a few months after our May 2017 departure.)

'Cassie', built in 1997, had many of the essentials for bluewater cruising, but needed some upgrades and repairs. Originally fitted for racing on Lake Constance in Germany, she ended up crossing the Atlantic over and back, and then over again with previous owners.

In Tacoma we began the 'how' and 'where' of cruising. We were both working full-time, so this was long-range planning. And learning. We attended the Seattle Boat Show and local seminars. Bought books and read them. Watched YouTube videos of other cruisers, and how-to's. Connected with others, especially Jamie and Behan Gifford of *Sailing Totem*. Their advice was invaluable.

Dinner for a couple of years began with a toast: "2020 or sooner."

Some of the upgrades included: a new Mantus anchor, radar, AIS, Iridium GO!, high-output alternator, solar panels and high-capacity batteries. The decks got new nonskid. Along with lots of repairs of already-broken, fried stuff, we fried and broke more stuff, requiring more repairs. It was a good thing we were both still working, because it seemed every extra dollar we earned was going into the boat.

Mary really wanted to leave in 2019, to avoid another cold, gray fall/winter/spring in Puget Sound. We finally settled on July 2020 as our "end date," which provided the consolation that we only had one more winter.

My employer knew something was going to happen eventually after I took that long leave of absence to sail *Cassie* to Florida. Early in 2020, I gave notice of my plan to retire on July 31, to give time for



training my replacement. And then COVID hit. Now Mary and I started working remotely, as many families did. It had the benefit of giving us more time to get projects done.

We don't have a huge cruising kitty. We have a retirement account. A couple of economic downturns tended to have unfavorable impacts on that. In fact, one certified financial planner we met with assured us our dream was financially impossible. Mary and I both determined that we would make it possible somehow. I would take Social Security early and we would reduce our expenses.

I retired as planned on July 31, and

IN LATITUDES



Below: Gull's-eye view of 'Cassie.' Above: Doug and Mary with Nada crew Drew Bielawski (left). Far left: A Zeus3 MFD chartplotter was part of a whole new suite of electronics installed prior to departure. Left: Southbound.



ALL PHOTOS CASSIOPEIA

we set off from Tacoma on August 1. It had been an exhausting and stressful 18 months to this point. Now we were off — as prepared as we could get without delaying any longer. All the major projects were complete.

The pandemic affected some plans at times. For example, our rigger was delayed for almost six months getting to the boat to fix an issue with our forestay and repair our Rodkicker. The Makah Tribe closed their fuel dock in Neah Bay to non-tribal customers, so we couldn't get fuel or go ashore while we were there. Generally, though, we could do anything we needed to do.

We were familiar with the Coho Ho-Ho rally that gets boats from Seattle to San Diego, and of course we knew about the Baja Ha-Ha as the companion rally for boats heading from San Diego to Cabo. We didn't do the Coho, partly because most of the planned participants delayed due to COVID. We weren't sure there was going to be a Baja Ha-Ha for the same reason. As we

came south down the Pacific Coast we saw the notification that if the Baja Ha-Ha was officially canceled, there might still be an informal rally, the Nada Ha-Ha.

We signed up for the Nada Ha-Ha in early October. The rally would provide us with the comfort of knowing there were other cruisers on the trip around us.

Fellow cruisers we met coming down the coast joined. There was also the wonderful benefit of the anchorage in Glorietta Bay we could use for free.

There weren't as many participants as in a normal rally, nor all the usual social functions to get together. Due to our weather planning, we didn't meet too many others on our way down the coast of Baja — we seemed to always be leaving an anchorage a day before almost everyone else. However, it was comforting knowing there were other boats out there around us, typically only a radio call away.

We met more of our fellow Nada cruisers while making our way from Cabo to La Paz, and even once we were in Banderas Bay and traveling south down the mainland to Barra de Navidad. We will see a boat or hear them on the morning net and recognize the name as a fellow Nada participant. It's enjoyable to share stories of our experiences on the rally and what we've been doing since arriving in Mexico.

Our current plan is to stay in Mexico for a couple of years, then figure out where next. No plan to take *Cassie* back north to the US. We're committed to living life adventurously expectant, as 'A Sail of 2 Hearts.'

— Doug 4/6/21

www.asailof2hearts.com

Shawnigan — S&S 40 Laducci Family Taking It Slow Sausalito

It's been 5½ years since 'a family afloat' sailed out the Gate. Our floating family of five departed for our adventure from Sausalito on August 20, 2015. Our oldest, Nina, was 12, Ellamae, 7, and Taj, 2½. We arrived in Mexico early November (just after the Ha-Ha) and spent the better

The kid is a natural: Taj Laducci took to the cruising life from an early age.



SHAWNIGAN

CHANGES

part of the next two years cruising Mexican waters.

During those two years, I would find my way back to the US for the hurricane



The Laducci family (l to r): Ellamae, Nina, Josie, Christian and Taj. They left Sausalito in 2015 and are currently in New Zealand.

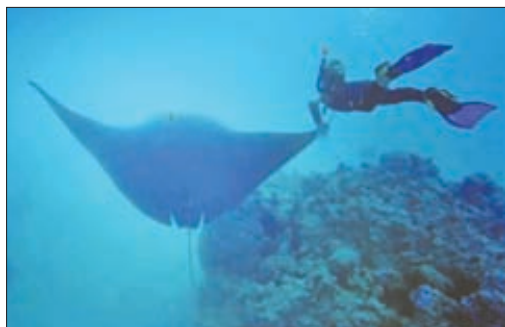
season, to refill the kitty by working as a "travel nurse," which is essentially a short contract with a hospital. Christian would stay on the boat a bit longer to get her to a hurricane hole — the first season, San Carlos; the second season, Puerto Penasco. He and the kids would then come home to visit me and the rest of our family and friends before heading back to the boat in the fall. This worked well for us, and by December 2017, we were ready to sail out of Mexico and down toward Panama before making the Puddle Jump.

Our 19-day passage from Barra de Navidad, Mexico, to Costa Rica was a good way to break us into passagemaking mode. We sailed almost due south until about the latitude of Panama before we were able to head in and up to Costa Rica. It was a great passage overall. (More details can be found on our blog.) After a few weeks exploring Costa Rica, we made our way to Panama.

So much beauty in all the places we went! We could easily go back and enjoy more time sailing those waters. But for us, that was the year to cross the Pacific.

We left Panama at the end of March 2018, for an eight-day passage to the Galapagos. What a magical place! We

Taj makes friends with a manta.



spent three weeks exploring the one place I had always dreamed of visiting as a kid. To top it off, other cruisers we met there became our closest sailing families, who we stayed connected with crossing the Pacific and all the way to Tonga.

We crossed with — count 'em — six other kid boats: *La Cigale*, *Pelizen*, *Bajka*, *Dol Solene*, *Raftkin* and *C'est si Bon*. We were just behind *Counting Stars*, *Element*, and *Anila* and just ahead of *Car-amba*, *Blue Zulu*, and *Rogue* — to name just a few. (Only about half of those were PPJ entries, and only about half of those were American boats.)

We communicated through satellite emails and texts twice a day. Some days featured lengthy stories; some just short position updates; some shared recipes; and others shared game challenges for the kids to take part in for prizes once we all arrived in French Polynesia. Overall the crossing was pretty uneventful, but arrival in French Polynesia still felt like a magnificent accomplishment, a sort of rite of passage.

We kept to our three-month visa stay in FP. Starting in Hiva Oa, we bopped around the Marquesas, then the Tuamotus, and finally the Societies. During that time we started thinking about where we were heading next. We talked about Australia or New Zealand, both to work and have the kids go to school. Nina was 15 by then and wanting to go to high school to finish up before heading off on her own. It made sense to find a place where we could temporarily live on the boat for an extended time to provide that for her, as well as the other two kids — and make money for future sailing. After talking to many other people, we were strongly pulled toward New Zealand. I had already applied for my nursing license there, although transferring it to Australia would be easy enough if New Zealand didn't work out.

As it turned out, I scored a job interview via Skype while we were anchored off a remote island in Tonga. It was for a position in the neonatal unit in Wellington. A few days later, I was offered the job.

As our six weeks in Tonga drew to a close, the various cruisers in our little group started parting ways. There were those who were continuing to Fiji and beyond, those who were heading to Australia, and a group of us who were heading south to New Zealand.

Our departure had a little extra step involved. We decided that I would fly back



to the US for one more travel-nursing gig, to top off our kitty in anticipation of settling into New Zealand for a chunk of time. Christian sailed the boat from Tonga to New Zealand, arriving in late October 2018. We soon received work and student visas, which was fairly simple with my job offer. *Shawnigan* made her way into our current berth at Mana Marina on January 1, 2019.

Originally, the idea was to work in New Zealand for at least two years while our oldest finished up high school, and then move on westward. But Ellamae (12 at the time) also wanted to continue with

IN LATITUDES



Below: Life in New Zealand is good, but the Laducci family look forward to more cruising. Above left: Cruising kid group jump off 'Cat 2 Fold' in Tenacatita. Above: The view from Castle Point, New Zealand. Top left: The land yacht 'Sharkie'. Center: Yes, we have some bananas. Right: Taj enjoys a fresh coconut.



ALL PHOTOS SHAWNIGAN

school, and we were quite enjoying the area. It made sense to make NZ our new homebase for cruising, so we applied for residency. As the (very long) application process went on, we started to set some deeper roots. All the kids were enrolled in local schools, we started making local friends, and were traveling during the school holidays in our new land yacht, "Sharkie," a small RV, to explore this beautiful country.

Then COVID happened, and basically our choice was made for us: We were staying in New Zealand, where it felt safe.

Strict Level-4 lockdown lasted four

weeks, during which we went back to homeschooling and essentially 'cruising life,' except with a grocery store nearby. As a nurse, I was considered an essential worker and was therefore very secure. Level-3 didn't last long, either, and our kids got to go back to school since both Christian and I were working. Things were pretty much back to normal with Level-2. We're currently at Level-1.

Despite all that, COVID has made

our time here feel strained. We're still able to travel and enjoy New Zealand, but knowing that we can't just fly back to visit family has been a struggle. And even if we could fly out right now, getting back in is not guaranteed. We always assumed that we would have unlimited access to visiting family when we started to feel homesick. Now we can't. Thankfully with FaceTime and other video chat platforms, we're able to communicate fairly frequently, but it's just not the same.

What does the future look like for A Family Afloat right now? We are so proud of Nina, who completed high school here in New Zealand and flew back to the US to work and start college. Do we do the same for Ellamae? Taj says he would prefer to homeschool, but honestly I'm not sure we parents are ready for that again — we've enjoyed the time off from teaching!

At this writing, our residency application doesn't look as if it will go through (a long story). And we're getting itchy feet to get back to sailing. At the moment, Australia is looking promising for work, and possibly quicker access to visiting family, but who knows? We figure we will see how this year goes and then make the next call toward the end of it. So for now, we remain in New Zealand under my work visa, working full-time, kids going to school, and trying to explore as much as possible, mostly in our camper and not in our boat. *Shawnigan* floats patiently, waiting for her next big crossing.

When we left San Francisco, we always said that our intention was to "sail about" the world slowly. Slowly it sure is, going on six years away from our home port of Sausalito. And whether we make it all the way around the world, or just do it in bits and pieces, is yet to be determined.

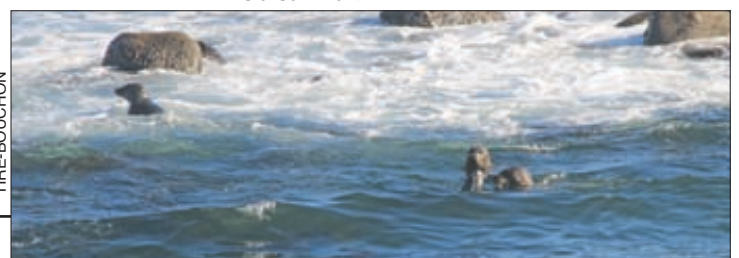
— Josie 4/26/21

www.afamilyafloat.com

Tire-Bouchon — Ericson 38
What To Do When Things Go South
Marie-Cécilia Duvernoy
and Yalçın Özhabe
Berkeley

The Pacific Coast of the Baja Peninsula offers incredible sailing. If you are bound south, the prevailing northwest winds will help you glide down the coast effortlessly

The seals put on a show for Marie and Yalçın at Isla San Martín.



TIRE-BOUCHON

CHANGES

for days at a time. Most coves and *bahias* along the way offer good protection from these winds, allowing cruisers to explore and discover the remote Mexican culture of the peninsula, or simply to take a rest.

But what to do when things, or at least



Marie and Yalçın of 'Tire-Bouchon'. It took a bit of explaining before the fishermen understood that she is originally from France; he from Turkey.

winds, go south?

If you are familiar with the Pacific Northwest or with California weather, you will know that southerly winds are generally strong and better dealt with in a sheltered place. The weather systems that produce these storms offshore do not spare Mexico, and the Baja Pacific coast is also subject to strong southerlies, especially during the winter. "No big deal," you may say. "We'll just wait it out like we do north of the border." Fair consideration, but where? From Ensenada, the first port of entry in Mexico, to Magdalena Bay, 500 nm down, there is no dock to tie to, no marina to shelter in, and only a

'Tire-Bouchon' at anchor.



handful of anchorages protected from the southerlies. The first one after Ensenada is almost 100 nm away, and you can add about 130 nm for the next one. In such settings, better be aware of a change in wind direction, which is more easily said than done, as the internet is quite scarce along the coast, even with a local SIM card.

My partner, Yalçın, and our Ericson 38 *Tire-Bouchon* ('corkscrew' in English) emerged from a couple of days offline in Punto Santo Tomas. It's the first anchorage after Ensenada, a lovely little bay where you get awoken with dolphins swimming around your boat. During this lovely couple of days, though, the forecast had evolved, and some southerlies were now on the menu in less than 48 hours. That left us with little time and, sadly, little wind, to sail down to Isla San Martin, the first sheltered anchorage down the coast.

If you have no forecast in Baja, as we did, I would generally be suspicious of any interruption in the prevailing winds.

Fuel is rare, expensive and of variable quality along the Baja coast, so instead of motoring all the way down, we ducked into the marginal but scenic anchorage off Punta Colonet the evening before the blow, and were able to close the remaining 30 nm by sailing the onset of the southerlies — just enough wind for a pleasant upwind sail under the moonlight! We reached Hassler Cove on Isla San Martin at 7 a.m., just in time to hide from the brunt of it. Although we got some of the wind, the protection was good at the anchorage and it never got uncomfortable.

Despite having to adjust our plans, we are glad that these southerlies brought us to Isla San Martin, as it ended up being our most memorable stop along the coast. It is a green, volcanic island, with a soil made of black lava and a surprising amount of vegetation. No one lives on the island full-time, but a few fishermen inhabit a camp by the beach, marked by a sign: "*Ciudad El Lugar*." After the wind calmed down, we paddled our kayak to shore with the intention of taking a look at the lagoon on the southern side of the island and perhaps hiking to the top of the hill.

A couple of fishermen waved friendly greetings in the distance and we must have looked lost, walking uncertainly in the direction of the lagoon looking for a trail. One of the fishermen came to us and introduced himself. His name was Ismael and he spoke a little bit of English. He asked if we were trying to reach the



lagoon. "*Laguna? Si!*" Between our broken Spanish and his broken English, we ended up getting a nice guided tour of the surroundings and plenty of information about the life of the fishing community. Ismael was living part of the time in the coastal town of San Quintin and part time here, for the fishing. He much preferred the slow pace of life on the island to the craziness of city life. It wasn't without a certain pride that he showed us the beauty of the island.

It started with a walk down to the clusters of dark, round lava rocks close to their camp, where the incoming tide created tide pools. We walked a few minutes more to discover a small lagoon with a colony of seals on the beach. They all rushed into the water as we approached,



Spread: With a 'just in case' reef tucked in the main, 'Tire-Bouchon' heads for cover on the edge of an approaching southerly. Inset, no spelunking this cave on this trip! Above left: The fishermen's camp at Isla San Martin was pretty spiffy by fish camp standards, with several buildings to house the 10 or so pescadores who stay there. Above: Ismael shows Marie the camp's 'museum' — shells and other items they have found on the beach.

with the younger seals playfully surfing the waves at the lagoon entrance.

The next stop was the fishermen's house, where we met the other fishermen and were offered a delicious 'fisherman snack.' After that we started up the hill. As we ascended, the view on the cove became prettier and prettier, with our *Tire-Bouchon* and another sailboat anchored in the scenery.

"And which one is your boat?" Ismael asked. We returned the question and he showed us his boat. It had a diver painted on it as he was taking care of tourists

visiting the island during the summer.

Our third destination ended up being a cave opening onto underground corridors that could apparently be followed for 20 minutes to pop up somewhere else on the island. Interesting, but not for this time! While going down, still chatting with our guide, I noticed that the shells on the beach were impressively big and in one piece. Ismael knew the drill. He explained how to clean them to reveal the shiny part, and after giving us the biggest he had gathered recently, he laughingly suggested I write "Isla San Martin" on it

once it's cleaned. Who needs a souvenir shop here!? This wonderful day in good company finished with Ismael and his colleagues going on a fishing trip to get a fish for us to trade for beers.

We explored more of the beach at sunset, and half an hour after we had paddled back to the boat, the fish delivery was at our doorstep. We exchanged our goods and they were off. While the other fishermen opened their beers right away, Ismael, our guide of the day, departed to their mooring, a couple of hundred yards away, before opening his. He had offered us more than a fish: the first unforgettable memory of our cruising trip!

— Marie 4/28/21
teambouchonsailing.com

Harlequin — Express 37 Henk and Lisa Benckhuysen Enjoying the Austral Summer Vancouver

Harlequin is currently based at Whangarei, New Zealand. Delayed by the pandemic, Henk and I have taken the opportunity to do a refit and some coastal cruising in the past six months.

Whangarei has been a good place to work on the boat. For a couple of months we shared a small rental house near the marina with another cruising couple while Henk replaced *Harlequin's* sole, head and water tank. He also put on new winches and a staysail, which allows us to sail to weather more efficiently in higher winds. *Harlequin* also boasts a new anchor chain and diesel heater in case we end up staying in NZ. But his pride and joy of this 'downtime' is his new nesting dinghy, *Colombine*.

During the austral summer, we took several trips out to the islands off the Northland, including the Tutukaka

Henk spent part of 'Harlequin's' pandemic-delayed cruise to building this sweet nesting dinghy.



ALL PHOTOS TIRE-BOUCHON

HARLEQUIN

CHANGES



HARLEQUIN

Henk and Lisa took off from BC in 2016 and did the Puddle Jump in 2018. Once pandemic restrictions lift, they'll be headed out again.

Coast, Bay of Islands, Cavelli Islands, Whangaroa and Great Barrier Island. Everywhere we dropped anchor, we found hiking, swimming, interesting historical sites and spectacular scenery. While many Auckland boaters head out to the islands for holidays, we found there was always plenty of room in the anchorages, and we were happy to reconnect with cruisers we had met in Tonga and French Polynesia in 2018, and who have since settled in New Zealand.

I have a particularly fond memory of New Year's Eve in Whangamumu with the families aboard *Pelizen* and *Blue Zulu*. The anchorage was as still as a mirror under the stars, and music and laughter were spilling across the water from the lighted boats. We all dinghied to the beach at midnight for fireworks,

sparklers and champagne. Magic. Yes, it's all about the parties. We have been more social in the past five years than in the entire rest of our lives!

It's also about the sailing, of course. We've developed a social routine in Whangarei, and I'm involved in some community music groups. I always find it difficult to pry myself away, but once under sail, I remember how much I enjoy the freedom of the boat, at once thrilling and calming.

Our short sails have doubled as sea trials, and we have tested every sail and system. We are ready to set off for Fiji when the opportunity arises. We're also ready to put the boat up in New Zealand and head home for up to a year until the pandemic plays out. Some of our friends have sold their boats and gone home.

Courtesy of the New Zealand health-care system, we just got our first COVID vaccinations, and are scheduled for the second dose in three weeks. We hope that will clear the way for us to fly home for a visit, and then continue sailing west.

— Lisa 5/3/21



JERSEY GIRL

Cruise Notes

• "Want to know how to make an entire marina go silent?" asks Ken Knoll of *Jersey Girl*. "It's really easy. All one needs to do is walk through the parking lot and down the dock with

one of the world's most beautiful women.

"I had this tough duty a couple weeks ago. (But hey, somebody's got to do it.) My new friend, *Sports Illustrated* swimsuit model and actress Leyna Bloom, came to spend her 27th birthday on April 1 on *Jersey Girl*. We had a great day that included a custom *SI* swimsuit cake from my beautiful girlfriend Deena of Sweet Dreams Cabo. We even had a humpback whale swim by! Great day, even better friends, wonderful cake, and memories for all. Thank you, *Jersey Girl*!"



Birthday girl Leyna Bloom aboard 'Jersey Girl.' Left, the 'swimsuit' cake.

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

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• Have you heard about Dustin Reynolds yet? We hope to bring you the incredible story of this singlehanded circumnavigator in an upcoming issue. In the meantime, here's the short version:

Back in October 2008, the Hawaii-based fisherman was headed home on his motorcycle one night when an oncoming pickup swerved into his lane. The head-on collision ripped off his left arm. When he woke up in the hospital, he was informed that in addition to severe internal injuries, they also had to take his left leg.

The way he tells it, in the difficult months and years that followed, he stumbled across the web page for the Joshua Slocum Society, which tracks records for singlehanded sailors — and realized no double amputees were in the record books. True, he was pretty much broke and didn't know how to sail. But come on — how hard could it be?

With a little money from the sale of his fishing boat, he got an old Alberg 35 with

DUSTIN REYNOLDS



Above: Dustin chills out on a recent trip to Antarctica. Right: 'Tiana' en route to Thailand.



LISA DORENFEST

a tired engine and raggedy sails. He named it **Rudis**, after the symbolic wooden sword awarded to Roman gladiators who earned their freedom. Unable to afford sailing lessons, Dustin "watched a lot of YouTube videos" and eventually got the hang of it. Or at least enough of a 'hang' to take off in 2014 for Palmyra Atoll, 1,000 miles south.

Nowadays, six years into the circumnavigation, he has put some 30,000 miles behind him, sailed across 2½ oceans and visited some 25 countries — much of it on a newer Bristol 35.5, **Tiana**, which replaced the Alberg. He's even made stops in Africa and Antarctica (the latter as part of the crew on a friend's boat).

At this writing, he was getting ready to transit the Panama Canal back into the

Pacific in mid-May. From there, it will be Galapagos, Polynesia and back to Hawaii by December. We hope to bring you more on this inspiring sailor in a future issue. Until then, you can catch up with him at thesinglehandedsailor.com.

• Regular readers will likely remember Ed and Sue Kelly of the Iowa-based Catalac 42 catamaran **Angel Louise**. As detailed in a March 2018 *Changes*, they are the first known cruisers to complete a 'great loop' of both Europe and America.

In the past few years, they had been doing back-and-forth Atlantic Coast circuits between Maine and Florida — a total of 13 years of continuous cruising. COVID brought that to a screeching halt last spring.

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CHANGES



RESPONSE

Ed and Sue might have stopped voyaging, but they haven't swallowed the anchor quite yet.

They weren't down — or idle — for long. The Kellys purchased a new Ram ProMaster cargo van and set about fitting her out, yacht-style, as their new liveaboard land cruiser. *Response* will soon embark on the ultimate road trip, cruising the highways and byways of America full-time.

• (From a letter to *Scuttlebutt*) Back in 1981, Belgian sailor John Kalish was on his first big ocean trip, from England to southern Portugal, aboard his Dufour 27 **Black Jack**. Halfway across the Bay of Biscay, the wind died and thick fog rolled in. His only crewman was inexperienced, and his last DR position put him right in the middle of the southbound shipping lane.

Kalish started his engine, set the autopilot, and put out the first of many radio bulletins. "This is S/Y *Black Jack*. Course 180°, speed 4 knots. We have no radar.

Please keep clear." He would repeat the transmission every 15 minutes through the day and into the night.

At midnight, he heard: "S/Y *Black Jack* — This is the *Saudi Enterprise*. We are a crude carrier, a half mile to starboard of your track, southbound in ballast, making 8 knots. I have 27-mile radar, so I will be able to follow you for the next 10 hours. Don't worry. I'll look after you as long as I can."

And they did. The *Saudi Enterprise's* radio operator called regularly to inform Kalish of nearby traffic.

The fog finally cleared the next morning and a light northerly filled in. *Black Jack* was soon sailing again and arrived safe and sound in Vilamoura. "I slept for 10 hours," wrote Kalish.

Kalish found the radio operator's name — Jacques — and wrote to both him and the ship's owners, commending them for their extraordinary kindness. He got a nice reply back from both.

That was a long time ago, and we're sure it's not the only time it happened. Any cruisers out there have similar tales?

• Bay-based sailors Barbara Euser and Kelly Gregory departed Hot Tub Anchorage

in Panama's San Blas Islands on March 14, officially beginning a planned one-year westabout circumnavigation aboard Barbara's Bristol 34 sloop **Islander**. They made a stop at Colón before transiting the Canal, then an unplanned pit stop at the Galapagos to replace all four lower shrouds after one almost parted a week out. They also added



Kelly, Cristina and Barbara are on the first leg of a west-about circumnavigation.

a crew member, Cristina Aggazzotti. The three women departed on May 1 for the 5,000-mile hop to Fiji. Plans after that are subject to the vagaries of the pandemic in the areas they sail through. "We hope to be back in the San Blas Islands this time next year," says Barbara.

We will keep you updated on this circumnavigation as it progresses. You can also follow the adventure yourself at www.islandercirclestheworld.com.

— latitude/jr



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Rhyme of the Not-So-Ancient Mariner

Latitude 38 doesn't normally do poetry. For reasons we don't quite recall, it's long been an unwritten rule. But you know what they say about rules. We don't know if it's the times we're living in, or we're turning into big ol' softies — or what. But the verse of Michelle Hegewald really touched us.

Michelle is 13. She lives aboard the C&C 110 (36-ft) *Xpression* with her family. Mom Stephanie is a nurse who commutes to Washington for work. Dad Max is a stay-at-home parent and home-schooling teacher for Michelle and sister Autumn. The family took off from their homeport of Olympia, Washington, in August 2018, and have been in Mexico ever since.

They spend winters based in La Paz and summers in Bahia de los Angeles. Last year they hoped to head to the South Pacific, but that plan was foiled by COVID-19. Now, Michelle says, "We're either going to Hawaii or staying here in La Paz. We are planning on cruising until I head off to college."

Where, we hope, she will keep writing.

Xpression

*Our home floats atop an ocean
She rocks gently with the passing tide
You can hear the sound of the wind roaring through the rigging
And the waves lapping on the side of the hull*

*Home feels of love and passion
It's humble and sweet
She shelters us from foul weather
And keeps us warm in the rain*

*She's a haven of peace in a world of chaos
Throughout the day the windows let in the soft smooth yellow beams of sunlight
That brightens up our life*

*Every nook and cranny holds something special
Something filled with memories
If you put your ear up against the wall of the mast
You can hear her song*

*The sound of the ocean and wind
Mixing together and reverberating through her soul
Giving her life.
Every night when she rocks me to sleep, she promises to me
That her sails are always waiting to fill
And carry us away toward the sunset.*

— michelle hegewald



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24 FEET UNDER



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24 FT J/24 1979. Freshwater only boat — Huntington Lake. 2 mains. 4 genoas, 1 blade, 2 chutes. Four Barient 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 pathung@gmail.com.



14 FT LIDO 14 RS 6000 2007. Designed for cruising or racing, comfortably sits 6 on bench seats. Races with two persons. 2 mains, 1 jib. Fiberglass rudder. Hobie Bob masthead float. Trailer \$880. Boat/trailer current CA registrations. \$2,250. Auburn CA. Contact Timothy (415) 250-1942 or Alan (530) 492-4654 or Timothy@Inspired-Environments.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. Additional photos see Craigslist, Monterey Bay. \$32,500. Moss Landing Harbor, CA. (831) 768-8482 or barbandbruce@att.net.

25 – 28 FEET



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/OBO. Sausalito. (860) 558-7888 or cogganbd@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.

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.

My boat was sold this weekend to a couple who will take great care of her. Thanks for helping me find the right buyer – Steve



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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. \$4,000. Alameda Marina. (415) 244-3928 or monkeyjack580@hotmail.com.



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. \$18,500/OBO. Dana Point, CA. (949) 795-9078 or silentjim292@gmail.com.



28 FT CATALINA 28 1991. Walk-thru transom. New mast, new boom, new wire rigging, new roller furling, new jib and mainsail, propeller shaft and bearing 2016. 1991 Universal M3-20 diesel, hull and pedestal wheel. No leaks, all deck fittings re-caulked. Lake Tahoe sailed till 2016. Modified saloon; retracting table gives clear travel to V-berth, seats 5 around table in down position, anti-spill shelving, stainless microwave and TV. Recently replaced starter, glow plugs. Great Bay and Delta boat. \$21,700. Alameda Marina. (321) 947-4908 or nsscny43@aol.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 cjpapr@gmail.com.



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27 FT ALOHA 27 1985. 'Quetzal' is a sound Bay cruiser with topside upgrades and clean, spacious cabin. Slab-reefing main, fractional roller-furling jib, newer self-tailing primaries and one for main halyard. Lines led to cockpit and jacklines for singlehanding/shorthanding. New custom-fabricated SS tiller bracket. Two anchors, knotmeter, depthsounder. Two-burner alcohol stove, deep ice-box, VHF (2), radio/CD player, battery charger, electric bilge pump, head, V-berth, expandable settee berth, fold-down table, plenty of stowage. Recent bottom-scrub, needs fresh bottom paint. Specs: www.alohaowners.com \$5,800. Marina Bay Yacht Harbor, Richmond. biltonmj@gmail.com.



25 FT CAL 25 1968. Cal 25, Hull 903, includes main, mule, storm jib, 15 hp Nissan electric start outboard, radio, depthfinder, stove, compass, anchor and much more. Excellent S.F. Bay daysailer or overnighter. Contact Vern. \$850/OBO. Coyote Point Marina. (408) 730-2548 or vitbike@yahoo.com.

29 – 31 FEET



31 FT VAN DE STADT BLACK SOO 1968. ULDB 'Starbuck' 27.5 LVL 4500lbs. Symmetrical and asymmetrical spinnakers. ATN Spin sock. New Tohatsu 3.5. X5 and ST2000 autopilots. GPS w/AIS. E-rudder. Solar. 95AH Lithium battery. Double-axle trailer. \$6,000. (415) 647-7387 or buckingham@sonic.net.

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30 FT SANTANA 30/30 GRAND PRIX 1984. Overhauled, including rigging, re-powered Yanmar15hp, restored interiors, new race bottom, with complete race/cruise sails and all equipment plus dinghy. \$24,000. Marina del Rey, CA. (310) 560-2251 or dmheeb@gmail.com.



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30 FT CHEOY LEE BERMUDA KETCH 1964. True classic (Herreshoff design). Heavy-built fiberglass hull, Yanmar engine, gorgeous teak exterior, spruce masts refinished, new standing/running rigging, new topsides spray job, bottom job (2019). Custom teak interior, radar, full boat cover. \$24,500. Berkeley. (415) 500-5468 or rsk.nautical@gmail.com.



34 FT ALSBERG EXPRESS 1986. 'Wailana' is a well-built Alsberg Express 34 racer/cruiser that checks all the boxes. A blast to race or fun to cruise! Not too big, not too small. Safe and well maintained. Ready to go today! \$48,000. San Juan Island, WA. Email express34forsale@icloud.com, www.tinyurl.com/3trpt65.



31.5 FT SENORITA HELMSMAN 1977. Swedish-designed and -built 31.5-ft sailboat. Quality construction and impeccably maintained. Recent refit with new sails, new rigging and new engine. Sail inventory includes mainsail with two reefs, self-tacking jib, 130% genoa, symmetrical spinnaker and asymmetrical spinnaker. Volvo Penta diesel has only 500 hrs. This boat is for a serious sailor that appreciates a fractional rig and a boat that can seriously go to weather. With less than 8 feet of beam it's not for someone looking for a condo on the water. It's for serious sailors only. \$23,950. Napa Valley Marina. (415) 225-1909 or jaime@sfsailing.com.



33 FT RANGER 33 1976. A great boat for the Bay! Regularly maintained. 550 hrs on Universal diesel, February 2021 bottom job, Harken roller furler, 100 and 120 jibs, spinnaker, 3-burner propane stove and oven. Equipment list available. \$19,500. Treasure Isle Marina, SF. Email 2chenette@gmail.com, www.flic.kr/ps/3Ww3ox.

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.



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.

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. Sausalito, CA. (415) 332-4810 or lat38-121@magewind.com, www.tinyurl.com/yxmb57k3.

35 FT SANTANA 35, 1979. Fully equipped for racing or cruising. Blue hull white deck. 6 sails in fair to good condition. Includes Avon inflatable with 5hp Mercury outboard. Recent survey value \$23,000. \$15,000. Newport Beach. (949) 220-9225 or (714) 936-4304.

34 FT 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.



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.

35 FT MORGAN 1970. Morgan sloop, Good Kubota diesel; jib, genoa, mainsail in storage; bottom cleaned quarterly. Prop needs replacing, bottom painted January 2015. 110v TV, microwave, toaster oven, water heater. Propane cockpit; Ten miles to SFO. Make offer: email John. Email Breezylivingboat@gmail.com.



32 FT MORGAN 32 1979. Well maintained. New mainsail, rigging, non-skid, newish dodger, 2020 bottom job. Stable, seaworthy. Furling jib. Spinnaker, genny, stereo, Yanmar 20 engine. Nice brightwork with canvas covers. Motivated seller. \$16,500. Berkeley Marina. (831) 459-8412 or craig@ucsc.edu.

33 FT RANGER 1974. Universal diesel with low hrs; headsail and mainsail both have roller furling for singlehanded; large dodger; electric windlass; previously cruised in Mexico; dinghy w/5 hp outboard; sale due to dissolving long partnership. \$18,000. Sausalito. (415) 755-5949.



35 FT FUJI 1974. 1974 Fuji ketch, Designed by John G. Alden Co. Six sails, Perkins 4-108 diesel 1200 hrs. Sleeps 5. Lovingly cared-for, proven offshore cruiser. Sailaway condition with many upgrades. Located Ventura Isle Marina J-12. Call or email. \$40,000. Ventura Isle Marina. (707) 228-8644 or dlinowski@comcast.net.

36 – 39 FEET



37 FT ROBERT PERRY VALIANT ES-PRIT 1981. If you're looking for a day-sailer, this is not your boat. 'Wild Goose' is an experienced ocean cruiser, with Monitor windvane, solar, wind gen, autopilot, watermaker, etc. She has crossed the Atlantic and spent seasons in Mexico. She's fast and stout, with a beautifully rounded stern. I bought 'Wild Goose' in 2018 for a new book project retracing the Steinbeck/Ricketts 1940 Baja expedition. I paid \$40,000 and spent another \$70,000 on upgrades, including new upholstery, new interior varnish, life raft, standing rigging, satellite phone, dodger, various electronics, and a new paint job. I need the boat this winter for research and writing but will be ready to part with her, reluctantly, in spring 2021. \$60,000. Gueymas/Loreto/La Paz. (360) 378-7517 or jonwhite@rockisland.com.

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.



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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 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.

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.

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



39 FT WESTSAIL 39 1980. Bob Perry-designed rare and unique Westsail 39 for sale. Fast and sturdy ocean cruiser. Original Volvo MD17C runs strong. Needs some cosmetic TLC and is in solid and sailable condition. \$58,500. Tiburon. (415) 728-5575 or DavidRMcGregor@gmail.com.



38 FT HANS CHRISTIAN 1981. 1981 Hans Christian project boat. Teak rail is separating near midships, deck needs gelcoat, needs all brightwork, etc. Need new lines, etc. Re-powered with 90hp Lehman (Ford) 2019. Bottom job was also done summer 2019. \$39,000. Richmond CA. (925) 435-4322 or Hydrotrainer@yahoo.com.



37.5 FT CATALINA 2008. Bay boat, cruising yacht, liveaboard, boat has it all. Self-tending jib, electric winches, radar, solar panels, large interior, fold-up table, refrigeration, stove, electric head, walk-in shower. Meticulously maintained. Call for extras. \$179,000. Point Richmond. (925) 597-4326 or mobruno@att.net.

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! \$152,000. Ventura, CA. (805) 459-1909 or woodeneye53@yahoo.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.

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.



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.



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.



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.



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44.5 FT CATALINA 445 2014. 2014 Catalina 445 – shoal keel – HIN: CTYK0088G314/. 'Forever More' is a beautiful, well- equipped, lovingly maintained example of perhaps Catalina's finest design. View full details and numerous pictures on website. \$325,000. Portland, OR. (503) 780-8582 or rdubay@asiawoodltd.com, www.forevermore-c445.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 Mazatlán. \$195,000. Mazatlán, MX. (626) 353-3858 or sailcub@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/OBO. If seriously interested come to Seattle and take a look and we can talk about an offer. \$23,000. Seattle. Email jamesrolfe@msn.com.



50 FT MARINER 50 1979. Mariner 50 sailboat. Heavy fiberglass hull. Perkins T6-354 diesel. Onan 80 generator. Aug 2018 new bottom paint, zincs, exhaust and raw water new. \$75,000. Crescent City, CA. (707) 218-4277 or tmsmail9@gmail.com.



40 FT NORTH STAR 80/20 1974. Mast-head bluewater cruising ketch. Active AIS, full-spectrum radar, integrated chart-plotter (Simrad/ Autohelm), windvane-assisted steering, DuoGen wind/hydro generator, 400w solar panels, 80 gal. fuel tank, 2 x 20 gal. water, watermaker, solid dodger, onboard Wi-Fi, Dyneema standing rigging. (Colligo, SoCal), full-width aft berth, new interior cushions and mattresses, Portland Pudgy sailing dinghy/4hp outboard, full complement of low- and high-wind headsails, triple-reefing main and mizzen, shoal draft. (4 ft 9 in), Max-Prop, drip diesel heater, large 12v refrigerator, freezer. \$52,000. Vallejo. (707) 637-3140 or trevor-steel@hotmail.com.



46 FT J. Benford 1984. The S/V 'Isa Rana' is a steel-hulled gaff-rigged schooner, designed by J. Benford and handmade by the Benford Design Group. Currently moored in Puerto Aventuras, Quintana Roo, this sleek vessel is the perfect escape for a sailing enthusiast with taste for tropical waters. For the complete listing, contact information, and many more photos, please visit website. \$80,000/OBO. Puerto Aventuras, Quintana Roo. Email njallison@frontier.com, www.tinyurl.com/5ev699y6.



50 FT SANTA CRUZ 50 1987. The last SC 50 produced by Bill Lee, the "Fast is Fun" Wizard of Santa Cruz, still generally regarded as the best boats for the races to Hawaii. 'Deception' has podiumed in numerous Transpacs, Pacific Cups, Puerto Vallarta Races, California Offshore Race Weeks, and too many Offshore YRA races to count, as well as Rolex Big Boats, Long Beach Race Weeks and S.F. YRA Bay races. She's race-ready for inshore or offshore races. Excellent condition; full set of North racing sails; new Yanmar engine; new bottom paint; new cabin floor; updated standing and running rigging. It's time to pursue your dream and sail this iconic yacht. \$219,000. Richmond, CA. Email whelvestine@comcast.net.



41 FT BLOCK ISLAND CUTTER 1980. Block Island Cutter, 12-ton wooden sailboat, massively built, 50 hp Perkins diesel, 5 sails, navigation system. Galley and room for 4. She's a Hawaii and Tahiti vet. Last trip to Hawaii 2016. \$25,000. California Delta. (510) 325-2507 or Seanellyson17@gmail.com.

51 FEET & OVER



57 FT RELIANCE KETCH 1990. Fresh Yamaha diesel, new sails, and roller furling. Located Spud Point Marina, Bodega Bay, CA. South Pacific vet. Contact William. \$100,000. Bodega Bay CA. (707) 890-7530.



51 FT ENDEAVOUR 1990. Two state-rooms, crew double Pullman. Hardtop full encl transom. Arch/davits w/motor lift. Available 1 March. Shallow draft wing keel, Schaefer roller furler, Autoprop, PSS driplex, Raymarine equipmt. Icom 602 VHF, 4x120W solar panels, 2 cntrls, 4x4D AGMs. Yanmar 66T, twin Raycor. Dual Danfoss fridge/freezer. Spectra watermaker, Avon RIB. Delivery available. Serious buyers only \$135,000. Puerto Vallarta. (720) 243-1540 or christopher.p.brawand@gmail.com.

CLASSIC BOATS



35-FT WARNER YAWL, 1939. Low hrs Yanmar diesel. NEW: worm drive steering, SS fuel tanks, solar panels, air head, Simrad plotter and more. Completed extensive boatyard overhaul. Master Mariner race winner, Transpac vet. \$11,000. Owl Harbor. (206) 384-1175 or sagieber@gmail.com.

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.



36 FT CHEOY LEE SLOOP 1964. 36 FT Cheoy Lee 1964 – Mahogany planked on oak frames, teak deck and cabin. Westerbeke 21B auxiliary diesel. 9-ft trailered Avon tender with outboard motor. Well maintained, very good condition. \$30,000. San Rafael. (415) 830-1301 or skip@allegroslop.com.

MULTIHULLS



55 FT TRIMARAN, HORSTMAN-IN- SPIRED 1989. MUST SELL! Majestic comfortable liveaboard, 62' LOA X 27' W. New-ish sails: Norseman System main; furled 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 bssevers@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. \$127,000. 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! \$49,000. Puerto Vallarta, MX. (415) 602-5880 or paul@sailing-jworld.com, www.tinyurl.com/7rxutuz2.



46 - FT 46-FT CATAMARAN NONE. Catamaran project, fiberglass hulls, most gear to finish, needs interior finished, aluminum mast, boom, sails, engine, 20+ new Lemar ports and hatches, 24' container, pulpits, stanchions, lifelines. Temp yard to finish, easy move. \$60,000. Santa Rosa, California. Contact 707-696-3334 or john@windtoys.net.

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 mjbboat6.2@gmail.com, www.tinyurl.com/5d4we8e6.



27 FT FARRIER 25C 1995. Mylar main, jib, code 0, by Skip Elliott. Mylar Sc-reacher. 9hp 4 stroke Mercury. Main tramp nets are brand-new. Always dry-sailed. Double-axle road trailer. 'HiPer' has a great ORCA racing record. \$45,000/OBO. Los Angeles, CA. (310) 310-4914 or davidcollins@mindspring.com.

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. Contact for more information and photos. \$225,000. La Cruz, MX. (509) 899-0100 or Kevinpersson@live.com.

POWER & HOUSEBOATS



19 FT BOSTON WHALER 190 NAN-TUCKET 2005. In water Pier 2 Brisbane Marina ready to try, ready to go. 135 hp Mercury Optimax 554 hrs. Freshly serviced by Fathom Marine with new sparks and injectors. Center-console fishing and dive boat. Swim ladder, motor mount for kicker, bimini top, custom canvas boat cover, anchor and chain, life jackets and ring, fenders and dock lines. Bottom painted, no trailer. Very good condition. \$15,000. (650) 347-8417 or sfhoefers@gmail.com.



40 FT HOUSEBOAT 1974/2019. I'd always dreamt of living on a boat and a few years ago finally made it happen. Found a 40-ft fiberglass hull and built the boat from the bottom up: all the woodwork, plumbing, brand-new wiring, everything single thing on the boat except the hull is brand-new. I am a builder, and other work I've done can be seen here: <http://rhfsf.com>. This is in a transferable liveaboard slip in Sausalito. \$150,000. Sausalito. (415) 948-7178 or romanhuntrestoration@me.com.

CREW

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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, www.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.

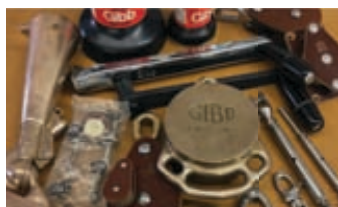


CREW WANTED. I would like to find additional crew members for my fast and comfortable Jeanneau 349. I seek experienced sailors who like to sail in the S.F. Bay Slot and beginners who want to learn how to sail. My boat is berthed in Alameda. For additional information, contact Milt. Alameda. apolloclassic1934@gmail.com.

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.

SWAP MEET JUNE 19 AT PSPYC. Marine gear, boat parts, nautical treasures, and art for sale. Sat, June 19 from 8 a.m. - 12 noon. Free admission. Sign up to be a vendor: email for registration info, \$20 fee. The PSPYC is next to KKMI in Point Richmond. Point San Pablo Yacht Club, 700 W Cutting Blvd, Pt. Richmond, CA. Email 1stmatespspyc@gmail.com.



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EXPERIENCED YACHT BROKER / SALESPERSON NEEDED. Rubicon Yachts is seeking a professional yacht broker/salesperson for its new Alameda, CA office. Yacht sales experience required, must be a self-starter, membership in CYBA is a plus. Contact owner/broker Mark Miner. Alameda, CA. Email mark@rubiconyachts.com, www.rubiconyachts.com.



LICENSED CAPTAIN WANTED. Wanted: Licensed Captain with towing endorsement for TowBoatUS./Vessel Assist on the San Francisco Bay and Delta. Preferred if you live by SF waterfront, Alameda or Bethel Island areas. (925) 382-4422 or Philipdelano@gmail.com, www.vesselassistsanfrancisco.com.

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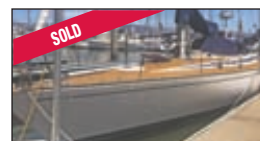
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