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For the last year and a half we have been limited to sailing within our "Social Bubble," day sailing and cruising the Bay and coast just for the fun of it. But finally racing on fully crewed boats, or inviting friends from outside your bubble, is happening again. Scheduled events where sailors can gather, share stories and shake hands is happening again.

So here we are, still making sails in Alameda. We never stopped, but we are ready for "normal" again. Thank you to everyone who kept us busy - for the last 48 years.



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The Master Mariners Regatta returned to San Francisco Bay in all its glory including the first-time participation of Call of the Sea's brigantine, the *Matthew Turner*.

Credit: Lyon Omohundro

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

LAGOON 42 NEW ARRIVAL! At Our Docks for Viewing!



Check out our new Lagoon 42. The new 42 offers Lagoon luxury and more performance thanks to the infused, injection-molded construction that yields an all-up lightship weight of just over 26,000-lbs. Step aboard the 42 from the wide, low-profile transoms that are wide enough to make boarding from a dock or dinghy safe and very easy. Just two low steps lead up to the single-level cockpit with a dinette to starboard that seats eight, a cozy lounge for two to port and a long bench seat aft.



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37' TAYANA CUTTER, 1986 \$72,500 ALAMEDA (510) 838-1800



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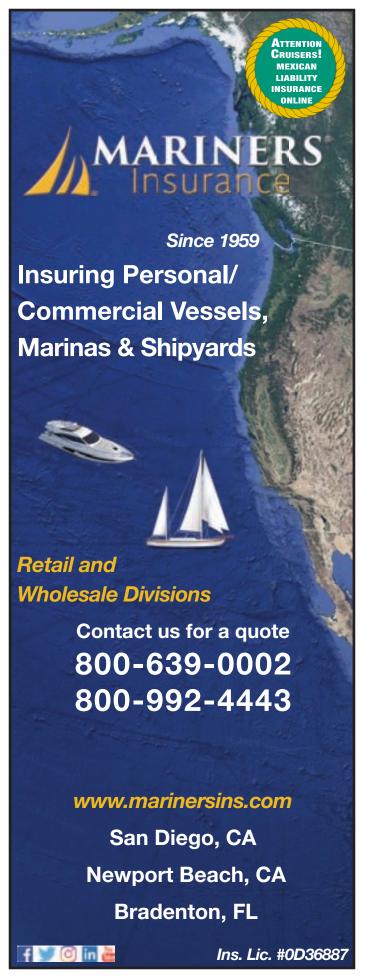


32' CATALINA 320, 1994 \$46,500 Emery Cove (510) 601-5010



30' BABA CUTTER, 1983 \$74,000 Emery Cove (510) 601-5010





CALENDAR

Non-Race

June 30-July 28 — Wednesday Yachting Luncheon Series, StFYC, 12:30-1:30 p.m. Via YouTube. Info, www.stfyc.com.

July 1 — Marine Electronics webinar with Eric Steinberg and Ben Mercer, 7-9 p.m. \$25. YRA, www.yra.org.

July 4 — Independence Day.

July 4 — Fireworks, Antioch, 9:20 p.m.

July 4 — Barron Hilton's Fourth of July Fireworks, Mandeville Tip, San Joaquin River, 9:30 p.m.

July 4 — Fireworks, San Francisco, 9:45 p.m.

July 1, 15 — DIY Marine Electronics webinar with Eric Steinberg, 7-9 p.m. \$25. YRA, www.yra.org.

 $\begin{tabular}{ll} \textbf{July 17} & - & Online Sea Chantey Sing, noon. With Peter Kasin. Info, $https://maritime.org/events-home/chantey-sing. \end{tabular}$

July 23 — Full Buck Moon on a Friday.

Aug. 7 — Sail Benicia. BenYC, www.beniciayachtclub.org.

Aug. 14 — 60th Birthday Blowout, Loch Lomond YC, San Rafael. Theme: The Swinging Sixties. Dockside games, box lunch, 11 a.m.-2 p.m.; live band, buffet, 5-11 p.m. Matthew, (415) 235-8187 or www.lochlomondyachtclub.com.

August 20-22 — Tahiti-Moorea Sailing Rendez-vous. *Latitude 38* co-sponsors. Info, *www.tahiti-moorea-sailing-rdv.com*.

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

Racing

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 in Monterey. SCYC, *www.scyc.org*.

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

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

July 4, 18, Aug. 1, 15 — Fun Sail Summer Series Races. ElkYC, www.elkhornyachtclub.org.

 ${\bf July~5}$ — Fun Race back to Santa Cruz from Monterey. MPYC, www.mpyc.org.

July 9-11 — US Open Sailing Series in Long Beach. Info, http://usopen.ussailing.org.

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

July 10 — OYRA Jr. Waterhouse. YRA, www.yra.org.

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

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

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

July 10, Aug. 14 — Singlehand/Doublehand Races. Ben YC, www.beniciayachtclub.org.

 ${f July~10\text{-}11}$ — Founders Regatta, honoring SSC's founders. SSC, www.stocktonsc.org.

July 10-11 — High Sierra Regatta for smaller boats. FYC, www.fresnoyachtclub.org/high-sierra-regatta.

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

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

July 14-18 — ILCA NAs. StFYC, www.stfyc.com.

July 17 — Westpoint Regatta or otherwise-named YRA race TBA (not going to Redwood City). YRA, www.yra.org.

July 17 — Silver Eagle Pursuit. BAMA, www.sfbama.org.
July 17 — J/105 Fleet 1 Invitational Regatta. SYC, www.sausalitoyachtclub.org.

July 17 — Intercept and Attack. BenYC, www.beniciayachtclub.org.

July 17 — Jack & Jill Race. SSC, www.stocktonsc.org.

July 17 — Centerboard Regatta. FLYC, www.flyc.org.

July 17 — PHRF #5. ElkYC, www.elkhornyachtclub.org.







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CALENDAR

 $\label{eq:July 17} \textbf{July 17} - \text{Singlehanded Long Distance Invitational. MPYC}, www.mpyc.org.$

July 17, Aug. 7 — North Bay Series. VYC, www.vyc.org.

July 17, Aug. 14 — H.O. Lind Series. TYC, www.tyc.org.

July 17-18 — Multihull Regatta. SCYC, www.scyc.org.

July 17-18 — High Sierra Regatta for bigger boats. FYC, www.fresnoyachtclub.org/high-sierra-regatta.

July 18 — Howard Stevens. SLTWYC, www.sltwyc.com. July 18, Aug. 15 — Baxter-Judson Series. PresYC, www. presidioyachtclub.org.

July 23 — Chase the Moon Race. BenYC, www.beniciayachtclub.org.

 $\textbf{July 23-25} \leftarrow \textbf{Santana 22 Nat'ls. SCYC}, \ www.scyc.org.$

July 23-25 — Laser PCCs. RYC, www.richmondyc.org.

July 23-25 — Fiesta Cup/Melges 24 West Coast Championship. Santa Barbara YC, *www.sbyc.org*.

July 24 — YRA Summer Series #4. YRA, www.yra.org.

July 24 — Take-the-Tiller Women's Regatta. HMBYC, www.hmbyc.org.

July 24 — Mitchell/Ross Regattas. SFYC, www.sfyc.org.

July 24 — Long Distance #2. SSC, www.stocktonsc.org.

July 24 — Sadie Hawkins Race on Clear Lake. KBSC, www.kbsail.org.

July 24-25 — SF Classic & UN Challenge for kites and windsurfers. StFYC, www.stfyc.com.

 ${f July~24-25}$ — Mercury Huntington Lake Regatta. MCYRA, www.mercury-sail.com.

July 25 — Doublehanded Regatta on South Lake Tahoe. SLTWYC, *www.sltwyc.com*.

July 26-31 — Governor's Cup International Youth Match Racing Championship. Balboa YC, www.govcupracing.com.

July 30-Aug. 1 — El Toro North Americans in Half Moon Bay. HMBYC, *www.hmbyc.org*.

July 31 — Register by today to avoid the \$200 late fee for the Rolex Big Boat Series on September 16-19. StFYC, www. rolexbigboatseries.com.

July 31 — Treasure Island Race, Brisbane to TI to Brisbane. SPYC, www.sierrapointyc.org.

July 31 — Doublehanded #2. SSC, www.stocktonsc.org. July 31-Aug. 1 — BAYS Summer #3 (youth). SFYC, www. sfyc.org.

July 31-Aug. 1 — Columbia Gorge One Design (C-GOD) Regatta. CGRA, *www.cgra.org*.

Aug. 1 — Estuary Extravaganza. EYC/IYC/OYC, www. jibeset.net.

Aug. 1 — PHRF Fall 1 & 2. MPYC, www.mpyc.org.

Aug. 6-8 — Santanarama. Stillwater YC, www.sycpb.org.

Aug. 7 — Delta Dinghy Ditch pursuit race. 30 miles from Rio Vista to West Sacramento on the surprisingly scenic Deep Water Shipping Channel. LWSC, www.lwsailing.org.

Aug. 7 — Intraclub #3. RYC, www.richmondyc.org.

Aug. 7 — Singlehanded Regatta. FLYC, www.flyc.org.

Aug. 7 — Kay & Dave Few Regatta. CPYC, www.cpyc.com.

Aug. 7-8 — Summer Keel. SFYC, www.sfyc.org.

Aug. 7-8 — Overnight Race. SSC, www.stocktonsc.org.

Aug. 8 — Big Brothers Big Sisters Day on Monterey Bay Regatta. SCYC, *www.scyc.org*.

Aug. 8 — Commodore's Cup. SLTWYC, www.sltwyc.com. **Aug. 9-14** — Youth Match Racing Worlds hosted by Balboa YC in Corona del Mar. Info, www.ussailing.org.

Aug. 10 — Cup Boat Regatta. FLYC, www.flyc.org.

Aug. 12-15 — US Open Sailing Series on San Francisco Bay. Hosted by StFYC, SFYC, RYC and TISC. Info, http://usopen.ussailing.org.

Aug. 14 — Summer Series. SeqYC, www.sequoiayc.org.



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CALENDAR

Aug. 14 — Classic Boat Invitational Series #3. SYC, www. sausalitoyachtclub.org.

Aug. 14 — OYRA Race Committee's Choice. YRA, www. yra.org.

Aug. 14-15 — RS Tera Nat'ls. RYC, www.richmondyc.org.

Aug. 14-15 — Laser NorCals. SCYC, www.scyc.org.

Aug. 15 — Gracie & George, coed doublehanded women skippers' regatta. EYC, *www.encinal.org*.

Beer Can Series

BENICIA YC — Thursday nights: 7/8, 7/15, 7/29, 8/5, 8/12, 8/19, 8/26, 9/9, 9/16, 9/23. Dan, race@mail.beniciayachtclub.org or www.beniciayachtclub.org.

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

 ${\bf CAL\ SAILING\ CLUB\ - \ } Year\ - round\ Sunday\ morning\ dinghy\ races,\ intraclub\ only.\ Info,\ www.cal\ - sailing.org.$

THE CLUB AT WESTPOINT — Friday Fun Series: 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. 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, Fridays: 7/16, 8/6. Info, *www.flyc.org*.

GOLDEN GATE YC — Friday nights: 7/9, 7/23, 8/6, 8/20, 9/10, 9/24, 10/8. Info, *www.ggyc.org* or *www.jibeset.net*.

ISLAND YC — Island Nights, Fridays: 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 8/31. Thursday Night Summer Sailboat Series through 10/14. Info, *www.lwsailing.org*.

LOCH LOMOND YC — Every Thursday evening through 9/30. Info, *www.lochlomondyachtclub.com*.

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

OAKLAND YC — Sweet 16 Series, every Wednesday: 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: 8/4-8/18. J/22 Wednesday Summer Series: 7/7-7/28. Thursday Night Kites: 7/8, 7/22, 8/5, 8/19, 9/2, 9/23. Friday Windsurf & Wing Slalom: 7/23, 8/13, 9/10. Friday Windsurf Course: 7/30, 8/27, 9/24. Info, www.stfyc.com.

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

SAUSALITO YC — Tuesday night Sunset Series. 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: 7/9, 7/16, 7/23, 7/30, 8/6, 8/20, 8/27. Info, www.southbeachyachtclub.org.

SOUTH LAKE TAHOE WINDJAMMERS YC — Every Wednesday through 10/6. Info, *www.sltwyc.com*.

STOCKTON SC — Every Wednesday night through 8/25. Info, *www.stocktonsc.org*.



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CALENDAR

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

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

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.

July Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
7/03 Sat	0203/1.4	0804/3.7	1311/1.9	1958/5.7
7/04 Sun	0255/0.9	0927/3.8	1401/2.4	2034/5.8
7/05 Mon	0340/0.5	1034/4.0	1450/2.7	2108/5.9
	LOW	HIGH	LOW	HIGH
7/10 Sat	0639/ -0.7	1405/4.7	1818/3.3	
7/11 Sun	0014/ 6.2	0713/ -0.7	1440/4.7	1858/3.2
	HIGH	LOW	HIGH	LOW
7/17 Sat	0543/4.1	1122/1.3	1826/5.9	
	LOW	HIGH	LOW	HIGH
7/18 Sun	0103/1.1	0720/3.9	1219/1.9	1912/ 6.3
	LOW	HIGH	LOW	HIGH
7/24 Sat	0624/ -1.3	1338/5.2	1811/2.8	
	HIGH	LOW	HIGH	LOW
7/25 Sun	0018/ 6.8	0708/ -1.2	1420/5.2	1905/2.7
	LOW	HIGH	LOW	HIGH
7/31 Sat	0010/1.8	0609/3.8	1126/2.1	1813/5.5
8/1 Sun	0116/1.4	0750/3.7	1224/2.7	1856/5.6

July Weekend Currents

NOAA Predictions for .88 NM NE of the Golden Gate Bridge					
date/day	slack	max	slack	max	
7/03 Sat	0354	0624/1.4F	0930	1154/0.9E	
	1418	1818/2.8F	2142		
7/04 Sun		0042/1.7E	0454	0736/1.6F	
	1042	1248/0.8E	1454	1900/2.7F	
	2218				
7/05 Mon		0118/1.9E	0548	0830/1.9F	
	1148	1336/0.7E	1536	1948/2.6F	
	2248				
7/10 Sat	0106	0406/2.3E	0830	1136/2.8F	
	1518	1724/0.7E	1924	2312/2.5F	
7/11 Sun	0142	0448/2.4E	0906	1212/2.9F	
	1548	1806/0.8E	2012	2354/2.6F	
7/17 Sat	0112	0430/1.9F	0712	1012/1.4E	
	1254	1642/3.1F	1948	2242/1.8E	
7/18 Sun	0236	0536/2.0F	0842	1124/1.2E	
	1342	1736/3.1F	2036	2342/2.1E	
7/24 Sat	0048	0354/2.5E	0824	1118/3.7F	
	1436	1706/1.4E	1948	2300/3.2F	
7/25 Sun	0142	0506/2.4E	0912	1200/3.7F	
	1518	1800/1.5E	2048	2354/3.1F	
7/31 Sat	0200	0430/1.5F	0748	1024/0.9E	
	1242	1636/2.5F	2000	2254/1.4E	
8/01 Sun	0312	0548/1.4F	0918	1124/0.7E	
	1318	1724/2.2F	2042	2348/1.4E	
Source: https://tidesandourrents.noaa.gov					

Source: https://tidesandcurrents.noaa.gov









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LETTERS

↑↓ A KAYAKER ATTEMPTING TO PADDLE SOLO FROM SAN FRANCISCO TO HAWAII WAS RESCUED 70 MILES OFF THE COAST, AND OLD QUESTIONS WERE RAISED

Manifestly Unsafe. Perhaps the kayak can be sold to defray the cost of rescue. On the other hand, someone would buy it with the idea of trying this foolhardy voyage himself.

I'm all for adventure, but not when using USCG as a backup plan. I hold a 100-Ton Master and I'm a lawyer, so please, no amateur attempts to debate me about US CFR sec 33 177.07 or Sec 46.

Jose Kanusee

↑ J'M A LAWYER, TOO

Jose — While I don't hold any Master's license, I'm also a lawyer, and I have thousands of non-solo miles in a 40-ft sailboat under me, including from Alaska to Cabo to French Polynesia and Fiji, and I'm in complete and total agreement with you. My reaction to this proposed voyage, as someone more than passingly familiar with Pacific open-ocean conditions, is that it gets filed under "Not Likely to End Well."

Conni Livsey



After paddling under the Golden Gate Bridge on May 31, solo kayaker Cyril Derreumaux found himself in a nasty gale off the California coast in early June. After three days of riding out 35-knot winds and 15-ft seas, Derreumaux's sea anchor apparently broke, causing his kayak to drift "almost parallel to the axis of the waves," Derreumaux said. "Being still quite close to land, and considering the deteriorating weather conditions, which could have made a rescue operation more complex and dangerous for all in the days to come, I made the very difficult decision to request an evacuation." The Coast Guard rescued Derreumaux by helicopter on June 6, leaving his kayak abandoned at sea.

↑ ♥ YOUR WITNESS, COUNSELOR

I'm no lawyer, but last I checked, the Coast Guard is unable to charge any fee for rescue. They can only bill for documentation, inspection, and licensing. So I'm not sure why he would have to sell his kayak for a service that's provided by taxpayers.

John Michaelson

↑ FREEDOM VS. TAXPAYER-FUNDED RESCUES

I'm all for freedom, but calling on the Coast Guard to risk their lives to rescue you is a bit selfish. I hope the stunt has an insurance policy to reimburse the CG and the taxpayers for the cost of this rescue.

No Name Given

↑ MORE CALLS FOR HARD CASH

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Kit Stycket



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LETTERS

Readers — The Coast Guard does not charge any mariners for rescue; it is a "free and humanitarian service."

↑ SPEAKING FROM EXPERIENCE

How can we take people seriously? Good life experience for Coast Guard and the rescued. Living for another day. It's another example of wisdom: You generally get it right after you need it.

(Brag line:) I soloed the Atlantic and South America and cruised 15 years in a wee Cal 36. I had a 20-year Navy career, but I occasionally do silly things, like stand-up surf. Speaking from 82 years of experience, and seeking more wisdom.

Norman A. Heaney

$\uparrow \downarrow \downarrow$ Let's not forget to give praise for a job well done

Good job CG. I have been on the receiving end of your professional rescues, and I applaud you for all you do.

Andy Shelest

$\uparrow \Downarrow$ but there are still some serious questions to be asked

Who was his weather router?

Keith Rarick California

Keith — He only made it 70 miles out. The coastline is a literal washing machine under all but the most benign of conditions.

Mary Sauer Boblet Arnold

(Mary — Not to be the grammar police — and this is neither here nor there — but you literally used the word literal when de-



here nor there — but you literally used the team who rescued him.

scribing the coastline figuratively, as many people tend to do these days.)

↑ AND FINALLY, THE QUESTION OF MARINE DEBRIS

Why is it no one ever writes about the immense danger this guy just put all of us ocean sailors in by just leaving his boat floating out there, and just as offshore racers start coming north. What a jerk for leaving it.

The Coast Guard should force these guys to scuttle their boats before leaving them for someone else to plow into surfing down a wave. Unbelievable.

Mike Mahoney Story Maker, Tartan 101 Bay Area

Mike — Your ire might be better directed at shipping companies, who have lost a record number of containers overboard in the past few years. Steel containers can stay afloat for days, weeks and even months.

↑ A FEW WORDS FROM THE COAST GUARD

Here are some comments from my personal experience as a Search and Rescue (SAR) mission coordinator and former



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LETTERS

Joint Rescue Coordination Center Alameda SAR Specialist:

The Coast Guard wants mariners to be safe and make smart choices on their voyage, but many of us have started a task that we just knew we could handle, only to have Mother Nature humble us. If we are lucky enough to survive, we have learned a valuable lesson and earned that wisdom we thought we already had.

It is very important that we do everything in our power to be as safe as possible and have all of the required safety devices on board, of course, but if things go sideways, I would never want you to delay notifying the Coast Guard. The sooner we know you are in trouble, or you think you may be headed that way, we want you to let us know without hesitation.

The ocean is immense and dangerous, and there are limited SAR resources depending on where you are. The quicker we can get to your position, the less time you spend in the water and the quicker we can get you back to your loved ones. Rescue is a free, humanitarian service that only requires you to own and properly register a beacon.



In June 2018, Joy and Jim Carey were just 150 miles from their homeport of Bellingham, Washington — and near the completion of a 17-year circumnavigation — when they were rolled by a rogue wave, flooded, and forced to abandon their Omega 45 'Kelaerin'. In late July 2018, 'Kelaerin' was found by a Coast Guard cutter and towed to Fort Bragg. The rescue sparked all manner of armchair captaining, hideous trolling and name-calling, and familiar, deeply subjective questions about whether the Careys "should have" activated their EPIRB and abandoned their boat.

Just to clarify for those who value their privacy and are concerned about the government tracking electronics, etc., your SARSAT devices (EPIRBs, PLBs and ELTs) are not visible to a satellite unless they are activated by you or by immersion in the water. When that happens, your information goes directly to the appropriate US Rescue Coordination Center (RCC). If you are in a foreign country, your position is given to that country, but not your contact info. [In our comments on the June 7 'Lectronic Latitude, Transpacific Kayaker Cyril Derreumaux Initiates Coast Guard Rescue, we had taken one of Carter's previous quotes out of context, saying that "people using EPIRBS and emergency beacons are constantly tracked by the Coast Guard," falsely implying that the federal government was always watching you, emergency or no.]

We are copied on all alerts in foreign SAR regions and can see all of your registration information (which is why it is extremely important to keep your registration and emergency contacts up to date). We then reach out to that particular country's SAR authorities to ensure you are getting the help you need. Rescue Command Centers (RCCs) around the world are standing by 24/7, ready to respond when a beacon is activated.

Personally, I want you to be as prepared as you can be,

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LETTERS

take all the necessary precautions, get trained by experienced professionals, and have all the safety and survival equipment you can. Get out there and enjoy the gift that is the oceans, rivers, and lakes as safely as you possibly can. If disaster strikes, and you have done your part to be as prepared as you can be, one thing you will not have to worry about is being judged or punished by the Coast Guard for needing a rescue.

Layne Cater Deputy SAR Satellite Program Manager, US Coast Guard Washington, DC

Readers — With nearly every high-profile rescue, a familiar discussion follows, and the gist of the conversation always boils down to this: People question, and inevitably judge, the decisions made by other sailors. It's only natural, and sometimes helps us consider our own decision-making. Would we, for example, ever attempt to kayak from the Bay to Hawaii?

Not in a million years.

But people successfully row/paddle across oceans all the time. Cyril Derreumaux was an experienced ocean rower with several successful voyages under his belt. We certainly wonder about his (and his weather router's) choice to depart in June, when nasty, gale-force conditions prevail off Northern California. Maybe Derreumaux had seen such weather before and thought he could punch through, or that his vessel could take the abuse. Surely, no one is questioning the decision-making that led to the rescue more than Derreumaux himself.

Demanding that sailors pay for their rescue seems to stem from a knee-jerk reaction to shame these people, whom, from the comfort of our computers, we deem "silly, stupid and incompetent." We understand this urge, but as Layne Carter said, the ocean can humble all of us, and despite our years of experience and meticulous preparation, we may find ourselves in a situation where we're forced to push the button on an EPIRB. In other words, we might find ourselves in a glass house someday, so we choose not to throw stones.



We feel lucky to have seen the conception, design, building, and now, finally, on-the-water elegance of 'Matthew Turner'. We, along with the rest of the sailing world, have also been waiting to see the 132-ft brigantine strut her stuff with the rest of the Master Mariners fleet.

$\uparrow \Downarrow$ The magnificent return of the master mariners regatta

It is so great to see photos and hear about the Master Mariners race! [From a June 2 'Lectronic Latitude].

As an anchor-out kid in Sausalito, I was raised aboard the Sausalito-based $Yo\ Ho\ Ho\ —$ a 62-ft Alden cutter built in

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A Few Upwind Tacks

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LETTERS

1930 — around a group of passionate wooden-boat builders and sailors. And I must say, there is nothing like my time spent aboard and sailing on wooden vessels — the feel, smell and taste of these boats is second to none!

Harold Sommer was good friends with my dad when Harold and his family, and a large group of people with great sailing talent, were putting *Wander Bird* back into sailing shape. I was fortunate to have been invited to sail on *Wander Bird's* maiden relaunch down to L.A. and back. As a kid, I did not know how lucky I was, but now I'm so thankful.

To all the wooden-boat owners and builders, thanks for keeping something great going strong for the rest of us to enjoy. I so appreciate it.

Memo Gidley Basic Instinct, Elliott 1050 Sausalito

$\uparrow \Downarrow$ The sausalito yacht club often gets left out of the master mariners credits

A gentle reminder: Although I no longer belong to the Sausalito YC, when I was race director there more than 20 years ago, I reconnected the Master Mariners Benevolent Association with the SYC race committee. Since then, the SYC race committee has run the Master Mariners, spending a full day on the water from start to finish. Somehow the SYC gets overlooked in articles about the MMBA race.

Pat Broderick Nancy, Wyliecat 30 Sausalito

Pat — Thanks for your note, and kudos to you and the Sausalito Yacht Club. We have to admit that at the MMBA luncheon at St. Francis YC in May, credit was certainly given to SYC, though we failed to note it in our May 24 preview of the regatta.

$\uparrow \Downarrow$ World ocean day has come and gone. What's next for the seven seas?

The numbers show that we've hardly scratched the surface. Although I admire the efforts of Ocean Cleanup, half a million pounds is very small compared to the estimate of 46 million tons that are in the ocean.



Have we become numb to photos like these? The otherwise clean waters near Roatán, Honduras, have been plagued with globs of floating trash. What will it take to clean up these collections of flotsam?

Ultimately, the only way out will be to incinerate it at high temperatures, which will limit particulate pollution. We will

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- BOB SCHOONMAKER



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64	Frers	1978	\$295,000	38	Hunter	2006	149,000cad
54	Hylas	2000	INQUIRE	38	Baltic DP	1983	\$90,000
49	Hylas	2001	\$399,000	38	Ohlson	1984	\$115,000
49	Hylas	1999	\$399,000	36	Tashiba	1986	\$129,000
48	Sunward	1983	\$249,000	35	One Design 35	1999	\$59,000
48	Chris White Atlantic	2010	\$565,000	34	Webbers Cove	1966	\$79,000
48	Camper and Nicholson's	1974	\$140,000	34	Webbers Cove	1970	\$69,000
46	Swan	1985	\$160,000	33	Beneteau 331	2002	\$67,500
46	Nordic RS	1992	\$239,000	31	Tashiba	1988	\$99,500
45	Morris	2000	\$450,000	30	Cutwater	2014	\$234,000
44	Gozzard	1996	\$320,000	30	J Boats J/92	1993	\$35,000
42	J Boats J/42	1996	\$144,900	30	Henderson	1997	\$32,900
41	Sceptre	1985	\$180,000	28	Cutwater	2017	220,000cad
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LETTERS

need a flotilla of incineration boats working 24/7.

Wayne Henderson

$\uparrow \Downarrow$ 25,000 barrels of DDT discovered between long beach and catalina island

Profits over human and sea life? No wonder we all suffer from toxic health issues. Lord help us all!

Jeff Bush

Jeff was commenting on a May 5 'Lectronic Latitude with the same name as this letter. The Montrose Chemical Corporation apparently (and legally) dumped tens of thousands of barrels in a 3,000-ft-deep trench off Southern California.

↑ WEANWHILE, IN SANTA MONICA...

Montrose also dumped DDT down the sewer, so there is a huge plume of it in the sediment around the Hyperion outfall, which is seven miles offshore of Santa Monica Bay.

Tom Gandesbery

$\uparrow \downarrow$ ARE OFFSHORE WIND FARMS IN THE FUTURE OF CALIFORNIA OFFSHORE RACE WEEK?

It is time for offshore wind farms. We can do this. Sailors certainly understand the power of the wind. Let's put some wind in the sails of increased electrical power from wind, shall we?

Jan Passion Hokahey, Seawind 1000 Richmond

Jan was commenting on the June 2 'Lectronic: Are Offshore Wind Farms in the Future of California Offshore Race Week?

Jan was commenting on the June 2 'Lectronic: Are Offshore Wind Farms in the Future of California tion, I fuels.



Offshore wind farms are not a perfect energy solution, but they do offer a cleaner alternative to fossil fuels

↑ WHY ARE THEY AGAINST THIS?

Can someone educate me on why some fishing lobbies are against offshore wind farms?

Tom Hafer, the president of the Morro Bay Commercial Fishermen's Organization, was quoted in the New York *Times* as saying: "We're totally against this. We've been consulting with the [wind-farm] people for a long time, and we helped pick the spot and developed a memorandum of understanding on an area that we thought would be sustainable for us. That was about 120 square miles. [A new project is] 399 square miles. We're going to lose a whole bunch of fishing grounds." My understanding is fishing is often better near structures, as they provide habitat favorable to invertebrates, which encourages more complex ecosystems to develop. Am I missing something here?

William Huber

$\uparrow \downarrow \downarrow$ HOW MANY CELLPHONES, OR OTHER VALUABLES, ARE IN THE BAY?

We probably average about one phone a year lost to the deep.

The best story was when we were out on a winter's day, with the wind out of the north. We sailed up to the Brothers, where we set the chute and started reaching and jibing into the strong flood, getting maximum kite time and speed.



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LETTERS

We were listening to a guest's music selection on the Bluetooth speaker. During one of the jibes, the speaker literally went "plop," and then there was silence. Her phone had come out of her jacket pocket and slid overboard.

We all knew, instantly, what had happened.

Tim Stapleton Fidget, J/80 Point Richmond

↑↓ IPHONE SUBMARINE EDITION

Ditto on losing an iPhone out of my breast pocket when leaning down to snug up a dock line — it went splash and "plunk" and disappeared in seconds to the bottom of Richardson Bay. My whole life was on that phone! Thank heavens for iCloud backups. I was up and running again with a new iPhone (lat-



Thank heavens for iCloud backups. I was up and running again the sailors, it's just a matter of time before their phone goes "splash!" Now that they make phones waterproof, it would be great if they could float — and swim back to the boat.

est model of course; cha-ching \$\$) within a couple of hours. Whew!

Ann

↑ MARINE LIFE WILL SOON BE ON SOCIAL MEDIA

Probably the reason one often hears odd clicks and squeaks on their phones is that the porpoises and octopuses — highly intelligent creatures — have learned to use them.

Michael Rostron Bellingham, WA

$\uparrow \Downarrow$ until death do you part, or the ring goes into the drink

I almost lost my wedding ring three times. The first time I had to get it cut off when my hand got caught between a dock and the boat. My wife had it restored as a birthday present. Next, I noticed that I was not wearing my ring when I got home after teaching sailing. I immediately went back to the boat but had no luck finding it. I went back again after a couple of days; this time as I unfolded the mainsail I heard the unmistakable "ping" as it hit the deck.

The third time my ring slipped off my soapy hand while showering. Luckily, though, it got caught in a crack in the swim platform.

Dan Haynes ASA Instructor

$\uparrow \Downarrow$ SOMEWHERE IN THE SPOILS

My BlackBerry took a long dunk into the Bay, never to be found again. The harbor it fell into has been dredged so no idea where it might be now.

Mark Littlefield Vallejo Yacht Club

$\uparrow \Downarrow$ NEPTUNE'S TOOL CHEST

Sunglasses lost? Many. How about crescent wrenches, pipe wrenches, sockets and vise grips? Neptune's locker is well stocked with tools in most marinas.

Richard Heagle

CALIFORNIA'S MARINE PROTECTED AREAS

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LETTERS

↑ FATAL (MAGNETIC) ATTRACTION

My phone seems to have a fatal, almost magnetic attraction to the water. It almost never falls out of my pocket, except on the dock.

Charlie Deist Co-author, *Three Sheets to the Wind:* The Art of Flying Spinnaker

↑ THIS IS NOT AN ADVERTISEMENT FOR THIS PHONE

My Samsung Active, a "waterproof" phone, fell out of my pocket and went for a brief swim while I was working on my brightwork. I heard a "clunk" and splash. I immediately knew what had happened. Fortunately, there was a diver nearby. He told me it was a lost cause but went down to search anyway. A friend called my number and the diver noticed a glow in the silt. It was my phone! It was in 35 feet of water. I'm still using the phone.

Shelly

Shelly, that is a good endorsement of that particular phone! I haven't lost a phone overboard, but I did lose my keys over the rail of my Cal 20. They were in the front pocket of a button-down shirt I was wearing. I leaned over, and "plop!"

Fortunately, Iris was in her slip at the time, and I knew just where the keys had fallen. No electronic keys at that time, and all were replaceable. But the keychain itself was a heavy silver memento that I would have been heartbroken to lose. I called the diver (Bob Galvin) who cleaned Iris's bottom and asked him to try to find it. Luckily, he retrieved it for me.

Though the keys have changed over the years, I still have the keychain. — Christine Weaver, Racing Editor



In 2012, Justin (pictured) and Anna Jenkins purchased 'Ichiban', a low-tech, low-budget cruiser. The boat, which is still apparently sporting its rasta racing stripes, has brought joy to its new owner.

$\uparrow \downarrow$ Connecting with the old owners of a new-to-me sailboat

I didn't realize that *Latitude* had written about *Ichiban* [in the July 20, 2012, 'Lectronic: \$2k+ Used Engine Cruising Roat]

I am currently the owner/skipper in Fiji. It's a lovely sailboat — a great island-hopping boat with space for seven. She's still in her factory-looking condition, which has history. She's currently with me in Fiji.

At first, I sailed *Ichiban* with just the headsail, and made six knots, which was amazing. When I bought the boat, I went through every nook and cranny and found the nametag 'Anna'. The emergency backpack also had your Jenkins

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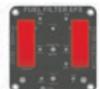
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LETTERS

ID, and I had always been wondering how these people were related to *Ichiban*.

I've kept the name, and never thought about changing it, as it's very unique. By the way, the engine still runs great. I love how it's still in its original state and remind kids to keep it that way. My family loves being in her every weekend. I'd love to hear more history about *Ichiban*. Thanks to the Jenkinses for keeping her well.

Alvin Ichiban, 1972 Columbia 34 MkII Fiji

$\uparrow \downarrow$ WE NOW THINK IT'S SAFE TO MAKE CRUISING PLANS FOR 2021. WHAT'S ON YOUR ITINERARY?

I am planning to sail from Bodega Bay to Rio Vista. Some years ago I sailed from Fort Bragg to Bodega Bay; bad weather kept me in Bodega Bay for several days. I got tired of waiting for the weather to improve, so I called home to bring the trailer so I could take my P19 home.

The plan is to anchor in Drake's Bay the first night, San Francisco Bay the second night, Benicia the third, and home to Rio Vista the fourth day.

Bud Kerner Cat's Meow, West Wight Potter 19 Rio Vista



Last year, the Delta was a haven for cruisers who had to cancel their international sailing plans. But, to be fair, the Delta has always been a haven for Bay Area sailors looking to escape.

$\uparrow \Downarrow$ Feeling far away while sailing oh so close to home

Thanks for sharing our little sailcation getaway! [From the June 7 'Lectronic Latitude: Where Will You Cruise in 2021?]. It was a great reminder that you don't have to go far to feel miles away from home!

We plan to head up the Delta by the end of the month, to celebrate my birthday on July 4. We also have plans to return to the Channel Islands after having such a spectacular time last fall.

One destination we have yet to visit — but is definitely on our bucket list — is Tomales Bay. Has anyone else sailed there on a heavier displacement boat?

Sonya David Gemini, 1986 Passport 42 Berkeley

↑ REMINISCING ABOUT BAJA HA-HA'S PAST

We sailed in the 2018 Ha-Ha and had a glorious time! It







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LETTERS

was such a perfect way to get our feet wet and launch us into the beauty of the cruising community and lifestyle. After spending the last two years cruising Mexico and Central America we're heading back up to Cali. Hope to join y'all again in a couple of years.

Matt & Britt @wanderlust-sailing

↑ | MEMORABLE TIMES IN THE BAJA HA-HA

We took first place (ahem) in the Agave division with a single sail in 2018 on the penultimate-smallest boat called C.A.T., a 30-ft Nonsuch with a British low-talking captain.

Those were the best of times. Those were the worst of times. Those were the most best memorable times. If you've not done it and want to, do it!

> Eileen Daniel 2018 Baja Ha-Ha Alumna

↑ THE MAGIC OF MEX-ICO, AS SEEN FROM A PLASTIC CHAIR ON A **BEACH**

Thinking about arriving in Mazatlan in March of a year long past. After checking in and securing my vessel, I made my way to the open-air palapa restaurant on the isla for breakfast. The coffee was hot, the food delicious. The few sailors in the restaurant made me feel Here's an excerpt from Whye Waite's again, and soon.



most welcome. The chair June 7 'Lectronic: Baja Ha-Ha Veteran was plastic, the view... Reminisces about Mexico in 'The Chair': fantastic. Many were the "The chair is spartan - wind- and oceandays and nights I re- tattered wood slats flare from its firm, turned to those magical tractor-seat-like wooden base. Its magic chairs over the years. I unknown by most who rest their carcass need some of that magic on its sturdy mount. Yet, for those who allow its place in history, a magical moment is at hand. Sitting in the chair will Kelvin D. Meeks reset your destiny."

↑↓ THE REDISCOVERY REDUX OF A BAY AREA WA-**TERFRONT GEM**

I had a sailboat [at a place that shall not be named] many years ago. If I remember correctly, running aground in the channel got you automatic entry into the fantastic little yacht club. When friends would come to visit, they couldn't believe that such a place existed. We always kept it nameless by referring to it as Marina del Shade. It's a wonderful place on this beautiful Earth.

The film Blood Alley, released in 1955 and starring John Wayne and Lauren Bacall, was filmed there. The wreck from that film is the obstruction to the channel entrance. From up on the hill at low tide you can still see the outline of the skeleton of the ship. If there are any old-timers left, they remember the filming there.

> Al Moran Former Bay Area Sailor Currently in Southeast Asia

↑ THE ROAD LESS TRAVELED

I always take those unmarked roads. I found a vintage



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LETTERS

railroad train park with cabooses atop Gazos Creek Road years ago while doing the Skyline-to-the-Sea trail from Big Basin. Both are gone now due to the SCU complex fire. We still return to an abandoned Smith River fire lookout we accidentally discovered on a motorcycle trip in the '70s, until three years ago when some parolees from Pelican Bay showed up at 3 a.m. at our campsite!

Michael Kehir *Merilon*, Yorktown 35 Moss Beach (not Moss Landing) Now in Puerto Escondido, Baja California



This photo exemplifies the piece of Bay Area maritime bohemia that we wrote about, but did not name, in the May 14'Lectronic: The Rediscovery Redux of a Bay Area Waterfront Gem. Our silence on the exact location of this spot is, frankly, a bit silly, as we published a story — and your letters — about the same place just a few months prior. It was an exercise in going through the motions to protect unique slices of the waterfront that, despite development pressures around them, remain frozen in time.

↑ USOONER OR LATER

I have been [to the place that shall not be named] many times. By water it is somewhat sketchy, as I was towing a boat out of there for repair work. Alas, sooner or later it will be discovered and overrun — like my hometown has been.

Milly Biller

Big Pink, International 110 Inverness

↑ GOING DEEP INTO THE GENERATIONS AT RYC

I'd like to pass on a piece of 'Paxtonia', of which there are many. [Rod is referring to the June Sightings: Will Paxton — Third Generation Sailor.]

We were crewing out of Paradise Cay on Mr. Charlie Khun's Santana 35 *Spirit of Bombay* and having a good time of things.

We crewed up at RYC, roping the boat for the Big Daddy pursuit race, when Mr. [Bob] Klein himself [for whom the Big Daddy is named], walked up to the boat with this kid and said, "Fellas, this is John; he sails Lasers, he's never been on a crewed boat before, and we'd like him to go out with you guys. He won't get in the way." [It turns out that sailor was John Kostecki.] Milliseconds of crew eyes and it was. "Sure, come along." He didn't get in the way, and Capt. Will Paxton skippered another *Bombay* win.

P.S.: Ask Will about being a man overboard in the Molokai Channel.

Rod Morgan San Francisco











LETTERS

CATCHING AIR WHILE THE WATER

When I was working on Lady Washington, I scored one of the primo bunks in the fo'c'sle: port forward upper. It was a little wider than most, so it was pretty sweet. However, I soon found out that in transit, especially plowing through swell, being so far forward in the hull had some downsides. I started calling that the "antigravity bunk" after waking up a few times fully levitating in the middle of the rack, sleeping bag and all.



Yes, that's a person, holding a broom and 'flying' on board what is presumably a ship. A video made the rounds on maritime social media accounts, showing various crew jumping, and "levitating," presumably as the ship hit the waves just so.

KC Crowell Former Crew, Lady Washington Oakland

$\uparrow \Downarrow VEE = WEE$

In the V-berth, I'd always say, "Weeeee."

Carol Johnson

↑ I RON HOLLAND KEEPS HIS SAILING SIMPLE



We will forever love the juxtaposition of Ron Holland's vision for decadent megayachts with the choice of his personal cruiser, a Coronado 25. It would be like the designer of a Ferrari riding a sue of Latitude Vespa, and looking cool doing it.

One of the favorite boats I ever sailed was bright-redhulled Ron Holland 52. So I am a bit surprised his "daysailer" is a Coronado 25. He clearly subscribes to the K.I.S.S principle. Good on him. Joseph DiMatteo

In the June is-38, we published a letter, or rather,

a single word, from legendary megayacht designer Ron Holland. "Done," Holland commented, when we asked the question, "What's on your maintenance list?" on our Instagram account.

Apparently, Holland does subscribe to the Keep It Simple Stupid, or K.I.S.S., theory. As we described in the June 4 'Lectronic Latitude, Holland sent us a photo of his Coronado 25 Kia Aura, at a marina near his home in Vancouver, BC.

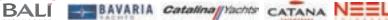
$\uparrow \Downarrow$ NOT SURPRISED BY HIS SPARTAN STREAK

I had the absolute pleasure of meeting Ron at Oleg Harencar's Life on the Water documentary film about John Wilson of WoodenBoat Magazine.

Ron gave a presentation before the film and afterward; I got a chance to talk to him and sit with him in the audience.













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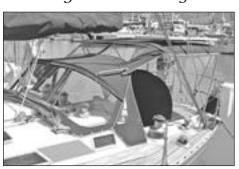
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LETTERS

He is an extremely funny and sweet man! I am not at all surprised by his K.I.S.S. principle in the boat he chooses for himself.

Milly Biller Her second letter this *Letters*

↑ UNITED INCOME INCOME INCOME

Electric engine? [Referring to a May 26 *'Lectronic.*] Are a motor and an engine the same thing? Electric is magnetically induced — gas and diesel are internally combustible fossil fuel.

Richard Kinder

Richard — We've always heard that it's an electric motor and diesel (or gas) engine. (In a similar vein, an outboard would typically be a motor instead of an engine.) However, upon Googling, most people seem to say they are now 'interchangeable.'

$\uparrow \Downarrow$ WE NOW TAKE A BREAK FROM SAILING TO WATCH BIRDS EAT

Do not, I repeat, do not click on the http://sfbayospreys. org camera link. You will get nothing done for hours.

I'm joking, o course.

Tony M. Spooner

Tony — Getting something done is overrated.

Luc de Faymoreau

Tony and Luc —

An adult osprey, perched in its nest atop a crane in Richmond, tends to its chicks in April.

The editor of these Letters has, on more than one occasion, left the osprey cam on in the background, and listened to the wind, birds chirping and the clanging of a shipyard while both working and distractedly surfing through the internet. There have also been countless minutes and hours spent staring at the screen as an adult osprey tears at the pink innards of a fish, and slow-

ly, patiently feeds its three chicks, mouthful by mouthful.

In fact, part of this very batch of Letters was edited during a windy, fun-looking and sailable day at Point Isabel, when the editor made the decision to work all day and not — gasp — go for a sail, instead listening to the wind hum via desktop speakers. So, in our experience, the osprey cam offers varying

levels of productivity.

↑ NOT JUST A BAY AREA/OSPREY THING

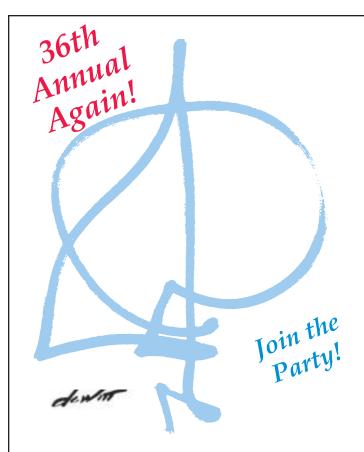
I like to watch the bald eagles on the Catalina Cam. Their feathers are opening, and they are looking like they are almost ready to fly!

Here's the link: www.explore.org/livecams/bald-eagles/catalina-harbor-cam

Sailorette

$\uparrow \Downarrow$ THERE ARE QUITE A FEW BUSINESSES NAMED LATITUDE 38. WE'VE DECIDED TO FIND IT AMUSING.

Considering the serious problems that are well documented among Yelp reviewers [for Latitude 38 Entertainment, the promoters of the annual Bottle Rock festival in



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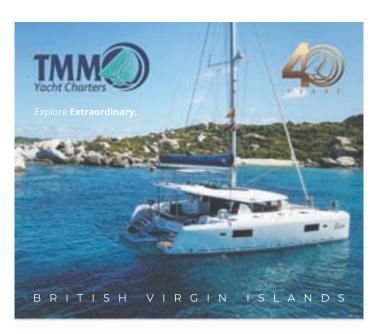


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LETTERS

Napa], I would not want my company name associated with this poorly organized and overpriced event.

Love your magazine and have enjoyed several crew parties. Stay the course.

Scott Wilmore

Readers — Scott was commenting on the January 31, 2014, 'Lectronic: Latitude 38 to Host Big Rock Festival in Napa, and brought to mind an old chestnut here at the office.

Legal questions aside, our biggest objection to Latitude 38 Entertainment is that we get dozens of their phone calls, emails, letters, etc. It remains a bit annoying. Here's what Latitude 38 founder Richard Spindler wrote about the situation in 2014:

"Over the years there have been what we believed to be several attempts to trade in on the good name we at Latitude have developed over the past 36 years of doing business as Latitude 38 Publishing, much better known as simply 'Latitude 38.' [We are now Latitude 38 Media, LLC.] It's true that long after we founded the magazine, a real estate company and then a housing search service in San Francisco started businesses using the name Latitude 38, as did a vacation rental business in Telluride, and a long-established restaurant in Oxford, Maryland. We've never had a problem with any of them because they were clearly in very different fields and/or locations. But we didn't like it when, a few years ago, something called Latitude 38 Productions began advertising yacht charters on San Francisco Bay. Fortunately, that enterprise didn't last long enough to be a concern.



Often imitated, never duplicated. Another Latitude sighting at the Annapolis boat show a few years ago.

"It seems a little trickier with Latitude 38 Entertainment, as we at Latitude 38 have long put on an assortment of parties, rallies and events, which all could easily fall under the general category of entertainment. It seems to us that the entertainment company in Napa chose a poor name. But maybe we're too close to the matter to evaluate it objectively.

"So we're asking you, our readers, if the use of the name Latitude 38 by the music festival organizers causes you confusion over the question of whether we the publishing company or somebody else is putting it on. We hate lawyers and the courts, but do you think we should take legal action?"

We're still curious what you think on that last point, though we'll admit right here and now that we're not seeking any legal entanglements for any reason. Instead, we've decided to find this all amusing — when it's not annoying.

But we will propose this: We think that the folks over at



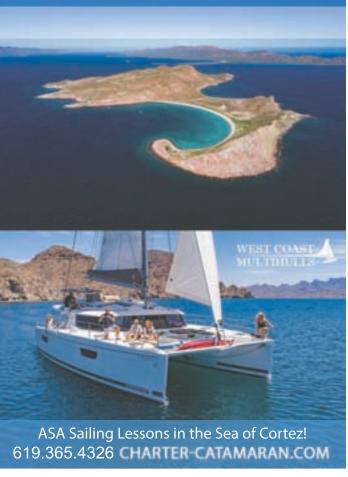
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"I blew most of my money on broads, booze and boats...the rest I just wasted."

- Elmore Leonard, R.I.P.



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LETTERS

Latitude 38 Entertainment should offer the staff at Latitude 38, The Original and One and Only, VIP tickets to Bottle Rock on an annual basis as simple remuneration for all the work our staff has done in taking their phone calls.

We're totally serious.

Our mailing address is 15 Locust Avenue, Mill Valley, CA, 94941. If you have any mail at the office, Latitude 38 Entertainment, we'll drop it off in Napa for you.

↑ | KEEPING TRACK OF BOATS IN ALAMEDA

I live in Ballena Bay with my waterfront home (yes, it's a tough life, but somebody has to do it), looking directly at Crown Point, Crown Beach and the breakwater that separates Ballena Bay from Crown Beach.

There was a white sailboat anchored off Crown Beach for many, many months, which has now disappeared. I believe it was served by the "red kayak"; it looked to be about a 30-ft boat. Then there was the infamous yellow sailboat, about 27 feet. I first spotted it when it was drifting loose in Ballena Bay and almost struck several boats and/or fingers in the bay. I then followed it on its eastward journey, grounding out in Crown Beach, farther east along Alameda's South Shore, and finally the passage between Alameda Island and Alameda's Bay Farm "Island."



There have been several boats aground, anchored or sunken off Crown Beach in Alameda.

Then the yellow boat reappeared between the Ballena Bay land finger and the breakwater of Alameda's Encinal Boat Ramp. It disappeared about a week ago [in late May]; no idea where it went or what happened to it (maybe it's Davy Jones's guest?)

I, too, would love to know what happened — as would dozens of my neighbors and members of the yacht club.

Lu Able Alameda

↑↓ IF ALAMEDA HAD (MOSTLY) CALM WATERS LIKE RICHARDSON BAY, THE EAST BAY WOULD BE A WHOLE DIFFERENT STORY

[One of the boats] has since been refloated and towed somewhere. It looks to be about 30 feet, kind of a beater. He has been anchored off the beach for several months, was hard aground on the beach for a while before he got towed back out, and subsequently sank in place. I'm amazed that he lasted that long given the wicked chop that develops in that area. Richardson Bay it is not, which is very good.

Art Stiers Arione, Mason 44 Anacortes, WA

LETTERS

Lu and Art were commenting on the May 26 'Lectronic Latitude: Do You Recognize This Mast, and Thus the Sunken Boat It's Attached To? (Art did not write us a letter, but was quoted in the article.) The boat behavior being described — where vessels come and go, and are often anchored at unsafe perches around the Bay — is generally characteristic of unhoused people.

As we've said many times before, this is not just a maritime problem, but rather a homelessness problem.

↑ U EIGHT BELLS FOR SOLO SAILOR STAN PAWLAK

We are deeply saddened to report the passing of Stan Pawlak, a sailor who was offshore preparing for the Singlehanded Transpacific Race to Hawaii. Stan was found onboard but unresponsive by the Coast Guard on May 19, and evacuated by helicopter to a Bay Area hospital where he later died. His Beneteau 41.1 *Believe* was reported recovered and is now in Ventura.

The Singlehanded Sailing Society extends our condolences to Stan's family and loved ones. For their requested privacy, we did not release an immediate announcement. Stan was fastidious and methodical in his preparations by ensuring his Beneteau 41.1, equipment and procedures could face the challenges of an offshore passage. His sailing vessel *Believe* was modified to accommodate the additional challenges of a disabled sailor.

Additionally, Stan made sure *Believe* was fully compliant with the offshore equipment requirements set by international and San Francisco bodies for racing and ocean passagemaking. The ideas that Stan developed — like easier liferaft deployment and a better deck layout to minimize time on the foredeck — could serve as a template for both able and disabled sailors.

Many in the solo sailing community will identify with his pursuit of dreams to not just sail but to race from San Francisco to Hanalei, Kauai. For Stan, this was in keeping with his drive, accomplishments and pursuit of dreams outside of sailing, too. In honor of his memory, the Singlehanded Sailing Society is planning a moment of silence at the skippers' meeting and placing flowers at sea.

Rest peacefully, Stan!

Joe Balderrama Commodore, Singlehanded Sailing Society

Joe - Thanks for the remembrance. Our hearts go out to Stan's family.

We also thank the Coast Guard for taking such good care of sailors off the West Coast and around the world. We hope we never have to call you, but we are endlessly grateful to you for putting yourselves on the line for your job.

$\uparrow \Downarrow$ IT'S NOT THE DESTINATION, BUT THE JOURNEY

The journey is all that it is! Amazing ocean, captivating skies and nights so bright you can read a paperback. The middle of the ocean is a fascinating place.

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David Barten Ikani, Gecco 39 San Diego

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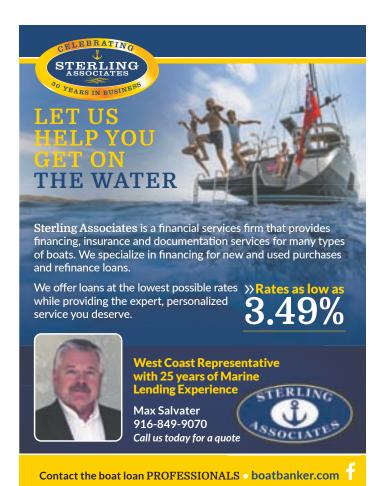


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LOOSE LIPS

This poor seal was the butt of everyone's jokes for most of June. Hopefully by now he, or she, has found a way off the dock and is swimming around happily, oblivious to our heckling. Though the question remains: Is this seal really fat, or just well rounded? Perhaps it's just taking a well-deserved break from its usually hectic schedule. Or, maybe this seal is working out, as @quintalthecorgi wrote: "... takes planking to a whole new level." Of course it could simply be suffering from bellyache, or a hangover. "I swear, that's the last Margarita ever." — Tony Spooner. But seriously, seal, by the end of July this will all be over and you will be able to go back to your peaceful anonymity. Check below for this month's number-one comment and the next top ten. Thanks for playing!



"Dear mom, Thinking about starting a YouTube, wondering if Patreon trades in fish. Love, Lou." — @bwpaints.

"I'm really the Monopoly Man trapped in a seal's body..."
— Dwayne Newton.

"I don't think that surfer gave me a 'regular' brownie..."

— Jeff Deuel.

"The buckets? I ate the buckets." — @redblue.u2.

"Actually it's triplets..." — Jeff Drust.

"In my next life, I want to be an ocean greyhound!" — Bill Nork.

"Still using string for your fenders? Mine are built-in!"
— Cathy N Marcus.

"Make my day! Just try to take this dock back!" — David Henry.

"Hey, this Slip 'N Slide isn't working!" — Ted Crocker.

"I was promised appetizers. Where's the maître d'?" — Vince Casalaina.

"My Peloton is backordered!" — Ken Brinkley.

"Building a boat isn't about weaving canvas, forging nails, or reading the sky. It's about giving a shared taste for the sea, by the light of which you will see nothing contradictory but rather a community of love." — Antoine de Saint Exupéry

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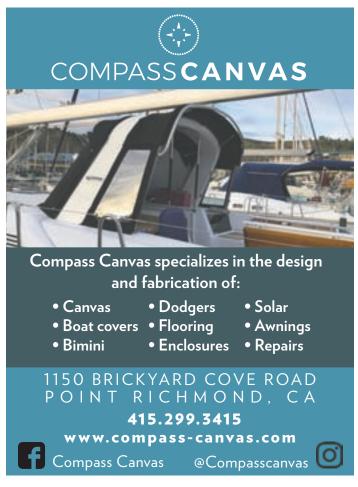
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watch out for the wylde one!

Not long after she signed with Starboard as a pro athlete in Stand Up Paddle Boarding, Fiona Wylde was diagnosed with Type 1 diabetes. She was 18. "Here was my chance to be a professional athlete, and I was so excited. I did one race and was in second the entire race, but it was superlong and in the last mile I just tanked. It was a big shift for me."

Wylde had just signed her dream, but she wasn't sure how it was possible to be a professional athlete with a body that wasn't working for her. Nonetheless, she started on insulin and three days later flew to Europe to race for the first time in the European Championship tour in England. She won the race.

After many years as a SUP athlete in both paddle racing and paddle surfing, Wylde, 24, is switching her attention to the iQFoil (Innovation Quality), a new Olympic class for 2024, with an eye to the Paris Games. She's got a ton of experience behind her, and a healthy appetite for competition. At 5'2", she's one of the tiniest people I've ever seen on a windsurfer, let alone on a windsurfing foil board.

Her Olympic dream is inspired and supported by her family. Her greatuncle, Cecil Irton Wylde, represented England in the 1928 Winter Olympics in ice hockey, and her uncle, Peter Wylde, a professional equestrian showjumper, won gold in Athens in 2004. Wylde was there to experience his success. "I guess that's where the Olympic effort started!" she laughed.

Born in Port Townsend, Washington, her first introduction to the water was on her parents' sailboat, Bryony, a 36-ft gaff cutter on which Ellen and McCrae Wylde ran sail charters. (Fiona's mum has always had a business making dodgers for sailboats.) While Fiona was not much more than a toddler, the Wyldes began to spend time in Los Barriles, Mexico, on the east cape of the Baja Peninsula.

Fiona's routine became Port Townsend in the summers and Baja in the winters. She'd play on the beach while her parents sailed and windsurfed, and occasionally McCrae would sail her around on the nose of his board until she was old enough to be on her own gear.

"Windsurfing was our family sport — it's what we did together and how it all started for me," Wylde shared, with her characteristic enthusiasm.

The family moved to Hood River, Oregon, and by the time she was 10, she was already an accomplished windsurfer competing alongside her

Through to middle school, Wylde would attend school until mid-November when her parents would take her out, telling school, "She'll be back first week of March, what does she need to know?" She spent 12 years attending Mexican school, making lifelong friends with local kids and becoming fluent in Spanish.

Wylde became a water hound, competing in windsurfing slalom, wavesailing, SUP surfing and SUP racing. It was a unique lifestyle for a teen, one that she successfully pulled off from age 16 to 20, spending a lot of time in Hawaii and learning as much as she could about waves and surfing. She attended an online high school program, which allowed her to travel and compete. Competing was the direction it was all going for Wvlde.

She won the Youth World Title in 2014 for wavesailing and took second in the World Cup in Hawaii in 2014 and 2015, events liberally peppered with top pros. She also competed in SUP racing, making podium at international events, and winning the SUP The Mag Breakthrough Performer Award presented at the annual SUP Awards.

The hard work paid off. When she was 17, she signed with Starboard for the 2015 season and since then has been on the Starboard International Dream Team for SUP. She competed for another year on the windsurfing tour after joining Starboard, but it was complicated to compete in all four disciplines at the pro level within a calendar year. She focused on SUP surfing and SUP racing.

continued on outside column of next sightings page

delta doo dah

The headline of this story refers to the Delta Doo Dah's list of entries — not its age! As of June 27, 96 boats had signed up for the 13th annual cruising rally to where it's warm - inland. And yes, we do mean "annual" literally — Delta Doo Dah was one event that people could do even during the COVID pandemic.

Among official events on the Delta Doo Dah itinerary, the Delta Ditch Run on June 12 took sailors all the way from Richmond Yacht Club to Stockton Sailing Club in one day. Congratulations to Doo Dah'ers Dean Hupp and Bob Farrell on the Islander 28 Jackie Oh for taking second place in the Cruising Division. Read much more about the Ditch Run in Racing Sheet on pages 80-81 of this issue. Delta Doo Dah sailors also partook of Summer Sailstice on June 19.



approaches 100

See pages 56-57 of this Sightings.

Next up, Richmond YC has invited Delta Doo Dah sailors to their Fourth of July Dinghy Parade at 3 p.m. in Potato Slough's Bedrooms. Contact cruise chair Anne Thomas for info and to register: (775) 790-4436.

Then it's Owl Harbor's 'Color Rhapsody' event on July 31, with a Dinghy Poker Run, arts and crafts, a BBQ dinner and an outdoor movie. By the end of June, Owl Harbor's slips were pretty much all booked up for that day, so if you haven't made a reservation yet and want to go, call the marina immediately at (916) 777-6055. The event is free for people with boats in the marina, but normal guest-berth rates apply.

To get in on the fun, first sign up (for free!) at www.deltadoodah.com.

— chris

the wylde one — continued

A Type 1 diabetes diagnosis not long after signing with Starboard, although daunting, was a seeming blip in her career. That same year she won her first SUP world title in SUP racing, a six-event world tour. She also competed in SUP surfing and took second in that world tour series, and in 2019 won the European tour for SUP racing.

"My biggest accomplishment has been overcoming the diagnosis of Type 1 and going on to win major competitions back to back," Wylde commented. "I wasn't going to give up because I had a faulty pancreas."

With the introduction of the iQFoil, Wylde's drawing on her windsurfing roots to get up to high speed in the new class. Last fall she trained in Florida with US Sailing. Transitioning from a regular windsurfer to a foiling windsurfer was challenging. She had also never competed in course racing, so learning tactics was key.

"You're going a lot faster when you're foiling, so it's been a steep learning curve with the different timing in maneuvers, and balance," Wylde explained. "It takes time to learn the response of the foil. I'm reading and riding the water differently than when sailing with a fixed fin. And of course, the crashes are gnarlier, too."

michelle slade



reunited at last

Boaters often say, "If you don't like your neighbors or the view, you can always pull up anchor and move." As part-time cruisers for the past seven years, we face moving day quite often. Marina life is convenient and a great place to get spoiled with hot showers and restaurants, but after a few days, we start to get the itch to find a quiet place to drop an anchor.

However, sometimes having the right neighbor makes all the difference. In January 2020, we were assigned a slip in Marina Riviera Nayarit in La Cruz in one of the narrowest channels. Our boat, *Luna Sea*, a 1974 Cheoy Lee Midshipman full-keel ketch, only takes turning as a suggestion, so we're always challenged getting into and out of tight slips. We considered requesting a different location, but as fate would have it, none was available. And so we found ourselves on dock 9, slip 13 — and couldn't have been luckier.

Richard D., a fixture in the marina, has been living at dock 9, slip 12 on *Sourdough*, a 36-ft Hallberg-Rassy, for more than a decade. He has perfected the art of being content, and spends most days watching the comings and goings on the dock, smoking an occasional cigarette, and enjoying a good cup of coffee. He is the first to check in each morning for the radio net and is the go-to for information and referrals. The perfect neighbor — especially in a pandemic.

The intent was to keep the boat in the marina for a month and return in March to do more cruising on our way south to Barra de Navidad. Suddenly, the COVID grip seized the world, and any plans for travel were far from happening. Our boat would have to sit for a while until life settled down. We waited and waited — weeks stretched into months, and before we knew it, more than a year had gone by since our last sighting of *Luna Sea*.

In April 2020, when it was obvious we wouldn't be traveling any time soon, we checked in with friends in La Cruz who suggested we hire a company to oversee our boat while we were gone. They would coordinate cleaning, bottom-scraping, and any other maintenance issues that might arise. Essentially, they became our boat nanny, and with fairly regular touch-bases, they became my husband's lifeline to his boat.

Even more comforting was knowing that our wonderful marina neighbors were keeping a close watch on our girl. Richard reported to Michael about every repair and cleaning. Knowing he was there 24/7 was such a relief when we were 1,500 miles away.

Fifteen months after our last visit, we finally found ourselves fully vaccinated and in a cab heading from the Puerto Vallarta airport toward La Cruz de Huanacaxtle. As we neared the turn to the marina, we both got very quiet and anxious about what we would find in dock 9, slip 13. We passed many "Se Vende" (for sale) signs along the main street of the little town, and saw that some of our favorite restaurants had closed. The marina was alive and bustling — and most everyone donned masks, per the marina requirements.

And then, like spotting a long-lost family member at the airport arrival gate, we caught sight of the familiar sage-green sail covers and made a mad dash toward the gate door. To add to the anxiety level, our dock key didn't seem to work; fortunately, a passing guard let us in.

Richard was hanging out in his boat and greeted us warmly: "You made it!" Don and Lisa, two slips down, promptly walked over to wish us a happy return. Aaron and his son were just doing the final rinse on our dinghy. Luna Sea sparkled — and so did we. We excitedly jumped aboard and cautiously opened the hatch, expecting a waft of stale air to meet us. Instead, the boat smelled fairly fresh (thanks to the dehumidifiers and the fact that Richard regularly aired out the boat when it wasn't raining). The interior looked clean, and before long, we had all the windows open, the bed made, and the refrigerator humming and ready to be filled. We were back.

Richard filled us in on what life had been like in La Cruz over the past year. About 10 locals had died from COVID, so people were generally very careful about interacting. He stayed close to home and rarely ventured outside the marina. Don shared a tale and photos of a bee swarm that

continued on outside column of next sightings page

virtual send-off for

A bon voyage and a "Go team!" cheer: US Sailing will host a virtual send-off for the US Olympic Sailing Team on Friday, July 9, at 5:30 p.m. PDT.

The Bay Area's own Pam Healy will host, and Paul Cayard, US Olympic Sailing executive director, will speak, as will each of the athletes as they make their final preparations for Tokyo. US Sailing's new CEO Alan Ostfield will speak as well.

Homemade videos will close out the





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us olympic sailors

event. "We're inviting families, friend groups, sailing teams, sailing clubs, knitting circles — you name it — to participate in a 'Let's Go to Tokyo' TikTok reel," says US Sailing. The deadline for submissions is noon PDT on July 8. For instructions, see https://vimeo.com/566811815/1ffd031d98. Email olympiccommunications@ussailing.org your video.

The Tokyo Games will begin on July 23.

reunited — continued

camped out on our anchor at one point. *Luna Sea* had been in good hands, thanks to the care and concern of our wonderful boat neighbors.

Over the next few days, the fix-it list grew, as it generally does — the freezer stopped working, the heads needed replacement because of the floral blue cleaner that had been used to keep things fresh (but instead deteriorated all the fittings), a couple of doors had to be tweaked because of some overly ambitious rigging that had been done during our absence, etc. Fortunately, Michael loves projects and can pretty much fix anything. So, while he dug into task after task, I went through every cupboard and cubby and got things in order.

continued on outside column of next sightings page



reunited — continued

Once Michael had crossed off every urgent item on his list and I had rearranged and restocked every cabinet, we knew it was time to leave once again. Nothing new about leaving, but this time was different. Because of a life-altering world crisis, we had developed a connection to our boat neighbors unlike any other time. They had watched over *Luna Sea* while we couldn't, and we were so appreciative of the attention and care they showed over the chaotic months prior. And, as we backed out of our slip, each of them assisting with lines, I felt a lump in my throat as we waved goodbye and headed past the breakwater.

- lisa hotchkiss

turning the tide on diversity

Collegiate racers nationwide have decided to investigate the diversity and inclusion of their sport. The results are in — from a total of 1,086 athlete responses and 63 coach responses received, some troubling facts have come to light.

The Intercollegiate Sailing Association (ICSA) formed The Inclusivity, Diversity, and Equity Task Force (TIDE) to explore the stereotypes and assumptions around sailing demographics, and to track future cultural and demographic changes within the sport competitively.

Find the full survey on the ICSA website at https://collegesailing.org/about/tide-committee.

Each collegiate conference has its own TIDE group that organizes teams to launch initiatives. Apart from regional groups, there are also larger TIDE committees, like Women in Sailing.

Mackenzie Berwick, West Coast TIDE coordinator and Pacific Coast Collegiate Sailing Conference (PCCSC) president, sails on the UC Berkeley racing team. She learned to sail when she was 14 at a community sailing club. "It was a pivotal moment for me, changing my opportunities and outlook."

As a woman in sailing, Berwick can speak to the stereotype of male-dominated, sexist sailing culture. "I noticed, as a woman, there's a lot of discrimination in sailing that isn't talked about. There are a lot of barriers that are not discussed."

It's subtle sometimes, and other times, it's blatant discrimination. "I've had a coach ask me to make a sandwich before. Once, when I started doing pushups on my knees, my coach said, 'You should stay on your knees, that's where women belong.' I was just in shock — how could this coach be endorsed by my university?"

According to TIDE results, women are no longer an underrepresented gender, despite enduring discrimination. Of the survey participants, 56% identified as women, 42.2% identified as men, and less than 1% identified as non-binary. Though women still face discrimination, the numbers reveal other truly underrepresented groups.

Coupled with the finding that 51% of athletes report hearing derogatory language at any sailing regatta — clearly, anecdotal evidence of discrimination is backed by the report statistics.

UC Berkeley is part of the West Coast TIDE, under PCCSC. Berwick brought TIDE to the Cal Sailing team after joining in 2020. "TIDE opens my eyes to discrimination that I wasn't aware is happening," Berwick notes. "I am a white woman sailing. I can't step outside of my identity, and it does define my role. But I think these efforts are powerful because TIDE brings us together to standardize how we address discrimination and define what our team culture and team values are."

Sailing as a white-dominated sport is no myth, as the TIDE survey shows: 86.3% of respondents identify as White or Caucasian. Athletes identifying as Asian, Native American, Black or African American, Native Hawaiian and other Pacific Islander add up to only 7.3%, while 95.3% of athletes report that they do not identify as Hispanic or Latino/a. "The TIDES are changing; you have to get on board or you're going under," Berwick warns.

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classes for 2024 games

In more Olympic news, on June 10, the International Olympic Committee (IOC) informed World Sailing that the IOC executive board had approved Men's and Women's Kiteboarding (Formula Kite) for the Paris 2024 Games. These Kiteboarding events will replace the Mixed Kiteboarding (a relay) and Mixed Offshore Events that World Sailing had previously selected. The latter in particular had generated a lot of interest.

"While we sympathize with the large and energetic doublehanded community, we welcome the kiteboarders and are motivated to work closely with all of our talented athletes," says Paul Cayard, executive director of US Olympic Sailing.

— chris



sailgp adds sydney event

The Australia Sail Grand Prix will be the ninth event in the global championship's second-season calendar. SailGP will return to Sydney Harbour on December 17-18, 2021, following the European stage of Season 2, which features racing in Italy, Great Britain, Denmark, France and Spain.

The Australia Sail Grand Prix forms part of the league's expanded second-season roster of nine events in harbors around the world. Each of SailGP's eight teams races in identical 50-ft foiling catamarans, producing tight racing for the sailors and thrills for the spectators. The teams are made up of the sport's top athletes. Australian Olympic gold medalist and Season 1 champion

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turning the tide — continued

No single person can effect the changes alone. "I took an organizing class; like, how do I even approach this?" recalls Berwick. "Talks about organizing and social movements made me realize that my role is not as an advocate. What I can do is amplify those who have the courage to speak up. We want to support them — find out what they need, what they want, and amplify their voices."

Berwick explains part of the obstacle to change is the system itself. "Everyone who is a minority remains a minority. It's hard to draw on them to help without tokenizing them. It's a lot of emotional labor to ask someone in an underrepresented group to explain their situation and make changes themselves."

All of the regional TIDEs address bylaws issues in a way that represents their values. Until some committees were formed, many sailors realized they had not actually read the bylaws, finding the legal language needing revision for inclusivity and specificity. For example, bylaws might rule out offensive language such as curse words. But as Berwick explains, "Harm-

continued on outside column of next sightings page



turning the tide — continued

ful words can and do fall outside this often-vague definition, and we work to clarify that language. This helps to better penalize breaches of conduct, and to establish a legal precedent to better hold people accountable so they know this behavior is not tolerated." This gives victims a better stance to defend themselves.

The survey also investigates issues of access to sailing. More than 50% of white athletes report learning to sail in community clubs before they were 9 years old, indicating a serious competitive edge over the barely 30% of POC athletes who report learning at the same age. With closer study of the survey results, race is a predictor of access to sailing instruction and contributes to the lack of diversity in competitive sailing. Community clubs play a major role in increasing equitable access to sailing.

Berwick and her team are determined. "We're mostly students initiating the changes we want to see because we're in the midst of the problem. And we can at least start these solutions coming up! I hope we have the momentum to keep this going."

heather breaux

summer sailstice 2021

In an era when it feels impossible to unite anything, sailors from Mallorca, Hawaii, Vermont, Florida, Southern California, Maine, Chesapeake Bay, Whiskeytown Lake, Minnesota and beyond united with sailors everywhere else for the annual Summer Sailstice celebration of sailing. Some raced, some cruised, and all raised their sails or dropped their anchors as they gathered to start a returning-to-normal summer of sailing locally while celebrating globally.

Kurt Jerman and the West Coast Multihulls team in San Diego thought it was time for a break from all their sailing work and decided a Friday evening team sail on one of their charter cats was the best way to do it. In the Pacific Northwest, Marine Service Center took the opportunity of a reopening world to reconnect disconnected Jeanneau owners with their 2021 Half Vast PNW Jeanneau Rendezvous. In Ventura, a three-boat buddy sail to Santa Cruz Island included Summer Sailstice ambassadors Marissa and Chris Neeley aboard their restored Cheoy Lee 41 Avocet with friends aboard Azimuth and Esprit.

Sailing is considered a small, niche activity. That perception hides a million niches within it. One could think it would be easy to unite the 'small world' of sailors until you think about sailors racing on foiling Moths, practicing marlinspike seamanship on a tall ship, adventuring through the Northwest Passage, or taking a spin on a lake aboard a Hobie cat. Each sailor has a unique path to participation.

In 2021, to connect the eclectic rainbow of sailors, chief Summer Sailstice booster Nicki Bennett created an ambassador program inviting sailing enthusiasts to take on an official role connecting their particular segment. About 30 ambassadors stepped up in year one, including Joe Cline, editor of 48° North in Seattle, Molly Winans, editor of Spinsheet on the Chesapeake, Alex Agnew of Sailing Ships Maine, and Milly Biller of the Inverness Yacht Club and 110 fleet here in the Bay Area. They helped get the word out and get more people sailing.

Bay Area sailors who ventured out on Summer Sailstice weekend were greeted with almost 30 knots of classic, foggy summer breeze in the Central Bay with calmer, warmer conditions in the South Bay and Estuary. Among racers it was game on for 11 Singlehanded Transpacific Race starters who headed for Hawaii; the St. Francis YC Opti Heavy Weather Regatta lived up to its name, the YRA Summer Series #3 pressed all the competitors hard, and the successful three-day, 10-yacht club Lipton Cup mixed it up on the Bay and Estuary.

For the non-racing crowd there are many 'anything goes' options for sailing the Bay. Island YC and the Washed Up Yacht Club headed out for raft-ups in Clipper Cove. The WUYC found a protected corner by the beach

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sailgp sydney event

Tom Slingsby will go head-to-head in Sydney against seven national teams from Denmark, France, Great Britain, Japan, New Zealand, Spain and the USA.

Slingsby said: "Having eight F50s lined up and racing on Sydney Harbour is going to be a pretty spectacular sight for fans. With the caliber of sailors we have on these boats this year, we can expect actionpacked racing. We lost to Ben Ainslie's British team at last year's Sydney event, so we are focused on getting revenge and winning the event for Australia in front of a home crowd."

More than 25,000 people representing 22 nations turned out in person to watch Slingsby and the Australia SailGP Team compete at home in Sydney Harbour in



— continued

February 2020 — the only event that took place before the 2020 season was postponed due to the COVID-19 pandemic. The stand-alone event reached 39 million people worldwide.

After Sydney, SailGP will head to New Zealand in January 2022, followed by San Francisco, which will host the Grand Final on March 26-27. Here in the City by the Bay, the champion of Season 2 will be determined in a single \$1 million winner-takes-all final.

There's a lot of sailing to be done before then; next up is the regatta in Plymouth, UK, on July 17-18. See www.sailgp.com to learn more.

Spain currently leads the series.

— chris

summer sailstice — continued

to hold their 20-boat raft-up together despite the rambunctious winds deflected overhead by Yerba Buena Island.

Several boats, including ours, went out with friends to participate in the San Francisco Photo Treasure Hunt, which asked participants to tour the Bay capturing a prescribed list of photos with the chance to win Summer Sailstice gear and a 2022 YRA PHRF certificate. From the photos we've received so far, the hands-down winner was Charlie Deist and his crew aboard Spinnaker Sailing's Santa Cruz 27 Samantha. He nailed about every shot except for a photo of a whale, all of whom seemed to have ditched the Bay to avoid the Summer Sailstice frenzy. As Charlie noted, "It wasn't easy to get all the shots, but it added a fun twist to the typical Bay tour."

We made it a three-day sailing weekend. This included the Corinthian YC Friday night race, Saturday's Summer Sailstice Photo Treasure Hunt with friends Michael and Lisa Rossi and John and Therese Vreeland, and a family Father's Day sail including a swing by the finish of the Lipton Cup in front of the St. Francis YC.

There are many ways to sail and, for Summer Sailstice, all of them are good. The 2021 participants ranged from a sailing kayak in Humboldt

to Max Fletcher, who completed a 30-day nonstop transatlantic cruise from Spain to his homeport in Orrs Island, Maine, with his wife Lynnie and nephew Rudy on Summer Sailstice.

Despite their differences, sailors are pretty united on a few things. Like, sailing is awesome. Sailing should be shared with friends. Teaching kids to sail is important. Respect Mother Nature, the Earth's resources, and the oceans. And, as the years sail by, it's valuable for all sailors to start their summer of sailing by raising their sails together on the solstice to celebrate how we sail, where we sail, and why we sail, and to invite the rest of the world to join in.

The 22nd annual Summer Sailstice will fall on June 18, 2022, as the closest Saturday to the summer solstice, which falls on Tuesday, June 21. You can't plan ahead at the last minute, so you might as well put it on your calendar now.

— john

Left page: The Washed Up Yacht Club rafted up in Clipper Cove. This page, top: What do West Coast Multihulls instructors and brokers do when they go sailing. Bottom: Nicki, Jen, Tim and Alex aboard 'Sospiro' on San Francisco Bay.







the bay area's

We've said it before, and we'll say it again: The Bay Area's public boating infrastructure leaves a lot to be desired. Visit most other West Coast towns, the East Coast or Europe, and you're likely to find quality docks and facilities for transient boats. But here in San Francisco, one of the most expensive-to-live-in cities in the world, public docks can be a sorry sight. Even Sausalito, that most salty of Bay-side cities, currently has no public dock space.

In broad terms, the lack of dock space translates into reduced public access. Perhaps the easiest (but certainly not the only) way for non-sailors to get on a sailboat en masse is through a charter company. In the Bay Area, there are dozens of vessels ranging in size from 36-footers to 100-plus-ft vessels. There are, however, fewer charter boats in operation, especially in Sausalito, where the relationship between charter businesses and marinas has been strained.

It's not easy to run a maritime business in the Bay Area, and both charter businesses and marinas operate in an increasingly complicated ecosystem; sometimes, but not always, these entities have competing interests. Here are a few:

Most Bay Area marinas are at full liveaboard capacity,

meaning that (no more than) 10% of a marina's vessels have full-time residents. Charter boats operating in these marinas are effectively running a business in a neighborhood, which is not an uncommon dichotomy on shore. One charter operator told us that some boats have more of a party atmosphere, serving shots, and sometimes over-serving customers.

Loud patrons stumbling off a boat down quiet, residential docks created conflict in the past, and might have led to some marinas ejecting charter boats. Just as a residential bar has some obligation to ensure their clients don't disturb the neighbors, charter businesses have a responsibility to usher their clients quietly, and safely, from boat to shore. One operator told us that even though they have a full liquor license, they only serve wine and beer. (Just as with restaurants, alcohol sales are a vital part of a charter business's profits, and let's be honest, one of the reasons people like to go for a spin on a charter boat — ourselves included.)

The fear of legal action by someone who trips and falls on a cleat remains an ongoing concern for marina operators. Charter boats are required to carry big insurance policies. One operator told us they have \$5 million worth of insurance,











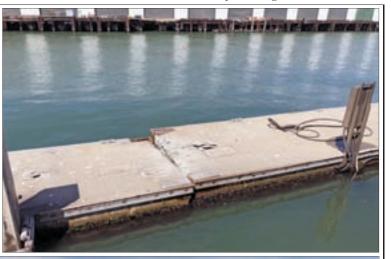
surprising lack of public docks

but that one city-run facility asked them to up their policy to \$35 million. "Blue and Gold and Red and White can afford that, but small passenger vessels can't," the operator told us.

There are scenarios when charter boats' interests align, rather than potentially conflict, with the community. Several operators in Sausalito told us that there's big demand among small parties wanting to hire a vessel in San Francisco, sail to Sausalito for dinner, and cross the Bay back to the city. These 'high-end' clients are likely to spend thousands of dollars per trip on shore. It is clearly beneficial for the community to have well-run charter businesses bringing precious cargo to its shores, but Sausalito does not currently have a large enough municipal dock where charter boats can drop off clients, nor do Sausalito marinas have transient slips for charterers, and these clients have been turned away.

"Just 100 feet of transient dock in Sausalito," one charter operator told us, and told us again. "That's all we need. That's all it would take and the problem would be solved. Parking could be solved; liability could be solved. Sausalito is the best boating location, perhaps in the world."

The new Sausalito Community Boating Center told us that





such bad shape that docks were removed; the Clipper Round the World Race made a stop in the Bay in 2014, but San Francisco has since had to pass on hosting international events because of its degrading facilities; another broken and now removed dock at Pier 40; the Turney Street Boat Ramp in Sausalito offers free access to the Bay, but has limited parking. The nearby public docks are in disrepair, and ironically closed to the public; a map of Sausalito's small public-access areas; the dinghy dock at Turney Street.

they will have a public dock where charter boats can load and unload passengers. Charter businesses will be charged a yet-to-be-determined fee that will help finance the SCBC's nonprofit activities; non-commercial boats will be allowed to use the dock on a 15-minute "touch and go" basis. Construction at the SCBC is supposed to wrap up in July, with summer programs starting next year. (Sausalito does own several small public docks near Turney Street, but they've been condemned as unsafe to accommodate boats.)

Charter businesses expect to pay fees to use public docks, but sometimes that relationship can be a bit lopsided. The Port of San Francisco, which operates Pier 40, a municipal dock along the Embarcadero, levies a 7% wharfage fee based on that particular charter excursion, on top of a slip fee for docking. "Those are mafia numbers," one charter operator said of the hefty sum. To add insult to injury, Pier 40 has been in an appalling state of disrepair for years. The docks on the north side were in such bad shape that they were eliminated a few years ago; the docks on the south side are still in use. In 2018, Proposition A injected \$400 million into the Embarcadero's seawall repairs, but it's not clear if any of those funds will be used to repair Pier 40. Surely San Francisco can afford municipal docks worthy of its maritime heritage.

We certainly don't want to lump all harbors and marinas in the same category. There is no question that marinas face challenges never imagined when they were first permitted and built, such as homelessness and the housing crisis. "The job has changed dramatically," one longtime Bay Area harbormaster said, explaining that they spend a disproportionate amount of time chasing and evicting sneak-aboards instead of tending to the marina.

Another modern marina dilemma is clients Airbnb-ing their boats and trying to operate small, under-the-radar businesses. A Southern California harbormaster told us that they must increasingly deal with tenants bringing in guests that the marina's restroom, laundry, garbage and parking facilities weren't designed to accommodate. (Several harbormasters at marinas with large facilities have told us that they'd be in favor of the Bay Conservancy and Development Commission [BCDC] raising the 10% liveaboard cap, which would both potentially generate more revenue, and alleviate some of the sneak-aboard pressure.)

And then there are California's strict environmental laws, which often impede a marina's ability to perform swift, cost-effective maintenance and upgrades. One harbormaster told us that if they want to pile-drive new pilings for docks — which is usually done to replace old, decayed pillings — they must first hire a consultant to look for historical artifacts. "It doesn't make any sense; if there were any artifacts there, they'd already be destroyed," the harbormaster said.

There is no question that charter businesses, which were decimated by the pandemic, must also deal with California's well-intentioned but onerous environmental regulations. One charter operator told us that there's a push from the state government to require charter boats to have the new 'tier-three' emission standard engines. (It's not clear how this would affect sail-charter boats.) Many small businesses would not be able to absorb the cost of that kind of repower.

We hope that federal and state lawmakers and city councils will thread the needle, and help charter boats and marinas continue to get people on the water. In broad terms, these operations can translate into high-quality public access for all.

— tim henry

MASTER MARINERS REGATTA —

The 2021 Master Mariners Regatta on Saturday, May 29, may have been the most-photographed event on San Francisco Bay in the past year and a half. Heck, there were probably more photographers out there than boats racing!

Like so much else in 2020, this regatta took a break for COVID last year. The return to the race course felt like a combination reunion/classic boat parade — with plenty of fierce competition to spice it up, and even some chances to practice emergency procedures.

he race starts on the San Francisco Cityfront between Golden Gate Yacht Club's X buoy and St. Francis YC's A buoy, with Sausalito YC doing the race committee work on the water. Like gentlemen, many of these boats don't sail to weather, so it's a reaching start. There are five different courses, but the basic route goes out to Little Harding and back to Crissy Field and the Blackaller Buoy, where the real parade starts. The boats sail down the San Francisco shore to Blossom Rock before reaching off to Southampton Shoal, then south to a finish east of Treasure Island. Those able and so inclined then proceed south past the Port of Oakland, into the Estuary, and down to a raft-up and party at Encinal YC. Others return to their own slips.

The Cityfront offered 20+ knots of wind with occasional big puffs. Over by Harding Rock, the breeze moderated to 10 knots. The fog pulled back in the morning, but rolled in as far as EYC in normally sunny Alameda during late afternoon, when it got downright chilly. Boats trickled in slowly after 4 p.m. while a jazz band played on the upper deck.

"We were in a dead heat for the tail-feather award."

Among the unplanned emergency drills, the Farallone Clipper *Mistress II's* deck leaked, their bilge pumps failed, and the crew had to resort to a bucket brigade. They had water up to their knees. One of the crew keeps a boat at Pier 39, and he called the harbormaster there. *Mistress II* dropped out of the race and put in at Pier 39. It took 20 minutes





This page, top: Aloft on Call of the Sea's brigantine 'Matthew Turner'. Bottom: Richard and Gayle Leland's 42-ft S&S yawl 'Fairwyn' in plenty of breeze that ruffled up whitecaps.

to pump all the water out. But at least they made it to EYC.

Another boat bailed with buckets was *Gloriana*. Her deadlights, set in rows along the hull, leaked, so when she heeled over in the big breeze, water poured in. She also leaks between the bulkhead and cockpit floor. After Blackaller and sailing along the Cityfront, crewmembers were down below bailing, with water in the cabin up to mid-shins on a 6-ft tall man.

Gloriana is a 42-ft Herreshoff schooner. World War II interrupted her build. She was finished after the war ended. It had been 40 years since her owner, Philip Roggeveen, had sailed in this race. "We were in a dead heat for the tail-feather award," he told us. (And yet they placed

second out of four starters in the Marconi 2 Division.) Philip was a passenger on his own boat; Jim Mason served as her skipper. The schooner sails out of Berkeley Marina. The previous Friday night's practice was the first time on the boat for much of the crew. Young gun and bailer-in-chief Baylis Weaver, 30, had last raced in Master Mariners at age 11 on the San Diego-based schooner Dauntless in 2002.

Ian Powell, a full-time Coastie, sailed on the 1939 30-ft John Hanna-designed Tahiti ketch *Briar Rose*. Briar Rose is another name for Sleeping Beauty (a princess in hiding). "We set out to win and were glad to finish," he told us. "When the wind picked up, we were happy. She's a heavy boat." Ian wants

PICTURE THIS!







Clockwise from top left: The schooner 'Mayan'; the 12:20 start; the schooner 'Brigadoon'; five Farallone Clippers entered, four started and three finished — this one is 'Mistress II', skippered by Richard vonEhrenkrook.

to buy the boat.

Tim Murison sailed his beautiful Island Clipper *Bolero* with a Richmond YC crew of Kim and Anna Desenberg, Michele Logan, and Cal 40 sailors Robb Walker and Rowena Carlson of *Nozomi* and Fred Cook of *Sequoia*. Tim and Kim have sailed together since they were both kids in the RYC junior program. Tim reported lumpy water and breeze in the mid-20s. "The wind was kicking."

Bolero's competition was Beau and Stacey Vrolyk's schooner Mayan, which Tim said is very fast, with 15 to 20 people aboard. "We were well outside our wind range. We had really good people aboard but were still overpowered. It's a light-air boat, the smallest boat in our fleet. But

everyone got off the boat smiling."

Thirty-eight boats (some of which

should properly be called ships) sailed; 33 finished. Though not exactly a pursuit race, divisions start in reverse handicap order, the slowest boats first. A smaller-than-usual one-design class of two Bears started at high noon; the two were also first to finish at 2:46 p.m. — just 6 seconds apart!

Usually starting with the Bears and a fixture in this race and at the EYC raft-up, the National Park Service's 1891 scow schooner *Alma* didn't make it this



year — her rigging wasn't done in time.

Sailing in her maiden race, the newest and biggest vessel was Call of the Sea's 21st century tall ship, the brigantine *Matthew Turner*, launched in 2017 in Sausalito.

Adrian McCullough skippered her with Alan Olson at the helm. *Matthew Turner* was last to start, at 12:45, with only *Freda B* for competition in the Big Schooners division. As the 'sweeper' boat, *Matthew Turner's* goal was a

MASTER MARINERS REGATTA —









from-behind finish, but $Freda\ B$ bested her by more than two minutes.

Latitude 38's publisher, John Arndt, was fortunate to be among the crew — er, photographers — aboard Matthew Turner. As John reported in June 2's 'Lectronic Latitude, "The flood made the reach to Little Harding a tight one. Matthew Turner worked hard to stay above Harding Rock. The engine allowance gives a square-rigged brigantine a fighting chance, given the challenges of getting downwind topsails upwind from Little Harding to Yellow Bluff against a full-bore flood."

Last to finish, at 4:51 p.m., was Mike and Sue Proudfoot's globe-trotting Ingrid ketch *Farida*.

Encinal YC has done a bang-up job of welcoming guests back to their club as

Catching up with old friends and making new ones at EYC, clockwise from top left: MMBA staff commodore Craig Swayne (center, former owner of 'Rowena' and 'Black Witch') with Bill and Grace Bodle (of the 105-ft schooner 'Eros' and former owners of Richmond's Sugar Dock) and Giselle, the Bodles' moyen poodle; 'Briar Rose', the sleeping beauty; the crew of Jennifer Hinkel's Farallone Clipper 'Ouessant' enjoys post-race snacks; 'Gloriana' backs up to the guest dock.

the state opens up post-lockdown. The club's guest docks, big lawn, swimming pool, deck and tiki bar are well set up to keep the activities outdoors. However, the post-race raft-up showed signs of the lingering pandemic, with the guest docks less packed with classic craft than usual. The biggest vessel to make the scene was the Klaus family's lovely schooner *Brigadoon*.

Next up for the Master Mariners Benevolent Association would have been the Wooden Boat Show, which had been scheduled for June 20. That gathering on the docks at Corinthian YC in Tiburon has been postponed until a fall date to

be determined (we'll keep you posted). Sailing events continue, however. See www.sfmastermariners.org for more info about the organization and full results from the regatta.

— latitude/chris

MMBA MASTER MARINERS REGATTA, 5/29

BIG SCHOONERS — 1) Freda B, Lynx Perpetual Trophy, 1991 80-ft LOA gaff-rigged topsail schooner, Paul Dines & Marina O'Neil; 2) Matthew Turner, 2017 132-ft LOA brigantine, Call of the Sea. (2 boats)

GAFF 1 — 1) **Brigadoon**, Billiken Perpetual Trophy, 1924 65-ft LOA Herreshoff schooner, Terry Klaus; 2) **Makora**, 1943 47-ft cutter, Jesse

PICTURE THIS!

Whims. (2 boats)

GAFF 2 — 1) Sequestor, 1940 36-ft ketch, Hans List; 2) Freda, Kermit Parker Perpetual Trophy, 1885 50-ft sloop, Spaulding Marine Center; 3) Sea Quest, 1961 36-ft Angelman Sea Witch ketch, Steven Carlson. (4 boats)

MARCONI 1 — 1) Mayan, Dead Eye Perpetual Trophy, 1947 59-ft Alden schooner, Beau & Stacy Vrolyk; 2) Kay of Goteborg, 1978 52-ft LOA S&S yawl, Neil Gibbs; 3) Fairwyn, 1957 42-ft LOA S&S yawl, Richard & Gayle Leland. (6 boats)

MARCONI 2 — 1) **Eventide**, Aloha Perpetual Trophy, L-36, Greg Milano; 2) **Gloriana**, 1949 42-ft LOA Herreshoff schooner, James Mason; 3) **Farida**, 1960 38-ft Ingrid ketch, Mike & Sue Proudfoot. (4 boats)

MARCONI 3 - 1) **Youngster**, IOD, Homeward Bound Perpetual Trophy, Ron Young;



Liz Diaz and crew grinned and waved from the South Beach Harbor-based 23-footer 'Kaze'. — photo by Lyon Omhundro

2) Viking, 1931 30-ft whaleboat, Sea Scouts/Mike O'Callaghan; 3) Random, 1955 19-ft Hurricane, Kers Clausen. (6 boats)

MARCONI 4 - 1) Arete, Lyle Galloway Per-

petual Trophy, 2005 28-ft LOA Spaulding, Spaulding Marine Center; 2) **Morning Star**, 1947 30-ft Pacific Star, Barbara Ohler; 3) **Kaze**, 1951 23-ft Okamoto sloop, Liz Roso-Diaz. (3 boats)

OCEAN 1 — 1) Yucca, Baruna Perpetual Trophy, 1937 8-Meter, Michael & Louise Zolezzi; 2) Bounty, 1950 52-ft S&S yawl, Dan & Sue Spradling. (2 boats)

OCEAN 2 — 1) **Neja**, 1959 Dasher 32, Jim Borger; 2) **VIP**, Farallone Clipper Perpetual Trophy, 1949 Farallone Clipper, Fred Taylor; 3) **Credit**, 1952 Farallone Clip-

per, Bill Belmont. (5 boats)

BEAR — 1) **Renegade**, Gerry O'Grady Perpetual Trophy, Russell & Christine Katz; 2) **Magic**, Tim Maloney. (2 boats)

BIRD — 1) **Cuckoo**, J. Everett Hansen Perpetual Trophy, Bill Claussen; 2) **Widgeon**, Ethan Pawson. (2 boats)

Full results at www.sfmastermariners.org

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TRANSPAC 2021 PREVIEW —

It's an odd-numbered year, and that means it's time once again for one of the world's oldest ocean races — the Transpacific Yacht Race. For those of us on the West Coast, it's right in our backyard, and the attraction of this downwind classic for both aspiring and established offshore sailors is ever-enduring.

This year sees quite a few boats that are new to the race, or even recently launched, with some extremely high-quality crews, helped in part, no doubt, by the reduced numbers of entries compared to two years ago. To be fair, the most recent edition was the 50th running in the history of this race, which began in 1906. That garnered a lot of extra interest and resulted in 88 starters in 2019.

Although it originally appeared as if

there would be more than 50 entries this year, some dropouts leave the fleet at a total of 44 boats. But what this year's race lacks in numbers, it more than makes up for in quality. Interestingly, in a first — in what seems like forever at least — there are no multihulls entered this year, something we'd guess is more of an aberration than a trend.

As always, we like to pull out our magic dartboard before the race and pick some winners for each division, overall honors, and elapsed-time honors. In the grand scheme of things, due to the extreme variability of conditions for the first 250 miles or so relative to the bulk of the 2,225-mile racetrack from

Point Fermin to Diamond Head, three different start days can play a big role in determining the results, so we'll also pick winners for each of the three start days: July 13, July 16 and July 17.

Although it's sometimes referred to as the "Latitude Jinx," picking division favorites is not intended to interfere with anyone's result. So, without further ado, we'll get right into it.

Division 8

Starting on July 13, Division 8 features a solid fleet of seven displacement boats. Leading the group on LOA is Cecil and Alyson Rossi's Farr 57 *Ho'okolohe* representing St. Francis and Waikiki Yacht Clubs. Other Bay Area boats include Brent Crawford and Jason Holloway's Beneteau 49 *Knotty Boo*, flying the burgees of both San Francisco and St. Francis YCs, and Andy Schwenk's *Spindrift V* representing Richmond YC.

As for elapsed-time honors, this one has to go to...

Another Express 37, Dan Merino's *Juno*, from Southwestern YC; Mike Sudo's *Macondo*, a Beneteau First 47.7, representing Del Rey YC; and Justin Waite's Stevens 47 *Mikmaks* from Kenai Fjords YC are all here as well. Division 8 is rounded out by Mark Ashmore's Cal 40 *Nalu V*, representing South Shore YC, fresh off the overall win in the SoCal 300!

As far as picking a winner for this one, we're going with *Ho'okolohe*, which boasts a rock star crew made up of Hawaiians and mainlanders.

Division 7

Starting on July 16, Division 7 features five boats, including a pair of recently launched J/121s, a waterballasted speedster developed particularly for offshore sailing. Scott Grealish's *BlueFlash* and Scott Campbell's *Riva* both hail from the Portland area.

The two J/121s, in addition to Gib Black's Kaneohe-based Tripp 47 *Lurline* and Tim Jones' Olson 40 *Live Wire*, representing the Diego Garcia YC, will have their hands full with Greg Dorn's Dehler 46 *Favonius*, representing SFYC. *Favonius* features a really strong Bay Area crew including navigator Will Paxton,



SHARON GREEN / ULTIMATE SAILING

BET ON THE BLUE BOAT

Ashley Perrin and Matthew Sessions. We're going with *Favonius* to take the division.

Division 6

Also starting on the 16th is Division 6, this year's Santa Cruz 50/52 division. With a long and storied history in the race, this group of five boats is well positioned for good results, especially when you consider the strength of their crews. One of those boats is Steve Sellinger's SC52 *Triumph*, hailing from Newport Harbor YC. *Triumph's* roster includes heavy hitters Jeff Thorpe, Chris Snow and David Liebenberg.

Michael Moradzadeh's Tiburon-based SC50 *Oaxaca* will be in the mix thanks in no small part to navigator Liz Baylis, Melinda Erkelens and Julia Paxton. Tom Camp's Long Beach YC-based SC50 *Trouble* doesn't have a crew list posted as of this writing. Wayne Zittel's SC50 *J World's Hula Girl* and Len Bose's SC50 *Horizon* round out the group. As far as picking a winner is concerned, this division is tough, and will basically come down to whether conditions favor the 50s or the 52. Since we have to pick a winner, we'll flip a coin and... go with *Horizon*.

Division 5

This division, which also starts on July 16, is where we start to see the planing boats show up, with a strong slate of contenders in the 40- to 49-ft range. Jim Partridge's Cabrillo Beach YC-based

As you can see, your odds of winning are better if you have a blue boat. Sharon Green shot all of the photos in this feature during June's SoCal 300 race.



The Mexico-flagged TP52 'Patches' and Great Lakes-based Ker 46+ 'Denali³'.

canting-keel *Rapid Transit*, which was designed by the Bay's Jim Antrim and built by Cree Partridge (Jim Partridge's brother) at Berkeley Marine Center, is the biggest boat in the division.

David Gates's DK 46 *Cazan*, hailing from San Diego, is the most moderate of the group in displacement/length. Two Rogers 46s are sailing this year: Bob Pethick's *Bretwalda3*, representing Waikiki YC, and Dave MacEwen's *Lucky Duck*, sailing for StFYC and Monterey Peninsula YC. This *Lucky Duck* replaces MacEwen's highly successful SC52 of the same name. Also at the 46-ft size is William McKinley's seriously quick-look-

ing Ker 46+ *Denali*³, hailing from Harbor Springs, Michigan.

Rounding out the division are two J/125s. Standish Fleming's San Diego-based Nereid is representing the Cortez Racing Association. The other is Rufus Sjoberg and Jason Crowson's Rufless. out of Richmond YC. This year likely represents the most difficult challenge a J/125 has ever had in this race, and given the strength of Lucky Duck's

crew, which includes a bevy of seasoned NorCal vets with seriously impressive résumés, including Robin Jeffers, Mikey Radziejowski and navigator Patrick Whitmarsh, we're picking them to take the division and the July 16 start day.

Division 4

The slowest-rated (though by no means slow) of July 17's starters make up Division 4. These are the sleds, which at one time were about as fast as you got in this race.

This is a tough one to call. There's a ton of talent throughout this group. In alphabetical order, we have Craig Reynolds' N/M 68 Bolt representing Balboa YC. David Clark's Santa Cruz 70 Grand Illusion — a two-time overall winner of the race under previous owners Ed and James McDowell — representing the Newport Harbor YC has a really solid group.

Chip Merlin's Bill Lee 68 and SC70 prototype, the record-breaking *Merlin*, probably the most storied Transpac boat from the past 45 years, now hails from Tampa, Florida. Her needle-like hull could prove perfect for a lighter-air race.

Next up is Jack Jennings' *Pied Piper*, flying the Transpac YC burgee and hailing from the Great Lakes. The original SC70 *Pied Piper*, owned by Jennings' late father Dick, was the first of these boats to make their way east back in the



TRANSPAC 2021 PREVIEW —

'80s. This iteration of *Pied Piper* is the former *Holua*, and sports an impressive crew roster including Kevin Miller, Matt Wachowicz and Matt Noble.

Finally in the division is Justin Smart and John Sangmeister's as yet unnamed Andrews 68, representing the Royal Ocean Racing Club, New York YC, Long Beach YC and Alamitos Bay YC.

We're going to go with *Pied Piper* for this group.

Division 3

Six boats will be contesting what we'll call the TP/Pac52 division, though not all are technically one or the other. There are some quality boats here. Jim

and Kate Murray's *Callisto*, with the Bay Area's Bill Colombo and Rodney Daniel aboard, are representing the Chicago YC and won California Offshore Race Week overall this year.

John Raymont's Ker 51 Fast Exit II, representing Balboa YC, finished as a division runner-up in the SoCal 300. Chris Sheehan's Warrior Won from Larchmont, New York, took that division and has a ridiculously good crew, almost all of whom are Category 3 sailors with Volvo Ocean Races and America's Cups to their credit.

Eduardo Porter Ludwig will be representing Mexico and the Club Valle de Bravo with his early-generation TP52 *Patches*. Marek Omilian's TP52 *Sonic* is one of a contingent of boats from the Pacific Northwest. Tom Furlong's R/P 52 *Vitesse* is representing SFYC with a great contingent of Bay Area sailors.

This one is a tough call, but we're going with *Warrior Won*.

Division 2

Next up in July 17's starters are a mix of boats from 55 to 68 feet in Division 2. The smallest of those is Alan Lubner's R/P 55 Zvi representing Seattle YC. Next up is Bob 'Mr. Transpac' Lane, who will be sailing yet another race with his Long Beach-based Andrews 63 Medicine Man.

From the Bay Area, Raymond Paul's slick-looking Botin 65 *Artemis*, representing SFYC, will sail with an impressive crew of Northern California sailors including Seadon Wijsen, Hogan Beatie, Jay Crum and Peter King.

The biggest boat in this class is Doug Baker's well-traveled Kernan 68 *Peligroso*, with a stacked crew that includes noted sail designer Steve Calder, Volvo and record-setting sailor Juggy Clougher, Keith Kilpatrick and designer Tim Kernan. This is a really, really, really tough one to call, and we're going with *Peligroso*.

Division 1

Finally, we look at Division 1, the biggest and baddest boats of all. There's an interesting mix here. On the older end of the spectrum is the Newport Beachbased Andrews 77 *Compadres*, skippered by someone who lists themselves only as "El Hefe," which we presume is an anglicized spelling of the Spanish word for "boss."

The rest of the boats include some of the biggest names in the sport. Tom Holthus' San Diego-based Botin 56 BadPak boasts an impressive crew including navigator Artie Means, multiple world champion Bill Hardesty and Bruce

		2021 T	RANSPAC ENTRIES	
	Yacht	Туре	Skipper	Homeport
	Division 1 (starts Sa	iturday, July 17)		
	BadPak	Botin 56	Tom Holthus	La Jolla
	Compadres	Andrews 77	John Clement/David Dahl	Newport Beach
	GoodEnergy	R/P 63	George Hershman/Mark Comings	Coronado
	Lucky	Judel-Vrolijk 72	Bryon Ehrhart	Chicago, IL
	Pyewacket 70	Mod. Volvo 70	Roy P. Disney	San Diego
Division 2 (starts Saturday, July 17)				
	Artemis	Botin 65	Raymond Paul	San Francisco
	Medicine Man	Andrews 63	Bob Lane	Long Beach
	Peligroso	Kernan 68	Doug Baker	Long Beach
	Zvi	R/P 55	Alan Lubner	Mercer Island, WA
Division 3 (starts Saturday, July 17)				
	Callisto	Pac52	Jim & Kate Murray	Lake Bluff, IL
	Fast Exit II	Ker 51	John Raymont	Newport Beach
	Patches	TP52	Eduardo Porter Ludwig	Mexico City, MEX
	Sonic	TP52	Marek Omilian	Seattle, WA
	Vitesse	R/P 52	Thomas Furlong	Danville
	Warrior Won	Pac52	Chris Sheehan	Larchmont, NY
	Division 4 (starts Sa	nturdav. July 17)		
	Bolt	N/M 68	Craig Reynolds	Corona del Mar
	Grand Illusion	SC70	David H. Clark	Newport Beach
	Merlin	Bill Lee 68	Chip Merlin	Tampa, FL
	Pied Piper	SC70	Jack Jennings	Niles, IL
	TBD	Andrews 68	Justin Smart/John Sangmeister	Long Beach
	Division 5 (starts Fr	iday, July 16)		
	Bretwalda3	Rogers 46	Bob Pethick	Palos Verdes Estates
	Cazan	DK46	David Gates	San Diego
	Denali ³	Ker 46+	William McKinley	Harbor Springs, MI
	Lucky Duck	Rogers 46	Dave MacEwen	Los Altos
	Nereid	J/125	Standish Fleming	San Diego
	Rapid Transit	Antrim 49	James Partridge	Los Angeles
	Rufless	J/125	Rufus Sjoberg/Jason Crowson	Pinole
	Division 6 (starts Fr	iday, July 16)		
	Horizon	SC50	Len Bose	Huntington Beach
	J World's Hula Girl	Mod. SC50	Wayne Zittel	San Diego
	Oaxaca	SC50	Michael Moradzadeh	Tiburon
	Triumph	SC52	Steve Seillinger	Park City, UT
	Trouble	SC50	Tom Camp	Long Beach
Division 7 (starts Friday, July 16)				
	BlueFlash	J/121	Scott Grealish	Portland, OR
	Favonius	Dehler 46	Greg Dorn	Belvedere
	Live Wire	Olson 40	Tim Jones	Lomita
	Lurline	Tripp 47	Gib Black	Kaneohe, HI
	Riva	J/121	Scott Campbell	Vancouver, WA
	Division 8 (starts Tu	esday, July 13)		
	Ho'okolohe	Farr 57	Cecil & Alyson Rossi	Novato
	Juno	Express 37	Dan Merino	San Diego
	Knotty Boo	Beneteau 49	Brent Crawford/Jason Holloway	Kentfield
	Macondo	Beneteau 47.7	Mike Sudo	Marina del Rey
	Mikmaks	Stevens 47	Justin Waite	Fairbanks, AK
	Nalu V	Cal 40	Mark Ashmore	Arcadia
	Coinduitt V	Everence 27	Andy Cobwook	Daint Dichmond

Andy Schwenk

Point Richmond

Express 37

Spindrift V

BET ON THE BLUE BOAT

Nelson, to name a few.

George Hershman and Mark Comings' R/P 63 GoodEnergy, née Loki, representing Cabrillo Beach and Alamitos Bay YCs, should have the wheels to do well in this race. Bryon Earhart's J/V 72 Lucky continues the theme of big-time names, including Craig Monk, Rodney Hagebols and Spanish uber-navigator Juan Vila.

Roy Pat Disney's massively turboed Volvo 70 Pyewacket 70 will be crewed by a typically excellent crew that's won just about everything over the years. See the May issue of Latitude 38 for a complete write-up on that boat.

We're calling this one for Lucky, expecting that conditions should favor a conventionally ballasted boat.

Overall

Our pick for overall honors comes from the July 17 starters. The TP52/ Pac52 seems to be a pretty sweet spot, and we're going with Warrior Won.

As for elapsed-time honors, this one has to go to Pyewacket 70, which should get to Diamond Head in very, very short order.



Will they 'Triumph' over 'Trouble'?

he best way to follow the action via media and trackers is through www. transpacyc.com. Keep an eye out for periodic reports on 'Lectronic Latitude at www.latitude38.com. If you're not fortunate enough to be sailing this year, have some fun with these and make your own predictions, maybe start a betting pool among your friends or fellow club members, and enjoy!

— rob grant



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SOLO TO SOCAL

''A sailor's plans are written in sand."

I'd heard this, but never really understood it. I understand it better now, but I've also come to realize that it is not just an aphorism. It is an immutable, indifferent and exacting law.

Let me try to explain. I've lived my life under an illusion of control. I make plans. I work to implement those plans. Sure, things don't always go my way, but I've always been able to stay in control. Those who know me know that I don't drink. I rarely go into the reasons why, but at the core of it, it was my abhorrence of "losing control" and seeing it in others that made me swear off alcohol. And I like the sense of self-control. It's why I like big, long-term projects. They may take a long time, but if you stick to it you can complete the project.

This sailing trip that I recently did (with the plan of cruising the Channel Islands) was another one of those long-term plans. I've been thinking of the goal of sailing to and cruising around the Channel Islands for about a year now. I've read books on it, talked to other sailors about it, and done preparatory sails. I looked for the right time and made sure (I thought) I had enough of it.

Most of the trip was fantastic. I watched dolphins playing about the boat multiple times. I experienced the awesome majesty of the Big Sur coast. I surfed down 10-ft swells by the light of a full moon and steered to keep the backstay centered between the Gemini twins of Castor and Pollux. But there were many things that required a change in plans or even an outright abandonment of them.

I sailed in tandem with my friend Ron. His Freya 39, *Alpha Wülf*, is larger and faster than *Lyra*, my Bristol Channel Cutter 28. On the very first day, we knew we would have strong winds, but it turned out we were faced with a Force 8 bordering on Force 9 gale. We had sustained winds of somewhere around 35 knots for a time, with gusts over 40! So, instead of sailing through the night as we had originally planned, we diverted to Santa Cruz for a couple of days. Plans written in sand.

The next leg was to be from Santa Cruz to San Simeon. It went according to plan until it didn't. While Ron was able to make it in one shot, the wind died for me in the middle of the night off the Big Sur coast. Rather than hand steer while motoring through the night, I opted to go below and go to sleep. When I woke, I found that the current had pushed me

back 2 miles, and I had to motor and then sail through much of the next day to catch up with Ron, who had arrived at San Simeon more than 12 hours earlier. Plans written in sand. Upon my delayed arrival, I paddled my dinghy over to the beach to meet up with Ron, only to be swamped by a smallish shore break. It took me four tries to get back to my boat, each try requiring emptying the dinghy full of seawater. I lost a boot, my sunglasses and my socks. (The boot and socks I had taken off during the first dunking.) I finally made it back out to the boat — feeling very damp and a bit foolish.

"No man is a failure who has friends."

Our next planned sail to the Cojo Anchorage just around Pt. Conception went according to schedule — that is, until the wind disappeared and then started blowing from exactly the direction we were trying to go. It ended up taking me four tries to tack around the point. A silver lining of this adventure was my seeing a whale breach twice against a stunning and desolate backdrop of unpopulated coastal mountains, cliffs and crashing waves. I then came within a boat length of running over what I think was the same whale, lounging in the waters just off the point.

The Cojo Anchorage has been used since the time of Sir Francis Drake (he actually anchored there), and it is known to be safe in nearly all conditions.

However, before I got to the anchorage, Ron radioed back that our current wind-on-the-nose conditions were making this anchorage untenable. And so, after 24 hours of sailing to get there, we almost had decided we would need to sail farther to find a more safe spot to anchor. Fortunately, the winds slacked and then shifted, allowing us to anchor safely as originally planned.

After I awakened from my three-hour collapse of a nap, the emotional crisis that had been brewing hit me. Even in the midst of all these great experiences, I realized that the sailing I had been doing was likely the easy part. It was downwind in the prevailing conditions and with the prevailing swell. I always knew that going back would be harder, but what was hitting me was that every mile I sailed farther south was digging my hole deeper, only to have to climb out of it later. Not only that, but it would only be feasible to climb out if the weather cooperated. If I tried to sail back with uncooperative weather, it would be possible but difficult, and likely very long.

Back in the 1800s, it took Richard Henry Dana three weeks to sail from Southern California to the Bay. I should have known this better, given all the research that I had been doing, but even though we *say* we prepare for the worst, we don't always, do we? So not only was sailing back going to be hard, I had no real idea when it would even be possible.

This was when I came face to face with the futility of planning. "Man plans and God laughs." What had I done? The beautiful Cojo Anchorage now looked like purgatory to me. (It helped that there



Michael La Guardia leaving Half Moon Bay aboard the Bristol Channel Cutter 'Lyra'.

AND BACK AGAIN



Above: 'Lyra' at anchor at Cojo. Inset: Michael La Guardia reflects on his voyage during a calm moment at sea.

was literally no one in sight other than the weird pickup trucks on train wheels that were patrolling the Southern Pacific Railroad right above the beach, and the odd train going by.) I was despairing.

That's when I gave up (sort of) on plans. Actually, that's not even the right thing to say. I opened myself up to a much wider variety of plans. I realized that while I had been thinking of the trip as an amusement park ride I was forbidden from ever getting off, this was wrong. I could get off, but it meant abandoning my plan of bringing the boat back north. I realized there were actually plenty of options. I could leave it down here. I could pay someone to sail it back. I could ship it back. I could even sell the damn thing and buy a different boat back home. I had certainly learned more about my particular boat and its strengths and limitations to have the next purchase be well informed.

Armed with my new attitude, I suddenly felt much lighter on the 50-mile sail down the Santa Barbara Channel. This was despite the fact that early in the sail I noticed that something didn't sound right. I looked behind me to see that the rudder of my Aries wind vane was bouncing along on top of the water instead of being down in it. With winds gusting at 20 knots, I wasn't prepared to deal with it in the sea state, so I resolved to hand-steer the whole way. It was tiring, but not overly so. The biggest issue was that any time I needed to attend to shifting the preventer stay

forward or heed the call of nature, the boat would round up with much sound and fury and splashing of seas. But it was a beautiful day and an impressive sail, and I was no longer digging the deeper hole. Put in another way, I had freed myself of the responsibility of climbing out of the hole. I had dispelled the concept of the hole by making other plans. My original plans had been written in sand, and I was making myself



Michael aloft aboard the well-prepared 'Lyra'.

crazy trying to hold onto them.

I still have to make plans, though. Without them, I would never accomplish anything. No sooner had I decided to leave the boat down there than I woke up, checked the weather, and found that the next three days or so would provide a very opportune window for sailing back up the coast.

Part of the challenge was that last year I'd needed to replace my diesel motor. It was at the end of its life and leaking up a storm, creating an ecological disaster in my bilge. I decided to go with an electric motor. For 90% of the sailing I do, this is great. It's quiet. I can regenerate power while sailing. It's simple and mostly maintenance-free. But an electric motor cannot sustain high output for long periods without recharging. If I'm using it, I can't recharge the motor by sailing. Because of my motor's configuration, solar isn't really an option. Shorepower isn't an option offshore.

Typically the answer is "go slower and rely on the wind." I have a sailboat, after all, which is designed to use limitless free wind power to go anywhere. But I wasn't willing to part with an indefinite amount of time. So the answer was the electric generator I carried with me. With the generator, I can do about 3 kts in flat water with no wind for as long as the gasoline lasts. I had brought 11 gallons in jerry cans with me, but that would let me run the generator for only about 33 hours to reach a little over 100 nautical miles. I had 300 miles to go. I could

SOLO TO SOCAL



Above: Point Conception. Lower spread: 'Alpha Wülf' at Cojo Anchorage.

assume that I would be sailing much of the time, but I bought two more 5-gallon cans and filled up all the gas.

So even my escape plan was written in sand. So was my plan to cruise the Channel Islands (this time). I let them be washed away, and now I found myself back to my original plan of sailing home. I left the next morning for what I planned to be three days of nonstop sailing to hopefully make it as far as Monterey Bay before the winds turned unfavorable

again. Which I happily did — some plans actually do work on a boat!

What did I learn?

It's a Wonderful Life gets it right: "No man is a failure who has friends." Even if they aren't there with you, your family and friends carry you through all sorts of difficulty and give you the strength you need to face rough patches. My friends, Jim and Richard, offered to drive down to get me. My wife, Greet, listened and gave me emotional support.







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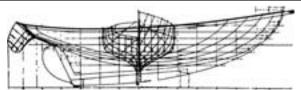


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AND BACK AGAIN

ALL PHOTOS THIS PAGE MICHAEL LA GUARDIA

I learned yet again how much I love my wife and that life loses its sparkle when I'm away from her. I enjoyed the trip, and I'm glad I went, but I missed her much more than I was prepared for. This ended up hitting me even more because so much of long(ish)-distance solo sailing is time spent just by yourself (duh). I knew this and had experienced it before, but this was much more of it than I'd ever taken on at once. It hit me differently. I like the trips better when Greet travels overland to meet me. Hopefully we'll look for more of those.

I've learned that the secret to achieving happiness while sailing is to give yourself way more than enough time to sail your route. I bit off more than I could chew with this trip. If I had had a bigger boat, I could have moved faster. A more powerful engine would have gotten me farther in light winds, sure. But ultimately, it comes down to time, and more specifically, matching what you're trying to do with the time you have — and understanding that plans may shift with the tide and sand.

— michael la guardia



'Lyra' departs Santa Barbara with dinghy and RYOBI generator secured.





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The Baja Ha-Ha is the 750-mile cruisers' rally from San Diego to Cabo San Lucas, with R&R stops along the way at funky Turtle Bay and spectacular Bahia Santa Maria.

Over 3,000 boats and 10,000 sailors have done a Ha-Ha. Most participants are long-time sailors but first-timers to Mexico. But fleets are also sprinkled with repeat offenders. Several skippers have done 10.

Less than a week after registration opened this year, the number of paid entries was closing on 100. Visit www.baja-haha.com to see the current entries.

Boats from 27 to 100' can enter the Ha-Ha, though historically the average has been 42 feet. The average number of crew is four, although couples are not unusual. At least one member of the crew has to have offshore experience.

The goal of every Ha-Ha is for everyone to have a great time sailing and meeting other cruisers while making a safe passage down the coast of Baja. If you have a boat and a hunger for adventure, think about signing up for this year's 26th running. Visit www.baja-haha.com.

Latitude 38 CREW PARTY:

Sign up for our Crew List and attend the fall crew list party: September 9 at Bay Model, Sausalito.







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IMPORTANT DATES

September 1, 5 p.m. Wednesday – Deadline for all entries and information to be received by Baja Ha-Ha, LLC.

September 9, 4-5:45 p.m. – FREE Mexico Cruising Seminar, Bay Model, Sausalito.

September 9, 6-9 p.m. – *Latitude 38*'s Fall Crew List Party and Baja Ha-Ha Reunion, Bay Model, Sausalito..

October 31, 9:45 a.m. – Skipper check-in.
– Skippers' meeting. West Marine,1250
Rosecrans.

October 31, 1 p.m. – The Annual Ha-Ha Halloween Costume Party and BBQ. West Marine, 1250 Rosecrans.

November 1, 10 a.m. – Baja Ha-Ha Kick-Off Parade.

November 1, 11 a.m. – Start of Leg One for all boats off Coronado Road

November 4, 3 p.m. – Daytime – BHH baseball game at Turtle Bay.

November 4, Evening: Restaurant hopping, such as it is, in Turtle Bay

November 5, 1 p.m. Friday – Famous Turtle Bay Beach Picnic Party until sundown

November 6, 9 a.m. Saturday – Start of Leg Two to Bahia Santa Maria.

November 8, Monday – Bahia Santa Maria Day; a layday for relaxing and exploring.

November 10, 7 a.m. Wednesday – Start of Leg Three from Bahia Santa Maria to Cabo San Lucas.

November 11, 8 p.m. Thursday – Dance Party at Squid Roe.

November 13 – 6 p.m. Saturday – Awards presentations hosted by Cabo Marina.

November 21, 4-7 p.m. – La Paz Beach Party at La Costa Restaurant.

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Boating in Mexico

MAX EBB —

It was a damp and foggy night. We were racing down the coast, and the wind in the thick marine layer was light but reasonably steady. My watch was over and the schedule had me shifting to "standby" mode.

This boat uses a "volleyball style" watch rotation scheme. When conditions are not demanding, "standby" is the same as "off watch," so I unclipped my tether and went below to get some much-needed sleep. As usual, I hadn't slept a wink during my first two offwatches, but by the third off-watch I was ready for bedtime. And really looking forward to it, too. There's no better sleep than bundled into the quarter

berth of a well-run race boat in smooth water and a steady breeze.

We had a racing crew of eight: seven watchstanders, plus Lee Helm at the chart table. She had managed to talk her way into not standing watches so she could be full-time navigator. "It's like, a 24-hour job," she insisted. "There are three weather models we need to follow, and each one updates every six hours, but the times they become available are staggered, so there's a new map to download, like, every two hours. And the High-Res Rapid Refresh 18-hour prog updates hourly, plus the real-time buoy reports, and I also monitor the tracker and AIS data from the

fleet. I only have time for, like, short catnaps. But I still schedule myself for a watch on deck very late at night, when the crew attention span is lowest and they might need an extra push."

Lee had her own berth, and that left five berths for seven watchstanders. No problem. I expect to hot-bunk on a race boat, so two pairs of crew, on opposite sides of the rotation, would share their off-watch bunks. But when I came off watch, my bunkmate was still snoring away.

Five bunks for seven crew does not sound like a problem. The problem is that when the standby person is off, there are four crew off watch and three







A LOT OF BUNK

crew on, so if you do the math, it's clear that no two crew can alternate use of the same bunk. Sure, there are empty bunks available, but it's a different one each time you come off watch.

Lee could see my dilemma. "Looks like you're in the high-side pipe berth for the next hour," she said. "The skipper's got your quarter berth."

"And my toothbrush is stashed in my small sea bag at the back end of it," I complained. "And he's got my pillow, too."

"You brought a pillow?" Lee taunted. "That's for lubbers. I just fill my sleeping bag stuff sack with some fleece gear and my dry sock reserves and use that for a pillow."

"I guess it's the pilot berth for now," I sighed as I surveyed the space in the dim red light. "I'll just use the bedding left in the bunk."

"Your quarter berth will be free at the next rotation. I'll wake you up."

I shifted someone's stray sea bag to the leeward settee and crawled into the windward pilot berth. Then I triced it up to an angle that would probably keep me from falling across the cabin if the boat heeled over too far. It was rigged properly for easy adjustment, and a downward pull on the 5:1 tricing tackle raised the berth frame to the desired angle. Anticipating a move before my off-watch was over, I had not bothered to take off anything more than my sea boots and damp foulies, and with several layers of fleece still in place head to toe, it did not seem as if using the foreign sleeping bag for cover would seriously violate the sanctity of another



Everyone should have their own berth on a race boat.

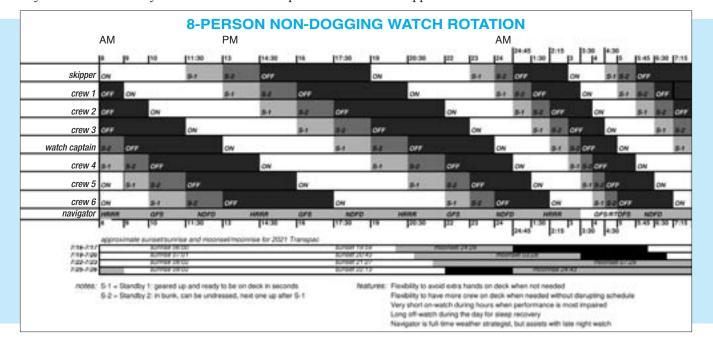
crew's personal bedding.

"Alooooo-HA!" was the next thing I heard. It was Lee's voice, and there was daylight in the cabin. "You're on watch in like, 15 minutes," she said. "Wind is up and we've been headed down almost to rhumb line."

I let down the pipe berth and crawled out, but I still could not get to my gear in the quarter berth. The skipper was back on watch, but another crew had found the berth when it was vacant.

"Couldn't get you up when the quarter berth was available," Lee apologized. "Was in the middle of a download. Weather is shaping up nicely, we'll have more wind today."

"Great," I yawned. "But I don't think this race is long enough to get used to this schedule."



MAX EBB

"It's like, still better than different hours every night," Lee said. "That's why I made up the watch schedule as 'non-dogging.' There's no dog watch to shift the hours, so the crew can adapt to being off and on at the same times every night. I think it's much easier to wake up at odd hours if it's the same odd hours every night."

"Opinions vary," I yawned. "Now where's my sea bag?"

My gear had found its way to the low-side settee where it joined a pile of other bags, PFDs, damp foulies, cellphone cases and harness tethers.

After locating the required clothing and accessories for the deck, and a quick trip to the head, but still missing my shaving kit and toothbrush, I was ready to go back on watch.

"Max, before you come up," shouted the skipper from the cockpit, "wake up our foredeck crew. We need to jibe soon."

"Which bunk is he in?" I asked.

"Don't know," was the reply.

"I think he might be in the other quarter berth," Lee suggested, "but don't quote me."

Every lumpy berth looked the same, but calling out the name eventually woke up the person

who was wanted on deck, along with some others who would have much rather stayed asleep.

"That's one of the problems with not having a dedicated berth for each crew when the boat is in volleyball watch rotation," observed Lee. "You end up in a different berth on each off-watch, and you can never find someone quickly when you need them. And like, there's

a whole list of other reasons why even a serious race boat runs better when each crew has their own berth."

Lee didn't wait to be asked before listing her reasons.

"There's also the clutter issue. If everyone has their own bunk, they keep a small sea bag and personal gear in their own bunk and it doesn't clutter up the cabin. Things stay much better organized and secure. And like, when

Six Good Reasons for Everyone to Have Their Own Berth on a Race Boat

- Less clutter. Personal gear stays in each crew's own bunk.
- The boat goes faster. The boat can be driven harder when all gear is secure against large heel angles, and the crew on deck is OK risking an occasional knockdown.
- No sharing of bedding and body odors required. The bunk becomes a small but high-value personal space for each crew.
- 4) Individual crew are easy to find in an emergency if everyone knows where everyone sleeps.
- 5) Most quarter berths are too wide anyway and are more comfortable offshore when split into two berths by a solid bunk-board. A solid bunk-board is much better than a lee cloth as a divider when the divided berths are narrow.
- 6) If the race finishes late at night, everyone will have a place to crash.

gear is secure, the boat can be sailed harder, because there are no consequences to an occasional knockdown. It might not be a conscious decision, but I think the crew will keep the pedal down harder and longer if they know the galley won't end up in the nav station and crew won't be flung out of their bunks in a bad spinout. Same with all the other gear. The cabin should always

be secure for a 90-degree heel angle."

"Plus it's nice not to have to share bedding," I added.

"For sure. But that's the lesser issue. If you don't get undressed for your off-watch, then sharing bedding is not that big a deal."

"Still," I said as I started up the ladder to the cockpit, "I'd rather be in my own smelly sleeping bag than in some other person's smelly sleeping bag."

The sunrise into a clearing sky over a smooth Pacific Ocean was almost worth the early wake-up.

"Good morning, Max," the skipper greeted me from the helm. "Lee says you were tough to roust. But I think you'll like our non-dogging watch system after a couple of days. You'll be waking up for your early watch almost automatically."

"We'll see," I remarked, my skepticism probably showing, and confirmed that the foredeck crew was on his way up.

"Traditional watch systems," he continued, "were four-on, four-off, 'round the clock. So to change the schedule each day they would split one late-night watch into two two-hour watches, making the number of watches in the day an odd number. I think it was also partly in recog-

nition of the shorter attention span late at night, but in my opinion it wreaks havoc with the circadian rhythm."

"But why 'dog-watch?'"

"Max, that question has been asked and answered for at least the last 200 years, in fact and in fiction. A two-hour watch is called the 'dog watch' because it is curtailed."

— max ebb

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THE RACING

We share firsthand reports on California Offshore Race Week, the OYRA Duxship and OYRA (Faux) Farallones. We sail with the Delta Ditch Run and visit PICYA's Lipton Cup. Two reports about ocean races out of L.A. (Cat Harbor & Return and the First One Hundred) follow. We've got Box Scores and Race Notes in here too.

California Offshore Race Week

This year was the fifth running of California Offshore Race Week, a race series spanning the coast from San Francisco to San Diego. The event started in 2016 when organizers from four yacht clubs cooperated to link three existing offshore races: the Spinnaker Cup from San Francisco to Monterey, the Coastal Cup to Santa Barbara, and the SoCal 300 to San Diego.

I had the pleasure of racing the full series in 2019, and couldn't wait to do it again this year on the Landmark 43 *Destin*. Typically, the three races offer 500+ miles of spirited downwind sailing. The 2021 races, however, would hold several surprises.

The series starts with the Spinnaker Cup from San Francisco to Monterey. The race attracts many San Francisco Bay racers stretching their legs. It has run every year since 1997 and is cosponsored by Encinal Yacht Club.

Spin Cup started off normally enough: We worked out the Gate through a strong flood, rounded Mile Rock, and reached south to the breeze. Then kites went up and the ride began.

South of Half Moon Bay, the wind built into the 20s and boatspeeds climbed. On my boat, one kite got a bad wrap and was taken down, then a smaller kite immediately blew. We had just settled on white sails when a close competitor behind went through the same tribulations, saving our second-place finish.

Often the wind dies in Monterey Bay after dark, and you ghost in searching for the pier against the lights of the town. This year, however, the wind held all across the bay, surprising several boats that stayed outside to avoid a calm.

As always, the hospitality at Monterey Peninsula YC warmed away the cold Pacific air with hot bowls of chili and stiff drinks. This year, COVID protocols reduced the usual bar-crowd camaraderie, but it was still a great vibe as we hung out watching and welcoming later crews trickling in.

A day of provisioning and exploration in Fisherman's Wharf prepared teams for the next day's race to Santa Barbara.

The 204-mile Coastal Cup is often

the least crowded race, attracting a tight-knit fleet of full-series racers. For this year's series it was also where the weather went south — literally!

Instead of enjoying the northerly wind that predominates along California's coast, we beat for the first 24 hours into a 15-knot southerly. However, dominant-swell waves from the north made for easier sailing and unique upwind surfing conditions. "We're making yachting history: beating south to Point Conception!" exclaimed our navigator, Paul Kamen, who's plied those waters for years.

Late on day two, the wind backed near Point Conception. We hoisted our repaired A4 and flew to the point. It was an exciting surf session, and an all-hands, all-tethered sleigh ride. Around the point however, the Santa Barbara Channel was becalmed for the entire night. Many boats retired, with their YB trackers showing 6 knots on rhumb line to the harbor.

Santa Barbara YC is a gem on a soft, sandy beach atop the harbor. There, warm sunshine and a cold round of drinks put us in a great frame of mind for our best result of the series — a first place! The beach party lasted well into the night, and more than one skipper was escorted home by a diligent crew.

The SoCal 300 to San Diego started with San Diego YC competitors who wanted better opportunities to train for the Transpac. The race rounds a virtual gate outside the Channel Islands, putting boats into the synoptic winds and bluewater conditions. "This is near the limit of Coast Guard rescue, so boats have to be better prepared and self-reliant," said Jeff Johnson of SDYC, "That's why we have more safety requirements for this leg. During the race, I'm up all night watching boats' tracks and on the phone with the Coast Guard in case of an incident."

Thankfully, our biggest problem was possibly getting sick of freeze-dried meals during a long, light-air race.

The race started in a sunny 12-knot breeze pushing us on rhumb line to the Santa Cruz Channel. Due to an oddity

The 'Destin' crew after their first-place finish in the Coastal Cup. Standing, left to right: Hawkeye King, Elaine Scott, Nick Diel, Katie Cornetta, David Janinis, Kelsey Torstenson, Duncan Ferguson. Front: Paul Kamen (navigator), Romeo Uriarte (owner).



MARK SCOTT



in the starting sequence we were first to the islands, and we got a full parade of the big A-fleet boats led by the Botin 65 *Artemis*. Sharon Green's Ultimate Sailing helicopter circled overhead getting some glamour shots with the islands in the background.

But by the afternoon the wind had dropped to a standstill. For the remainder of the race, boats had to eke out every mile in light conditions. Fortunately, much of my crew has been racing together for years, and others have been friends for even longer. The tight-knit group made for good company in tough conditions. At one point, when the speedo read 0.0, the crew went swimming and came out refreshed — and smelling better!

In the morning of the third day, a light breeze filled in just enough to get us across the line in third place. While we had hoped for a bullet, we were happy just to make it. A few celebratory bottles were opened as we searched for clean clothes presentable enough to wear into the elegant SDYC.

At the awards ceremony, a new perpetual trophy was introduced for the overall CORW winner, the Pac52 *Callisto*. It was donated by Denise Kramer, who crewed on 2019's winning boat, *Velvet Hammer*. My boat took a first in division for the series, which is a tribute to perseverance as much as skill.

Hours later, as we were tidying the boat and booking airport rides, the final finisher came in. The Cal 40 *Nalu V* had been on-course for more than three days!

For their efforts, as the slowest rated boat, they took first place overall in the SoCal 300 race, beating all the bigger, faster boats. Which just goes to show that a race isn't over till it's over.

— h. hawkeye king

SPINNAKER CUP, 5/29-30

PHRF A — 1) **Callisto**, Pac52, Jim & Kate Murray; 2) **Peligroso**, Kernan 68, Doug Baker; 3) **Artemis**, Botin 65, Ray Paul. (5 boats)

PHRF D - 1) **Horizon**, SC50, Len Bose; 2) **Oaxaca**, SC50, Michael Moradzadeh; 3) **City Lights**, SC52, Aaron Wangenheim. (3 boats)

PHRF E — 1) **Bright Hour**, Farr 40, James Bradford; 2) **Destin**, Landmark 43, Romeo Uriarte; 3) **Wildcard**, SC37, Nicholas Grebe. (5

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

June's racing stories included:

- Nelly Belle Tastes Saltwater
- · Master Mariners Regatta
- Wildcard's Round Trip in the SoCal 300
 - SailGP, Italian Style
 - R/C Boats on Lake Gregory
 - Singlehanded Transpacific Race
- Eye Candy from the Master Mariners
- StFYC Wednesday Night Woodies and First Wing Sail Race
- Big Breeze, Small Boats and Boards
 - More Delta Ditch Run
- · Preview of July Races, and more.

boats)

PHRF F - 1) **Psycho Tiller II**, JPK 1080, James Goldberg; 2) **Spindrift V**, Express 37, Andy Schwenk; 3) **Elan**, Express 37, Jack Peurach. (7 boats)

PHRF G — 1) 'io, Antrim 27C, Buzz Blackett; 2) Bloom County, Mancebo 31, Elliott James; 3) Wolfpack, Donovan 30, Andy Hamilton. (9 boats)

PHRF H — 1) **Viva**, Cal 40, Don Jesberg; 2) **Azure**, Cal 40, Rodney Pimentel; 3) **CruzSea Baby**, Beneteau 10R, Brian Turner. (6 boats) *COASTAL CUP*. *5/31-6/1*

ORR-A — 1) **Lucky Duck**, Rogers 46, Dave MacEwen; 2) **Artemis**; 3) **Callisto**. (4 boats)

ORR-C - 1) Oaxaca. (3 boats)

ORR-D-1) **Destin**. (3 boats)

SOCAL 300, 6/3-5

ORR-A — 1) Warrior Won, Pac52, Chris Sheehan; 2) Fast Exit II, Ker 51, John Raymont; 3) Peligroso. (7 boats)

ORR-D — 1) **Captain Sluggo**, Hobie 33, Richard Yabsley; 2) **Creative**, J/111, Ed Sanford; 3) **Destin**. (5 boats)

ORR-E - 1) **Nalu V**, Cal 40, Mark Ashmore. (2 boats)

ORR-EZ — 1) **Geronimo**, J/109, Gene Pitkin; 2) **Black Marlin**, 1D35, Herwig Baumgartner. (2 boats)

CORW OVERALL

ORR-A-1) Callisto; 2) Peligroso; 3) Lucky Duck. (4 boats)

ORR-B - 1) **Oaxaca**; 2) **Horizon**; 3) **City Lights**. (3 boats)

 $\mathsf{ORR}\text{-C}-\mathsf{1})$ **Destin**; 2) **Wildcard**; 3) **Athena**, First 45R, David Ryan. (3 boats)

 $\mathsf{ORR}\text{-}\mathsf{D} - \mathsf{1})\ \mathsf{Viva}; \mathsf{2})\ \mathsf{Spindrift}\ \mathsf{V}; \mathsf{3})\ \mathsf{Azure}.\ (\mathsf{3}\ \mathsf{boats})$

Full results at www.offshoreraceweek.com











30th Delta Ditch Run

It was a tale of two races for the Delta Ditch Run on June 12. After a year's postponement, the 30th running of the ever-popular 65-mile jaunt from Richmond to Stockton Sailing Club up San Pablo and Suisun bays and the San Joaquin River was just as adventurous as in the old days. The mixed fleet of multihulls, fast sportboats, heavy cruisers and one designs included heavy Cals, J/105s, a healthy Santa Cruz 27 class with 8 boats, 13 Express 27s, and, the biggest one-design fleet of all with 26 boats, the Moore 24s. Nellybelle, a Pi 24, was a newbie to the race. Only a handful were built. Nellybelle came out to her first race in 46 years, looking stunning after her rescue and rebuild by her original owner/builder Alan Wirtanen. (See 'Lectronic Latitudes on June 9 and 16 at www.latitude38.com.)

For the first race of the day, at the startline (handled by Richmond YC just south of the Brother Islands), the racers experienced a light southeasterly with a correspondingly light flood current. Excellent committee work resulted in no pauses or postponements, with boats starting in a rolling five-minute sequence on a rare starboard tack. Everyone behaved themselves, with no recalls or yelling, as they slowly but steadily headed off into San Pablo Bay.

The wind stayed light all the way to about halfway up Suisun Bay, with the racers still in clumps, when the second

Clockwise from top left: Bart Hackworth and Simon Winer won overall on the Moore 24 'Gruntled' (it was a Moore year); Ryan Nelson and Luther Strayer on the Mini Transat '72' put in tons of jibes, ran aground in the San Joaquin, and still managed to finish; 'Bloom County' coping with the gusts off Oulton Point; shipping traffic could make the difference between first and second place; the party on the lawn at Stockton Sailing Club felt like old times (this is the crew of the SC27 'Medusa').

race started. At about 3 p.m., the wind turned on just in time for the tricky parts of the course. In the always-difficult run down New York Slough to Mark 19 (the only turning mark on the course), boats broached, did crazy jibes, or went to white sails in order to press on in 25+knots of wind with gusts into the 30s.

The hard part of this race is not only the number of jibes needed in a narrowing river, but also surviving the side blasts and puffs that roar down the water and spill off the levees in an ever-shifting ride as the wind builds.

"We need to jibe now!" is a common cry from the sailors as they approach one side of the levee only to do it again in 30 seconds on the other. This year, the fast boats started first. That made for a civilized race with a lot less competitor traffic than in years past (though there was plenty of shipping traffic to cope with). With the late big wind, the fast boats were too far ahead to benefit, and the 'slow' boats carried the new breeze upriver.

At Stockton SC, the boats finished gracefully in moderate winds as the evening wore on. Like a small person who is deceptively strong, the mighty Moore 24s were in the right place at the right

time. Five corrected out on top, with Bart Hackworth and Simon Winer on *Gruntled* placing first overall. Sixth place overall and first in her division went to *Nellybelle*, sailing her first race in many decades. Even the late boats finished the second race on a beautiful night with the wind slowly shutting down.

Nobody could remember much about the first race.

— ncs

RYC/SSC DELTA DITCH RUN, 6/12

HEAVY 1 - 1) **Kuda Wuda**, SR33, Craig Page; 2) **Stewball**, Express 37, Bob Harford/ Shawn Ivie; 3) **Windsome**, J/100, Mark & Anne Thomas. (4 boats)

HEAVY 2 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash; 2) **Sea Star**, Cal 39, Bob Walden; 3) **Rubicon III**, Contessa 33, Rod Percival. (9 boats)

HEAVY 3 — 1) Alegre, Santana 22, Chris Klein; 2) Slainte, Cal 20, Paul Sutchek; 3) Critical Mass, Mancebo 24, John Dukat. (6 boats)

LIGHT 1 - 1) **Rufless**, Melges 24, Rufus Sjoberg; 2) **License to Smoke**, Melges 24, Geoff McFarland; 3) **Brio**, Melges 24, Manfred Schmiedl. (11 boats)

LIGHT 2 — 1) **Nellybelle**, 24-ft custom, Alan Wirtanen; 2) **Foo Foo**, Wylie Wabbit, Erik Menzel/Michele Sumpton; 3) **Kangaroo Jockey**, J/70, Peter Cameron. (9 boats)









PICYA Lipton Cup, clockwise from top left: On Friday, June 18, 10 yacht clubs raced from StFYC to South Beach YC in matched J/22s provided by StFYC (SFYC won); on Saturday they sailed six short races out of Encinal on the Estuary (CYC won); on women-drivers Sunday, this team from RYC (left to right, Julia Paxton, Claire Arbour, Simon Winer and Melinda Erkelens) won the Larry Knight Cup; the start of the Larry Knight race from the South Bay to StFYC. See www.liptoncup.info for more photos. Replay the races at https://raceqs.com/regattas/82270?eventId=89737.

SC27 — 1) **Furthur**, James Clappier; 2) **Kasatka**, Mark Voropayev/Rachel Cherry; 3) **Rio**, Soeren Brinkmann. (8 boats)

EXPRESS 27 — 1) **Get Happy!!**, Brendan Busch; 2) **Magic Bus**, Hans Opsahl/Harrison Richardson; 3) **Motorcycle Irene**, Will Paxton. (13 boats)

MOORE 24 — 1) **Gruntled**, Bart Hackworth/ Simon Winer; 2) **Flying Circus**, Melinda Erkelens; 3) **Snafu**, Karl Robrock. (25 boats)

OVERALL MONOHULL — 1) **Gruntled**; 2) **Flying Circus**; 3) **Snafu**; 4) **Wet Spot**, Moore 24, Michael O'Callaghan; 5) **Mooregasm**, Moore 24, Stephen Bourdow; 6) **Nellybelle**; 7) **Ruby**, Moore 24, Stephen McCarthy/Nick Diel; 8) **Foo Foo**; 9) **Mooretician**, Moore 24, Peter Schoen/Roe Patterson; 10) **Firefly**, Moore 24, Joel Turmel. (83 boats)

MULTIHULL 1 - 1) **Bottle Rocket**, SeaCart 30, David Schumann, 2 points; 2) **Hammer**, SeaCart 30, Jonathan Hunt, 6; 3) **ShadowX**, Extreme 40, Peter Stoneberg, 7. (3 boats)

MULTIHULL 2 — 1) **Greyhound**, F-22, Evan McDonald; 2) **Raven**, F-27, Truls & Anna Liv Myklebust; 3) **Mama Tried**, 8.5-Meter trimaran, Paul Galvez. (4 boats)

OVERALL MULTIHULL — 1) **Greyhound**; 2) **Bottle Rocket**; 3) **Raven**.

CRUISE — 1) **Goodway II**, Freedom 35, Thomas Johnson; 2) **Jackie Oh!**, Islander 28, Dean Hupp/Bob Farrell; 3) **Hotate Maru**, Tartan 37, Gina & Mike Binnard. (7 boats)

Full results at www.stocktonsc.org

OYRA Duxship Race

Anytime you get to set sail under the Golden Gate Bridge and have a chance

to be back in time for supper, it's a good day. The weather prediction for the YRA's Duxbury Lightship race on May 22 was just that. As so often is true, the predicted weather was nothing like what we experienced on the course. As Jacques Cousteau was fond of saying, "We must go and see."

The wind at the start was right between the big genoa and the small jib. If you had a #2 on board I bet you would have set it. Some folks chose to go big, figuring if they could just clear Point Bonita it would be a reach as the course turned north along the Marin shore. The tide was ebbing and it got a little lumpy on the Potato Patch. As the fleet turned north, the wind veered. Those folks with code zeroes put the smackdown on the folks who didn't have that weapon in their quiver. That sail is just devastating. When it's trimmed properly and the conditions are just right, you'll have your competitors texting their sailmakers to find out what discounts are currently being offered. If you're old-school, put the genoa on the outside lead or barberhaul it to the rail and pray for a header.

By the Duxbury mark at Bolinas, you

could practically throw a blanket over the fleet — and that's just what we got, a blanket of fog. What happened next is not exactly clear. Boats were swapping tacks, the wind was super-light, and the sea was fairly lumpy. If you're wondering if some folks got barfy, the answer is yes.

Once a vessel cleared the Lightship just 10 miles out past the bridge, they set their biggest, lightest spinnaker and set sail for the Golden gateway. Now the westerly made an appearance. Either bald head or peel changes to heavier canvas and a hand on the vang for the run from the bridge to the finish. Some vessels showed their undersides to the plethora of kiteboarders off Crissy Field. We got a li'l excited and prepared for the drop at the finish line in front of St. Francis YC until an alert halyard handler reminded us the finish was actually at Golden Gate YC.

By now the Bay was full of ferries, cruisers, charter vessels and even more kiteboards. Not all those folks got out under the bridge that day or got a selfie with a kite on the way home. I bet they're jealous. It proved that some days if you're gonna do it right, do it





StFYC's Spring Invitational had spring-like — sporty — conditions on May 22-23. See Box Scores for top finishers.

slowly, as the wind filled in late and the smaller boats romped home to correct out on larger boats in many cases.

- andy schwenk

OYRA DUXSHIP, 5/22

PHRO 1A — 1) **Destin**, Landmark 43, Romeo Uriarte; 2) **Favonius**, Dehler 46, Gregory Dorn; 3) **Swift Ness**, J/111, Reuben Rocci. (9 boats)

PHRO 1B — 1) **Ferox**, Pogo 36, Anja Bog/ Peter Weigt; 2) **Pegasus**, Newland 36, Stephen Lewis; 3) **Mirthmaker**, Archambault 35, Kirk Denebeim. (5 boats)

PHRO 2 — 1) **Basic Instinct**, Elliott 1050, Memo Gidley; 2) **Spindrift V**, Express 37, Andy Schwenk; 3) **Elan**, Express 37, Jack Peurach. (10 boats)

PHRO 3 — 1) **Ahi**, Santana 35, Andy Newell; 2) **Green Buffalo**, Cal 40, Jim Quanci; 3) **Sea Star**, Cal 39, Bob Walden. (5 boats)

SHS SHORTHANDED — 1) 'io, Antrim 27, Buzz Blackett/Jim Antrim; 2) Yeti, Express 27, Adam Mazurkiewicz/Ron Snetsinger; 3) Sweet Pea, Islander 30-2, Jan Hirsch/Lawrence Paul Busby. (11 boats)

MULTIHULL — 1) **Greyhound**, F-22, Evan McDonald/George Kiskaddon; 2) **Raven**, F-27, Truls Myklebust; 3) **Round Midnight**, Explorer 44 tri, Rick Waltonsmith. (4 boats)

Full results at www.jibeset.net

OYRA Faux Farallones Race

Adam Mazurkiewicz and Ron Snetsinger had the best corrected times in the OYRA Farallones race on June 5, sailing Yeti. Yeti was the only Express 27 in the race, and tied for smallest boat with Buzz Blackett's Antrim 27C 'io. Adam and Ron raced in the SHS (shorthanded) division. Adam filed this report:

After a year in hibernation, Yeti was ready to get back to ocean racing. This season my Pacific Cup 2020 (the race that only happened on a few shirts) sailing partner, Ron, is teaming up with me to doublehand the OYRA series, which is also intended to be a shakedown for

Pac Cup 2022.

Getting ready for the Farallones on Thursday, it was looking like a pretty wet trip to the islands: breezy with 10-ft wind waves at the island — painful on the Express 27. Friday morning the forecast looked even sloppier. Looking for options, the race committee published an amendment to the SIs to add three shorter ocean courses with Blossom Rock as a downwind mark, resulting in an unusual upwind finish for the OYRA series. A little relief set in — we may not have to navigate the shortperiod wind waves and the wind shadowed troughs.

While we hung around the start in front of StFYC, the RC announced Course 2 — the Lightship. Based on the forecast, we set up for the S1 kite and the #3 jib.

We watched the first fleet all start on port — being on starboard only got you to shore; the breeze was very southerly. I don't recall a start being so favored for port tack. We committed to a port start and hung near shore and a little low — surprisingly, we were the only ones. The starboard (and much bigger) boats were late to the start on the pin end, but the wind filled in and we were off.

Making our way to the Gate, we watched the fleets ahead. I asked Ron, "Should we crack off? We are headed to inside the South Tower." About a quarter mile from the tower, I asked Ron to crack off a bit more to try and keep us out of its wind shadow.

After the bridge, the fleets ahead were headed toward the north shore, and they looked slow and headed. The J/120 Hokulani, in our fleet, tacked south and was moving along. We tacked as soon as it got slow to head to the south shore. The J/120 looked like they were moving along. They tacked back to port. Their speed and heading looked great — right out toward the channel. We waited for the wind shift they were in and tacked. These two tacks were

John and Mike Ravizza (pictured) won the Mercury NorCals on June 5; Dave West and Chris Krueger won the series overall. See top results in Box Scores on the next page.

probably the race for us and made up for subsequent errors, bad calls, loss of patience, kelp on the keel, and lack of concentration.

Now on port and moving right along, I said to Ron, "We have current against us." Ron replied, "Better to have wind with us." We sailed out past Point Bonita. I grabbed the GPS to look at our course and heading to the Lightship. We were sailing 10 degrees above it. We started cracking off, then working trim and making way to the Lightship sailing rhumb line. The boats to the north seemed quite a bit slower and headed. We got there: slow and headed -20, then 30, then 50+ degrees away from the Lightship 5+ miles out. After contemplating for much too long, we went to the #1. Most of the fleet had already taken a hitch to drift south, so we went from one of the southernmost boats to a northernmost boat. As we were painfully slatting nowhere, Ron said, "I thought we did this two weeks ago?" referring to the bobfest going to Duxbury. Good thing we were not going to the Farallones — we would not get there.

I started to lose steerage with the sloppy waves and lack of headway. We put the sails on the other side of the boat to see what would happen. We were headed south, not to the mark, but moving. The wind started to fill in from the west. Pretty soon, we were cracking off to make it to the Lightship, with winds building into the teens.

As we jibed and rounded the Lightship, we realized we were still very close to a lot of the big boats. The wind was way up and had already moved quite a bit to the north. Carrying the S1 was going to be a challenge. A quick scramble to get set for the A5 and we hoisted. In 15-knot wind, the boat was rocksteady, surfing on waves, light on the

ANDY KOPETZKY helm — a comfortable ride.

Cruising A start at Eagle Rock in the Cat Harbor Return race on Sunday, June 13.

tered the Gate, the breeze built and the

boat started to lift on a plane. Running

with the A5, we lose the big accelera-

tions but maintain a steady pace and

have long surfs as we do not accelerate

Rock rounding. We were getting into the

mix with Green Buffalo, Sea Star and

Ahi. We decided the best option was kite

drop, #3 jib up, jibe a little early, and

come into Blossom wing on wing. The

benefit of being prepped early was a

nice, well-trimmed rounding. We sailed

over Green Buffalo, knowing we were in

a temporary position above them given

the windspeeds and chop — it was Cal

40 conditions. They shortly outpaced

us. We played the City side to get in

flatter water and avoid the bigger chop

The next challenge was the Blossom

off the waves as fast as with the S1.

We were headed rhumb line to the Gate.

As the wind backed, we ended up with a more northerly heading to keep boatspeed up. We were also trying to hit near Point Bonita to stay on the north side of the channel and get

a little ebb relief. Once in the current relief, we decided to jibe. We immediately fouled the kite and went back. One more try, worse, go back. One more, even worse, a few wraps around the headstay. I called for a drop to get it sorted. I ran forward, sorted it out, and hoisted. The wind lightened, and we contemplated a kite change. We convinced ourselves to stick with the A5. The challenge now was running deeper with the small A5. I rerouted the guy to outside the boat and started squaring the pole back. Now we were making deeper angles and moving along just fine. We headed in toward the Marin Headlands to jibe, this time with only two tries

As we headed toward the Gate, we looked for signs of conditions inside the Bay. Ahi had a little rock and roll going at the Gate — building breeze! The A5 was a nice call for the ride in. As we enon the beat back to the finish. Every OYRA race is an

adventure, and we thoroughly enjoy the camaraderie — Farallones, faux Farallones, Lightship, Duxship, Drake's Bay, Half Moon Bay or some random ocean buoy.

adam mazurkiewicz

SHEET

OYRA 'FARALLONES', 6/5

PHRO 1 - 1) 'io, Antrim 27,

Buzz Blackett; 2) Ferox, Pogo 36, Anja Bog/Peter Weigt; 3) Swift Ness, J/111, Reuben Rocci. (11

PHRO 2 - 1) Basic Instinct, Elliott 1050, Memo Gidley; 2) Ravenette, J/88, Brice Dunwoodie; 3) Elan, Express 37, Jack Peurach. (8

PHRO 3 - 1) Zaff, J/92, Tim Roche; 2) Sea Star, Cal 39, Bob Walden; 3) Ahi, Santana 35, Andy Newell. (5 boats)

SHS - 1) Yeti, Express 27, Adam Mazurkiewicz/Ron Snetsinger; 2) Envolée, Beneteau Figaro, Nathalie Criou/Blake Loncharich; 3) Hokulani, J/120, Tracy Rogers/Cris Sena. (4 boats)

MULITHULL - 1) Raven, F-27, Truls Myklebust; 2) Round Midnight, Explorer 44 tri, Rick Waltonsmith. (3 boats)

Full results at www.jibeset.net

Cat Harbor — Traffic Jams. **Doldrums and Bald Eagles**

Del Rey YC resumed their annual Marina del Rey-Catalina Harbor and

StFYC SPRING INVITATIONAL, 5/22-23 (6r, 0t)

J/105 - 1) **Ne*Ne**, Tim Russell, 19 points; 2) Godot, Phillip Laby, 21; 3) Maverick, Ian Charles, 21; 4) Blackhawk, Ryan Simmons, 24; 5) Arbitrage, Bruce Stone, 24. (20 boats)

J/88 - 1) Butcher, Dave Corbin, 13 points; 2) Inconceivable, Steve Gordon, 16; 3) Hijinks, Logan Ashcraft, 20. (6 boats)

KNARR — 1) Aquavit, Jon Perkins, 18 points; 2) Niuhi, Russ Silvestri, 20; 3) Kulani, Timothy Dowling, 21. (15 boats)

FOLKBOAT - 1) Windansea, David Wilson, 32 points; 2) Freja, Tom Reed, 38; 3) Shanty, Mark Slichter, 41. (8 boats)

Full results at www.stfyc.com

WSC WHISKEYTOWN MEMORIAL WEEKEND REGATTA, 5/29-30, (6r, 1t)

KEEL A - 1) Wylie Wabbit, Tim Russell, 6 points; 2) Wylie Wabbit, Ron Tostenson, 11; 3) K6, Steve Cameron, 17. (8 boats)

KEEL B - 1) Santana 20, Lisa Mulvey, 5 points; 2) Holder 20, Mario Kalson, 10; 3) Catalina 25, Craig Stewart, 35. (7 boats)

CENTERBOARD A - 1) Thistle, Alex Simanis, 5 points; 2) 1D14, Anson Baker-Berry, 12; 3) Lido 14, Richard Barbara, 15. (7 boats)

CENTERBOARD B - 1) CFJ, Bridge Randall, 6 points; 2) Pelican, Curtis Johnson, 13; 3) Suncat 17, Mark Sabin, 20. (4 boats)

MERCURY - 1) David Bacci, 7 points;

BOX SCORES

2) George Hecht, 10; 3) Lyn Hines, 12. (4 boats) DAYSAILER - 1) Craig Lee, 5 points; 2) Steve Lowry, 9; 3) Bill Rich, 19. (4 boats)

SNIPE - 1) Thomas Hunt, 9 points; 2) Vince Casalaina, 9; 3) Curtis Moore, 10. (5 boats)

BANSHEE - 1) Wayne Cassingham, 8 points; 2) Dean Eppley, 10; 3) Charles Witcher, 10. (6 boats)

LASER - 1) Tom Burden, 8 points; 2) Bruce Braly, 10; 3) Mike Eichwald, 12. (3 boats)

AERO - 1) Stephen Smith, 7 points; 2) Craig Perez, 8; 3) Michael Sealey, 12. (4 boats)

MULTIHULL - 1) F18, Travis Thompson, 7 points; 2) F18, David Peltier, 9; 3) Hobie 21, Chris Strahle, 14. (7 boats)

Full results at www.whiskeytownsailing.org

SAN DIEGO US OPEN SAILING SERIES, 6/12-13 (7r, 1t)

29er - 1) Sammie Gardner/Alice Schmid, SDYC, 10 points; 2) Anton Schmid/Peter Joslin, NoYC, 12; 3) Kelly Holthus/Jon Seawards, SDYC/ SBYC, 15. (6 boats)

FINN - 1) Rob Coutts, MBYC, 13 boats; 2) AJ Nosar, ABYC, 13; 3) James Buley. NoYC, 14. (14 boats)

LASER - 1) Leo Boucher, SSA/ODP, 10 points; 2) Ford McCann, OSODP, 12; 3) Connor Nelson, ODP, 23; 4) Marshall McCann, TCYC/ ODP, 24. (18 boats)

LASER RADIAL - 1) Thomas Kraak, CalYC, 16 points; 2) Katharine Doble, CalYC, 20; 3) Tate Christopher, ABYC, 21; 4) Carter Vachon, SWYC, 29; 5) Liam Andresen, SBYC, 38. (42 boats)

LASER 4.7 - 1) Oscar Parzen, SDYC/LYC, 8 points; 2) Talia Hamlin, SFYC, 14; 3) Ryan Terhaar, SDYC, 16. (5 boats)

Full results at www.ussailing.org

PICYA LIPTON CUP, EYC/SBYC/StFYC, 6/18-20 ADMIRALS CUP - 1) SFYC; 2) InvYC; 3)

SIR THOMAS LIPTON CHALLENGE (6r, 0t) 1) CYC 19 points; 2) SFYC, 21; 3) SBYC, 21. LARRY KNIGHT - 1) RYC; 2) SFYC; 3) St-

PACIFIC COAST PERPETUAL (OVERALL) - 1) SFYC, 7 points; 2) CYC, 12; 3) StFYC, 15. (10 boats)

Full results at https://liptoncupsf.com

EYC MERCURY NORCAL SERIES, (20r, 0t)

1) Space Invader, David West/Chris Krueger, 47 points; 2) Tsunami, Bill & Katie Worden, 51; 3) Marauder. David & Natasha Bacci. 56: 4) Makani, Chris Davis/Karissa Peth, 70. (17 boats) Full results at www.encinal.org

THE RACING

Return races on June 12-13 after 2020's pandemic-related cancellation.

Winds inside the marina peaked at about 10-12 knots at 10 a.m. Saturday; by the 11 a.m. start most winds had diminished to little more than 5 knots and quit on the ocean side of Catalina Island. The light air stuck around and caused myriad challenges for Sunday's starts at Eagle Rock, located just to weather of the island's West End.

The Saturday race featured a long wait on the hook for the race committee folks, an exciting photo finish, and bald eagle sightings. The shore 'taxi' RIB zoomed past the anchored committee boat carrying hospitality personnel, who said, "We're going to feed the eagles." They dropped off some fish and a pair of the birds scooped them up. It was an awesome sight and raises hope that the eagles are making a comeback.

Around 5 p.m., Phillip Friedman's 86-ft *Sapphire Knight* languished outside the harbor entrance and was overtaken by a smaller and much lighter J/125, Daniel Murphy's *Javelin*. The latter got line honors and took overall in PHRF AA.

Three 'B' boats finished within 27 seconds around 6 p.m. in a downhill drag race loaded with jibes, some perilously near the shore. Jack Mayer's J/109 Zephyr won the drag race, but Jamey Myer's 11:Metre Wolfhound won on corrected time.

Fortunately the winds picked up slightly afterward, and all PHRF boats finished by 8:05. As in prior Cat events, the Cruising boats finished off the West End and took their own times. There were no dropouts.

Saturday night's crescent moon found the post-race party at the club's Cat Harbor facility in full post-pandemic swing with Kim, the 'hostess with the mostest' pouring free margaritas, beer and other libations. Hospitality and race committee folks suited up in aloha shirts; some appeared in grass skirts and coconut bras. The BBQ pleased the attendees, and the festivities continued on into the wee hours.

Sunday's fog began to lift about 11 a.m. as the committee boat anchored off Eagle Rock. The doldrums carried on from Saturday, and the starts resembled rush hour on the freeway complete with wrong-way drivers.

In their zeal to keep up momentum, several boats were OCS; returning to the pre-start side of the line proved to be nightmarish as the winds were minimal, the line was crowded, and the 53-ft committee boat missed being hit by mere inches.



Californians Doug Smith and Payson Infelise competed in the Star Europeans in Split, Croatia. They finished 12th out of 34 boats.

By the time they reached the Catalina eddy, most competitors were moving smartly. One intrepid crewmember in Cruising Class stated that they nearly became overpowered sailing rhumb line with the asymmetrical chute up.

At Marina del Rey they encountered a 'zoo': every boat, dinghy, kayak, paddleboard and all other modes of marine transportation were out in sunny 12-to 15-knot conditions. People were out celebrating the end of the pandemic. For results, see www.dryc.org.

andy kopetzky

Los Angeles YC First One Hundred

2020 will forever be remembered as the year the world suffered the CO-VID-19 pandemic. There was little opportunity to schedule yacht racing, but LAYC did introduce the new offshore Breakout Series. This year the calendar has burst to life, and there is hardly a weekend that doesn't have a significant regatta for sailors to attend.

LAYC scheduled the Breakout Series for the second year, but attracting the best in California became much more demanding. For the third and final Breakout Series race this year we tried to create a new program that provides an opportunity to run the initial miles of the Los Angeles to Hawaii course under racing conditions.

Peligroso, Compadres, Bolt, TBD (formerly Mr. Bill) and Zephyrus entered the First One Hundred. Others considered joining us, but the very short notice inevitably presented myriad challenges for everyone. The Kernan 68 Peligroso and the Andrews 77 Compadres had to cancel at the last second.

At noon on June 19, the Nelson Marek *Bolt*, the Andrews 68 TBD and R/P 77 *Zephyrus* started adjacent to the Point Fermin Buoy. The morning was overcast but with a westerly breeze that set a starboard leg to the west end.

The three yachts were to continue out to the virtual weather mark for a distance of 100 miles. They were to round the mark to port at 32°36'N, 119°48'W, then return to a virtual finish mark between 33°17.5'N 118°19.8'W and 33°17.3'N 118°19.8'W, approximately three-quarters of a mile south of the east end of Catalina Island.

This is a long leg upwind on starboard, followed by a shorter offwind leg on port to the finish. The total distance is 185.2 miles, which complies as a Transpac qualifier. It also takes the yachts out to the synoptic wind, thus completing the critical initial segment of the race to Hawaii.

All three competitors passed the west end, but thereafter their plans diverged somewhat. John Sangmeister had recently acquired TBD as his sled for the Pacific races. He had planned a lot of testing, including this event. On Saturday night, TBD changed course to test sail configurations on different points of sail. Craig Reynolds' *Bolt* also made a course change before she reached the weather mark, and so she too would score a DNF. Damon Guizot's *Zephyrus* continued on, and at 9:48 on Sunday morning she crossed the virtual finish to claim the prize for this inaugural ocean race.

LAYC has every intention of repeating this race in the years ahead, but next time we will announce the date in time to facilitate building a larger fleet.

— co-chairs david collins, ken corry, doug jorgensen

Race Notes

Doug Smith of Oakland and Payson Infelise of Long Beach traveled to Split, Croatia, for the **Star Europeans** on May 24-29. "We traveled under an exception

SHEET

to the then-EU COVID travel ban for 'invited participants in International Sporting Events'," says Smith. "I went a week early to Italy to pick up the boat, a new build from Folli, and drove it to Split. The new boat has not named itself yet. The last one was named *Death Roll in Pecos."*

He said it was unique to be in Croatia without tourists. The country opened back up in early June.

"Conditions were spectacular: 12- to 20-knot seabreeze over a steep chop, with sunshine and beautiful hills behind the race area, and great race administration. I'd go back in a minute.

"Next up for that boat is the Worlds in Kiel, Oktoberfest on the Ammersee (hopefully with my daughter if she can get the time off work), and maybe the Christmas regatta in Nice. Then it ships to Miami." Doug was planning to drive his old boat from Florida to California for West Coast events.



Using pedal power in light air, Shad Lemke, Mark Bostrom, Scott Wood and Jefferson Franklin finished the WA360 on Day 4.

The folks at the Northwest Maritime Center ran a **Washington 360** Puget Sound adventure, starting (on June 8) and finishing in Port Townsend, in place of the Race to Alaska this year (the border with Canada remained closed in June). Organizers expressed surprise that a cowboy from Montana won the race. We're not surprised. Shad Lemke and his Olson 30 *Dark Horse* completed the Singlehanded Transpacific Yacht Race in 2018. Lemke and crew competed in WA360 as 'Team High Seas Drifters'.

Tiburon resident Caleb Jordan-McDaniels solo-sailed (and rowed) his 15-ft custombuilt open ketch *Dunlin*. He placed 26th out of 38 finishers and 53 starters. Not bad! For much more, see https://nwmaritime.org/wa360.

Reigning champ Ben Brown of Los Altos and Casey Astiz

were the first California-based team at the **Hobie 16 North Americans** in Ocean Springs, MD, on June 5-11. They podiumed in third place, following Texans John and Dylan Tomko, and Mark and Grace Modderman of New Jersey. You may recall that we profiled Ben in the August 2020 edition of *Latitude 38*.

— latitude / chris



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CHANGES

With reports this month from **Selavi** on the deal that almost fell through (but didn't!); **Thisldu** on COVID-rearranged cruising plans; and **Little Wing**'s participation in the Tahiti Pearl Regatta. Also, currently boatless cruisers Greg and Debbie report on renewed **cruising in the Med**, followed by a locker full of **Cruise Notes**.

Selavi — Fountaine Pajot 46 cat Kristian and Sabrina Beadle Closing the Deal Marin and Brazil

We had 7-month-old babies strapped onto our bodies when the catamaran's seller lost his marbles, and nastily told us to get off his boat.



Kristian, Sabrina, Kaiana and Naiyah. The girls turn 18 months old in July.

I felt a sudden, slow-motion desperation. I was a new father of twins, and like an overconfident poker player, I had "put all my chips in" — and was about to lose it all.

In mid-pandemic (August 2020), my wife Sabrina had shipped all our belongings by cargo to the atoll of Rangiroa, in French Polynesia, where we planned to move aboard a 46-ft Fountaine Pajot cat whose owner had signed a contract the previous year.

The trip to the boat had to be delayed when our twin girls, Kaiana and Naiyah, were born prematurely (29 weeks) in January 2020. So those first months of life

The Green Coconut Run cooperative began with Kristian's former boat, 'Aldebaran'.



were a marathon battle, including three months living in the hospital's neonatal ICU in the San Francisco area.

In July, the pediatrician gave us the green light. A month later, we flew with 26 bags from San Francisco to Papeete, along with our friend Alexandra to help us as nanny during this chaotic transition.

By the time we arrived in Rangiroa, we were completely fried, yet we agreed to meet the seller at the boat the next day.

The meeting went ... very poorly. "You've pushed it too far!" he yelled as he fired up the dinghy, in essence kicking us off the boat. "You don't trust me! That's it!" He was incredibly angry. He expected me to evaluate the boat in the span of a few hours. And I had the temerity to ask for what was spelled out in our contract.

Pandemic stress ignited his outrage. Later I learned that his wife and son were pressuring him *not* to sell the boat. Their other plans fell apart due to COVID, and suddenly, the boat's importance magnified: It was their home and business, and one reliable foundation in life.

The family had lived aboard this boat for 11 years, running classy charters as their income, enjoying a good life. They had decided to move off to give their son a good education. But why should they now plunge into the uncertainty of terrestrial existence at the worst of times?

Our \$20,000 down payment in the seller's account was only secured by a measly contract — no broker, no escrow account (I know, I know ... I've learned my lesson). Handshake integrity was the binding force.

The deal was imploding. The seller was willing to walk away, and he seemed to be cornering me into a position where he could return my down payment, with no penalty. We would be left hanging, exhausted and confused, in a remote atoll, with nowhere to go.

An emotional bomb was brewing inside me; but also a saving grace. In the past four years of cooperative cruising, I had developed the ability to keep my cool when people were freaking out.

Allow me to explain our cooperative voyage, so you have a better understanding of how this boat purchase eventually unfolded, under the most delicate and trying





circumstances.

In 2015, Sabrina and I started a fouryear voyage from Santa Barbara to Tahiti, via Panama and the Galapagos Islands, with the intention of promoting marine protected areas — hence we called it the "Green Coconut Run."

That previous year we pitched the idea to our community: If we got 30 friends to each contribute \$1,000, we'd have \$30,000 needed to launch the voyage. That's how much we spent at the boat-yard prepping our previous boat, the 42-ft 1968 trimaran *Aldebaran*, for the trip. In exchange, each co-op member plus guest got about two weeks of sailing during one

IN LATITUDES





Below: 'Selavi' shares quality time in Ahe with buddy boat 'Juniper'. Far left: A meal in the cockpit (complete with drying diapers in the background). Left: Friend and "nanny extraordinaire" Alexandra checks out Rangiroa. Above: Mama and babies take a cooling dip.



of our scheduled legs. For example: August 1-15, pick up in Nicaragua and drop off in Costa Rica. This is how we started our sailing cooperative.

The catch? We had to break the cardinal rule of cruising. Our members needed to plan work vacations and flights, so the dreaded 'S' word reared its head: We needed a schedule! We could host up to four visitors at a time on board, and people needed reliable plans to leave their day-to-day lives.

Every sailor under the moon advised against this. Yet I thought, if commercial ships can pull off a schedule, why can't we as cruisers? We just needed to build in sufficient buffer time, flexibility — and loads of spare parts.

Thanks to our naiveté, hard work, and social skills, the voyages worked. (How we dealt with the inevitable changes is a topic for another story.) As a result, our cooperative ballooned from 30 members to more than 120, with many returning over the years as we sailed west. We covered all our costs with life-changing experiences, shared with friends both old and new.

Even more incredible: After those four years, we privately raised \$300,000 through 50 cooperative members for this new catamaran. We financed the entire boat without going to the bank.

To build this kind of social equity wasn't necessarily easy. Here is something about our cooperative that we didn't expect: Keeping the boat running on schedule is hard enough, but managing so many personalities is just as tough.

Sometimes couples didn't get along. Sometimes the weather was bad. Sometimes people got seasick. Most co-op members visited us for two weeks, but several "core crew" joined for more than two months. Living in close quarters brings up a lot of triggers.

The single most important approach we used to resolve conflict — which I had to employ fully during my negotiation in Rangiroa with the disgruntled boat seller — is called nonviolent communication (NVC). If you read, understand, and practice this approach, your life will forever be changed. You'll be more harmonious, and have an easier time accomplishing your goals, both individually and in relationships. For cruisers making a passage, it can be a godsend.

During our cooperative voyage, we learned that for each minute spent listening well, you gain two minutes down the line. When I returned alone to meet the catamaran seller again, in a long-shot attempt to salvage the deal, I took this lesson to heart.

I listened intently and stayed centered as he spewed insults. "The tools on board? You wouldn't know how to use them anyway!" Thus he unceremoniously broke our contractual agreement to leave all tools on board. This wasn't just inconvenient; it was dangerous because it meant I couldn't fix things on the boat in our present remote location, with my family on board, with newborn babies no less ... Steam blew out of my ears.

I took the slaps on the face and kept my cool. I had NVC's tools in my mind, which are worth more than wrenches made of solid gold. Despite the terrible knot in my stomach, I stuck to the approach: Observe and speak without judgment, understand someone's needs before requesting anything, and — stay calm.

Pride and self-righteousness were burned at the pyre of necessity. I just focused on being present with the seller's pain, so I didn't lose my temper. I stayed anchored in the faith that whatever happened was OK.

After a few hours of tormented discussion, the seller and I left the boat with the deal back in place. Being "squeezed" feels terrible, but I kept my eye on the prize.

(To add insult to injury, a few months later, the seller posted the spare parts that he'd taken from the boat for sale online.)

CHANGES

There was still one final fear to overcome. I had to press the "Start" button on the bank transfer. Sending a quarter-million dollars to someone you don't trust anymore, with no foreseeable recourse, does not fill you with confidence.

I mulled over my fears ... I couldn't tell what I was most afraid of: the guy running off with our money, or our being stuck without a home in mid-pandemic. As we sat under the fans in an uncomfortable *pension* in Rangiroa, I looked at the babies playing on the ground and my amazing wife Sabrina, and thought of everyone back home.

I thought of all the dreams of cruising that our cooperative had fulfilled, and would continue to realize now on a whole new level.

My intuition told me it would be OK. I decided to let go of fear. We've come too far. I chose trust. I clicked the 'Start' button. One week later, we moved aboard our new catamaran.

— Kristian 5/31/21 www.GreenCocoCharters.com

Thisldu — Rafiki 35 Audrey and Garrett Ruhland A Change in Plans — Again Sausalito

When Garrett and I left Sausalito to go cruising in October 2019, it was our goal to traverse the Panama Canal the following May and, after enjoying the Caribbean, eventually end up in Charleston, South Carolina.

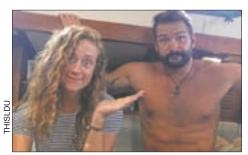
We made it as far as Nicaragua.

After completing the 2019 Baja Ha-Ha and enjoying Mexico over that winter, the two of us turned south out of Chiapas on March 11, 2020. While we were at sea, the world changed around us. The World Health Organization dubbed COVID-19 a global pandemic and, in response, Central American countries started closing their borders. To say that we were relieved

Garrett in charge of dinner.



to be allowed into Nicaragua's Marina Puesta del Sol on March 13 is an understatement.



Audrey and Garrett stuck in Nicaragua in early 2020. It didn't seem so bad at first.

At first, the remote fishing village of Aserradores — where Marina Puesta del Sol is located — was as good a place as any to weather the pandemic. Our lifestyle was naturally isolated and we had ample access to the outdoors without coming into contact with other humans. A produce truck brought fresh fruit and vegetables to the marina weekly, and water jugs to refill our tanks were delivered as needed.

The only other people we did eventually see — fellow cruisers, the marina owner and staff — became our quarantine 'pod.' After some time, we started to gather for socially distant dinners. Our collective mornings were spent combating weak Wi-Fi as we combed the internet for news; afternoons were spent trying to stave off heat in the tepid pool.

Garrett and I had only planned to be in Nicaragua for a week — 10 days, tops. Before COVID-19 took the world by storm, we had planned to meet up with friends in Costa Rica. According to that plan, we still had a lot of sea to cover. But then, of course, that rendezvous was canceled and we didn't sail to Costa Rica. We couldn't have if we'd wanted to. They closed their land, air, and sea borders to foreigners on March 16, with plans to reopen on April 12.

We decided to wait for the reopening as we would have preferred to leave *Thisldu* in Costa Rica or Panama instead of Nicaragua. Unfortunately, Costa Rica did not open their borders again until fall 2020.

By the time Garrett and I decided to leave the boat and fly back to the States, there were no more commercial passenger planes going into and out of Nicaragua. For weeks, we were in frequent contact with the US Embassy, and on May 20, were able to fly into Miami on a repatriation flight. *Thisldu* remained in Marina Puesta del Sol, under the watchful eye of the cruisers who had decided to stay, and a marina employee named Esteban.





It had always been our plan to move to Charleston after we cruised. The pandemic just pushed that date up a little. Before we returned to the States, Garrett accepted an offer for a remote job, which helped enable our transition from sea to land life. We rented an apartment in an old mansion downtown and took months to fill it with newly purchased furniture. (We had rid ourselves of most of our worldly possessions before leaving to cruise.) Eventually I also found a remote job. We adopted a small mutt and adapted to our new land life quickly and happily. Garrett appreciated our new







'Thisldu' underway. Above left: Garrett arriving in Costa Rica in May after a literal dark and stormy night. Center top: It was great to finally get going after all the years of lessons and preparation. Center bottom: Departure day, 2019. Top right: Fortunately, the produce truck kept coming weekly when 'Thisldu' got stuck in Nicaragua.

lifestyle, but was still consumed with worry about leaving *Thisldu* behind.

In November 2020, Garrett was able to return to Nicaragua to relocate the boat to Costa Rica. Doing this in the middle of the pandemic was no easy feat, but it was a successful one. Garrett took two days to solo sail 171 nautical miles from Nicaragua's Marina Puesta del Sol to Costa Rica's Marina Papagayo; he arrived on Thanksgiving Day. We had a lot to be grateful for.

Our plans have changed, as they so often do when it comes to cruising. Instead of traversing the Panama Canal, we have decided to leave *Thisldu* in Costa Rica until spring 2022, and become commuter cruisers — traveling to the boat on holidays and vacations. Of course, the pandemic threw a hiccup into this plan, too. I was hesitant

IN LATITUDES

to travel, but Garrett was determined to get back to the boat as much as possible. Between November and this past May, he would spend two to three weeks a month in Costa Rica, working remotely from the marina and going out to anchor on the weekends. I traveled there with him twice. We will return again after the hurricane season, then hope to ship the boat to the US East Coast on a cargo ship in the spring. Once she is in Charleston, our sea life and land life will at last be combined.

Cruising was the best — and hardest — thing that I have ever done. Garrett and I fared better than many others; we got a full season of cruising under our belts, which we are extremely thankful for. It ended differently than anticipated, but we adapted to the changes thrown our way as best as we could. I'll forever be proud of all that we accomplished.

— Audrey www.thisldu.com

Audrey and Garrett met in college in Michigan and came out to the Bay Area for work. In 2014, despite the fact that neither had ever sailed before, they decided to go cruising. They took classes locally and sailed with lots of different people on lots of different boats. They acquired 'Thisldu' ("this will do") in 2016.

Little Wing — Cross 42 trimaran Andy and Julie Turpin Return to the Pearl Petaluma

How would *you* define 'exotic'? For me, the lush green Tahitian Islands serve as a quintessential embodiment of that word. With their jagged, volcano-formed peaks descending into coral-fringed turquoise lagoons, Tahiti and her sister isles are not only off-the-graph gorgeous, but usually offer ideal sailing conditions — especially during the prime summer season (May to October).

Fifteen years ago I was introduced firsthand to this spectacular sailors' haven with an invitation to race in the annual Tahiti Pearl Regatta, and report on it for *Latitude*. Talk about a plum assignment! Back then, the regatta committee and event sponsors were intent on growing the

'Little Wing' - somewhere under the rainbow.



CHANGES

then-fledgling TPR into the biggest, most prestigious and most international regatta in the Central South Pacific. Sailing writers flew in from France, Australia, New Zealand and Japan, as did competitors, most of whom had chartered 'high-performance'

50-ft monohulls to campaign in the daily races.

Not only was the scenery jawdropping as the race courses wove through lagoons and out through reef passes to neighboring islands, but the nightly parties were un-



Andy and Julie, finally out there living the cruising dream.

forgettable — especially the rapid-fire hip gyrations of female dancers in grass skirts, and the stunning theatrics of big, hunky guys performing fire dances.

Why the nostalgia? Because last month I finally did the TPR again, this time accompanied by my wife Julie on our own boat, *Little Wing*.

We had a great time both on and off the race courses. But due to ramifications of the COVID pandemic, this year's regatta was a substantially scaled-down event. We were among only a few off-islanders, and there were no bareboat entries, as international flight restrictions to French Polynesia had been lifted only the previous week. Nevertheless, we were quickly reminded that smaller events are inherently more intimate than large ones. And even though our ability to speak French is just a hair above abysmal, we found it easy to mingle with local racers. While many were, of course, French-Tahitians, born and raised on the islands, others shared a similar story: They'd sailed here from France or elsewhere in Europe to explore these storied islands, soon fell in love with them, and decided to stay.

One notable migrant to Tahiti whom we had the pleasure of meeting at the TPR was its 2021 celebrity patron, Frenchman

Though the TPR is mostly for fun, there's always a more hardcore contingent, too.









Titouan Lamazou, winner of the first Vendée Globe race in 1989 (solo, nonstop via the Great Capes). Despite having mentored under the legendary Éric Tabarly, the first in a long line of French offshore superstars, and having eight circumnavigations under his belt, Titouan was as friendly and accessible as could be. Looking out at the starting line one day, I asked the silver-haired ocean racer which boat in the diverse fleet of monohulls and multihulls he would choose to helm, if asked. Without hesitation he pointed to a group of sleek, locally-built pirogues — double-outrigger canoes, whose design elements date back centuries, "One of those!"

But these days, Titouan spends a lot more time in his art studio on Tahiti than out on the water. Nevertheless, it was a thrill to hang out a while with him and his beautiful Tahitian wife. Tehei.

Julie and I will undoubtedly look back on the regatta as a highlight of a very unusual year of cruising — our third — due to the impact of COVID. As widely reported, the maritime borders of French Polynesia have been officially closed to most yachts for more than a year, but as you read this their status may have finally been switched to "open" — or soon will be.

Although it's getting awfully late to cross this year, we expect the Tahiti-bound fleet of 2022 to be a big one (and yes, there will be a Pacific Puddle Jump rally).

One lingering bummer for North American sailors, though, is that Mother France is no longer issuing Long Stay (one year) Visas to sailors or any other travelers. (By contrast, French citizens and other EU passport holders can stay as long as they like.) Americans, Canadians and others will be granted only 90 days upon arrival, although their boats can stay for up to 24 months. So if you intend to head west next season — late February to early June — and want more time in French Polynesia,









Pirogues are made in Tahiti, and high-end ones like this feature carbon fiber masts. The helmsman steers with an oar, which is also handy when the wind dies and he and the other crew have to paddle back in. The guy on the foiling board in this photo is part of the crew, being towed behind the boat in light air. We couldn't find anything about this arrangement in the Racing Rules.

plan to fly home when your visa expires for a visit of at least 90 days, before returning to the islands to restart your visa clock.

Farther west and south, the Cook Islands and Tonga are still closed to all, but Fiji has a special procedure that lets foreign yachts in — and once in you can stay a year. New Zealand marine industry advocates are currently lobbying to open up by March 2022. But don't hold your breath.

— Andy 6/8/21

Readers — Former Latitude Managing Editor Andy Turpin is currently our Editor At Large, or as we like to think of it, the "lucky son-of-a-gun at large." He is also the main organizer of the annual (with the exception of 2020 and '21) Pacific Puddle Jump. For more information on that, check out www.pacificpuddlejump.com.

Boatless in Santorini Greg Dorland and Debbie Macrorie The Med Report Lake Tahoe

Greg Dorland and Debbie Macrorie are back in the Med. Regular *Changes* readers will remember them as the cruisers who spent five years enjoying the 'wine-dark sea' on their Catana 52 *Escapade* before sailing back to the Caribbean in 2019. From there, they started heading for Rhode Island via Bermuda in early 2020, but when a nasty northerly reared its head, rather than fight it, they just cracked off and doublehanded back to the Med, beating their crewed time in 2015 by two days.

This time, though, they're not aboard *Escapade*. After returning home to Lake Tahoe so Greg could get some long-delayed back surgery, they sold the boat. They are currently staying on Santorini, enjoying that island's spectacular views while Greg's back heals up and they ponder what to do next.

In the meantime, Greg took time to catch us up with what's going on as far as cruising with the easing of pandemic restrictions in

the Med.

"The American invasion is in full swing. Cruisers are headed back to Greece and Croatia, the first of the EU countries to open up, to re-commission their boats after having been locked out in some cases for nearly two years.

"We had a very nice dinner with Steve May and Manjula Dean of Pt. Richmond when we were home in the Bay Area. Steve has been tying himself in knots trying to get to France to take delivery of their new Catana 53, *Hanuman*. With little chance of that happening any time soon, they formulated a plan to have the boat delivered to Croatia by a factory crew. When they heard France was opening on June 9, they quickly formed Plan C: Fly into Croatia, rent a van, and wait at the French border until they can go meet their new boat.

'Meanwhile, Craig and Cory Rowell and their boat partners Rick and Ruth Moe. all of Santa Cruz, are en route to Greece to re-commission their Hallberg-Rassey 53, La Perouse, which they haven't seen in nearly two years. Cory and Craig noted that when they landed at Heathrow they had to clear the border authorities well armed with proof of both vaccinations, and negative PCR test results uploaded to the Verify app and the passenger locator forms. Heathrow requires the negative PCR even if you have had your vaccinations. Rick and Ruth were set to follow the next week, although they were scheduled to transit through Frankfurt, where we had so much trouble gaining permission to transit on our flight. To show you how quickly things change, they had absolutely no problem transiting through Frankfurt.

"Once back in Greece, Debbie and I shared a couple of delightful dinners with cruising friends Louise Wollman and Gary Strutin of Manhattan, who are back for their 20th season of cruising Greece on their Oyster 61, *Lulu*.

"We all use Lavrion as a base since it is only 30 minutes from the Athens Airport and home to Olympic Marina, a very good place to store your boat on the hard for the off season. In their case, it had also been nearly two years since they had seen *Lulu*.

CHANGES



Debbie and Greg are back enjoying the Med from land this time.

and ultimately arriving in Athens.

Fortunately, she cleaned up well and is back in the water. Gary and Lulu reported no particular problems transiting through Milan from JFK in Athens.

- Greg 6/8/21

Cruise Notes

• "Convergence" remains in Mexico, where we hope to spend time cruising in the fall and winter," writes Sally Christine Rodgers of her and Randy Repass's Wylie 65 ketch. "We are, however, enjoying sea otters, sea lions, cormorants, pelicans, and perfect sailing days on Monterey Bay aboard *Promotion*, our Santa Cruz 40." Randy also joined Beau Vrolyk and the crew of the *Mayan* for the Master Mariners Regatta, and everyone had fun watching gray whales feasting the tide line off Alcatraz aboard the *Matthew Turner* recently. The Repass-Rogers family are closing in on a 17-year circumnavigation, having left

Santa Cruz in 2004.

• Speaking of impending circumnavigations, Kim MacLean and Tom Christensen are also returning to their Wauquiez PS40 **Exit Strategy**. They left the boat in Grenada last year when they flew home to



'Convergence' sailing off Maine. The double wishbone rig makes her easy to shorthand.

Victoria, BC, to ride out the pandemic.

"We're tentatively thinking of returning in November to pick up where we left off," says Kim. "Tom would like to get the boat to Panama before the holidays so it's in a convenient location for sailing up the West Coast in the spring."

• "Stan and I flew to Maine two weeks ago to find **Illusion** in great shape, safe and sound in a canvas shed at the

Lyman-Morse Camden yard," writes Sally Honey. You may recall that she and Stan, in between racing and other commitments, have been cruising their vintage Cal 40 since leaving the Bay in 2014. They were planning to do



Tom and Kim are heading back to 'Exit Strategy' in the fall.

last year's Bermuda Race on the boat and were almost through stripping her of heavy cruising gear and getting her back into race mode when the pandemic happened. The Bermuda and many other planned races were canceled, the boat went on the hard, and Sally, a former sailmaker, soon found herself back at the sewing machine, cranking out protective gear for first responders.

Now all the heavy stuff is going back on as they switch back to cruising mode. "We recommissioned and prepped *Illusion* for relaunch a week ago; cleaned, prepped and stepped the mast a couple of days ago; and have rerigged sails and moved all the gear from our storage locker aboard.





IN LATITUDES

Yesterday, (June 5) we moved back aboard and are now stowing gear and stores in preparation for heading out on Monday. All in all a pretty



Stan and Sally will do a bit more cruising before readying 'Illusion' for racing to Bermuda in 2022.

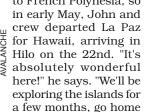
typical annual operation for New England!" The Honeys plan to cruise around Penobscot Bay a couple of weeks before Stan flies to France for three weeks to work with the Gitana 17 team of Franck Cammas and Charles Caudrelier in preparation for their Fastnet and Transat Jacques Vabre attempts. In late July, they plan to slowly head west to revisit some of their Maine stops from last year, add stops along the Massachusetts coast, and eventually land back at New England Boatworks in Portsmouth to strip the boat once again in preparation for the 2022 Newport Bermuda Race, scheduled for June 22. "After last year's cancellation, we will try again with the same stellar crew of Carl Buchan, Don Jesberg and Jonathan Livingston. Fingers

crossed it will not be canceled this time!"

• John Barry's new HH52 Avalanche was designed by Gino Morelli and built last year in China. It was then shipped to Los Angeles and commissioned by the Avalanche team in October. The crew soon headed south to train for the boat's cornerstone role in Avalanche Adventures, a series of races, outreach, training, exploring — and yes, cruising — all over the world. Much emphasis will be given to the three "E's": Education, Ecology and Envi-

ronment.

COVID-19 restrictions scrapped the original plan to Puddle Jump to French Polynesia, so



to Colorado to ski this winter, and then back to sail to the Marshall Islands, Guam, and on to Southeast Asia."

'Avalanche' is cur-

rently in Hawaii.

The eventual goal is to complete a circumnavigation, which Barry did aboard his former Avalanche, a Hammerhead 54 trimaran. Log onto avalancheadventures. org to find out more.

· "Not too exciting for us the past year, as Malaysian immigration asked us to leave the country last June while all Malaysia port offices and surrounding borders were closed," says Shaun Schmidt. You may remember Shaun and wife Sherrie's Vancouver-based Catana 417 cat El**ement** as the boat that towed a dis-



'Element' towed a disabled boat more than 600 miles during a Pacific crossing in 2018 some of it under sail alone.

abled Canadian 36-footer the last 680 miles of the 2018 Pacific Puddle Jump part of the way under sail. (See the August 2018 issue for the whole story.)

Element is safely tucked away in Port Dickson, Malaysia, awaiting their return.

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CHANGES IN LATITUDES

Shaun hopes to get back to the boat in November, with Sherrie and son Jordan (now 12) following sometime around Christmas. Proud papa Shaun notes that eldest daughter Paige has other plans. The high school senior is doing so well that "She has been accepted to all seven Canadian universities she applied to for pre-veterinary studies, and will be attending the University of British Columbia this fall," says Dad.

• "I thought the Baja Ha-Ha sounded like fun, and when Bill and I decided to start

our cruising life with visiting the Sea of Cortez, it seemed like the perfect way to start," says Katie Smith of the San Diego-based Seawind 1160 Flite Deck.

Their original plan was to take off in 2022, after Katie retired, but COVID changed of all

that. When she was offered early retirement, the couple decided they would both retire and go cruising now - that is, if the

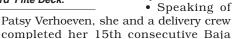
Baja Ha-Ha was still on. Unfortunately, COVID also led to the cancellation of that event in 2020. Or so it seemed.

"Muchas gracias to Patsy Verhoeven for picking up the ball and running with the Nada Ha-Ha!" says Katie. "Thanks to her and her crew, our loose flotilla of boats was able to meet, sail, communicate, learn from each other and have a blast!"

Now, five months later, Katie and Bill are fully integrated into the Mexico cruising community, embracing the exploration of new places and people ashore; lots of

Bash aboard the Gulfstar 50 Talion last

socializing with Nada veterans and other cruisers; and even earning their diving certifications to check out what's below the surface. Look for a feature from these enthusiastic 'newbies' in the July issue.



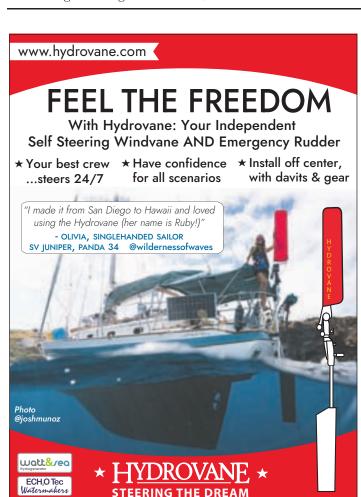
month - and it was one of the quickest, most 'bash-less' of them all: 4 days, 5 hours from Cabo to Ensenada in "smooth seas and light winds," ह reports Patsy. Icing on the cake was the performance of the boat's new engine. "Now we go 7.5 knots instead of 6!" She says they will hang around Ensenada for a couple months and then head up to SoCal.



Patsy is happy to be returning to her Assistant Poobah duties for this year's Baja Ha-Ha, which starts November 1.

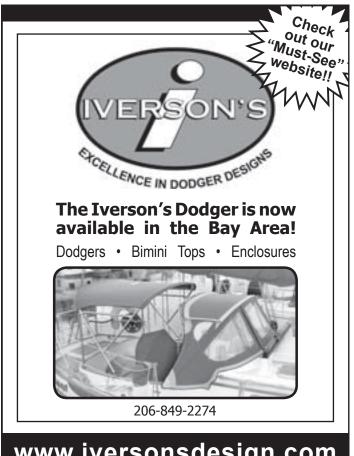
For those few of you who might not know, Patsy — aka 'La Reina Del Mar' — is the assistant Poobah in charge of processing entries in the Baja Ha-Ha Rally which, as most of you know, is back for 2021. As 'Changes' went to layout, entries in Baja Ha-Ha XXVII had just passed the 100-boat mark. For more on the rally, go to www. baja-haha.com

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Katie and Bill are loving life on their first

cruise to Mexico aboard 'Flite Deck.'



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6.7 FT ZODIAC 2016. Zodiac inflatable raft for 1-2 persons. Good condition. With foot pump; no oars or seat. Rolls up for transport. Can be used with small outboard. Can deliver to Sausalito, CA New cost \$1,000+. \$500. Novato, CA. 510-604-1927 or rbaileyporter@gmail.com.



15 FT HANDMADE WOODEN SKIFF 2016. Rangeley design. Hand-crafted wooden rowing skiff built of western red cedar in Gig Harbor, WA. Wt. capacity 675 lbs. Two positions for rowing, seating for a third person. With two sets of handmade Sitka spruce oars, a boat trailer, and a lightweight trailer for launching by hand. At 95 lbs., it can be carried by two people. Perfect condition. Varnished inside and out. Ned Martin. \$9,500. Sausalito, CA. (415) 385-5644 or ned.martin34@gmail.com.

24 FEET UNDER



24 FT J/24 1980. Complete ready to go. Interior has blue cushions, potty, stereo, VHF. Outboard motor, good sails, good rigging. Heavy duty 4 wheel trailer. \$5000 for boat only, \$1500 trailer OBO. \$6,500. Valley Springs. (209) 772-9695 or bonnielopezunr@gmail.com.



21 FT WILDERNESS 1980. Free to a good home. Project, needs sails, running rigging and TLC. Can deliver. \$1. Arnold, CA. 209-795-5099 or gca@goldrush.com.



24 FT J/24 1982. Beautiful class-legal PHRF 168. Family owned from new, kept in great shape. Faired keel, 3 spinnakers, 3 mains, 3 genoas, 1 blade, 1 cut-down estuary blade. Trailer, Outboard, potty, Cash only, No brokers, No PayPal \$6,000 OBO. Alameda. (510) 499-9387 or chadpeddy@gmail.com.



12 FT CONCORDIA BEETLE CAT 1961. 1961 Concordia Beetle Cat gaff-rigged sailboat. Everything has been gone through. Brightwork is fresh, new topside and deck paint, new standing and running rigging. Comes with trailer. Mike. \$6,000. Santa Cruz. (831) 420-7606 or mikefreinberg@sbcglobal.net.



23 FT AQUARIUS 23 1976. Aquarius 23 with dual-axle trailer. Clean, sanitized inside and out. Oiled teak outside. Main, genoa reconditioned by Sailrite. Blue hull, seafoam green nonslip deck. Original gelcoat, no painted-over exterior. Old bottom paint, freshwater sailed last 15 years. Full cockpit bimini, pop top, pulpits, lifelines, depthfinder. Original factory wood cabinetry galore. High volume, high freeboard, centerboard, beachable. Delta-ready. Electric start 9.9 long shaft Johnson with alternator. More at Craigslist Redding. \$4,500. Trinity Center, CA. (707) 499-9396 or alpsail@gmail.com.

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.

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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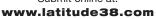
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25 – 28 FEET

28 FT SLOOP, 1972. 28ft sailboat made by Cheoy Lee, with 18hp Yanmar diesel. New bottom paint, 10ft Avon tender with 8hp outboard. Please call. Ask for Ralf. \$18,000. (707) 965-2051.



28 FT WYLIE 28 1976. We're sad to sell our Wylie 28, a wonderful, compact, and ecomomical sailboat. Mexico and SoCal vet. Many upgrades – Wyliecat 30 rudder, Hood Vectran main and jib, radar, and more. Yanmar 1GM10 runs great. Recent haulout. \$9,000. Sausalito. (860) 558-7888 or cogganbd@gmail.com.

27 FT ERICSON 1973. \$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 2maquires@comcast.net.



25 FT SCHOCK HARBOR 25 2007. Self-tacking jib w/roller furling, lazy jacks for mainsail, inboard engine (Yamaha 2-cyl-inder 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.

27 FT CAL 2-27 1976. Cal 2-27 sailboat, Atomic 4 motor, Lots of sails and 2 spinnakers, new interior upholstery with new foam, pretty fair bottom, lots of gear ... autopilot, folding prop, anchor, standing room below, nice boat looking for sailing person(s). Boat is in Antioch to view, so no slip. Email for pics and if you want to see it. \$5,500. Antioch CA. (415) 710-7902 or joesheehy@sbcglobal.net.



27 FT NOR'SEA AFT CABIN 1977. 1977 Nor'Sea 27 with more desirable aft cabin and factory finished interior. Set up to easily single-hand. Asking \$27,500. She is clean and ready to sail. \$27,500. Antioch Marina. (925) 285-9704 or nyesdiving@gmail.com, https://tinyurl.com/2zi4a7vz

26 FT FOLKBOAT 1968. Marieholm International Folkboat, hull #174, bulletproof 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.

25 FT OLSON 25 1985. Clean ULDB ready to race. Full sail inventory. 2.5hp Torqeedo electric outboard. \$11,000. Sausalito. (415) 850-4323 or cjpppr@ amail.com.



28 FT BRISTOL CHANNEL CUTTER 1978. Lyle Hess design, robust offshore/ bluewater cruiser for crew of two. 40 ft overall, 14,000 lb displacement. 6'4" headroom. Cruising dodger. Mainsail, staysail, 85% jib custom-built 2011 Port Townsend Sails, one season use. Yanmar 27hp diesel. Monitor windvane. PUR watermaker. Three anchors; spare parts; cruising equipment. Ask about our 9 ft Tinker Tramp inflatable rowing dinghy with emergency canopy, selling separately. \$48,000. Vallejo, CA. (530) 575-8915 or quinthopter@comcast.net.

27 FT EXPRESS 27 1984. Hull 61 — 'Elan.' White hull, green stripe with light-gray topsides. Class and offshore sails and gear. Second owner. Priced to sell. Email Steve. \$17,500. Richmond Yacht Club. Email e27richmond@gmail.com.

25 FT FREE HALLBERG 25. Project boat looking for a good home. Black African mahogany over birch and oak. Too beautiful to describe. Nordic hull design. Built in Sweden. On trailer, but trailer not included. Merced. Email captjohn32@gmail.com.

27 FT CATALINA 1976. Three jibs and main in good condition, Universal Atomic 4 inboard starts, runs great. Sixft headroom in cabin! Must be moved soon from current location. Ready to sail, just needs water. \$3,700. Great Salt Lake Marina, UT. (515) 443-1526 or donaldcrawford@mail.com.

29 - 31 FEET



30 FT SANTANA 30/30 GRAND PRIX 1984. Overhauled, including rigging, repowered 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.



30 FT SANTANA 30/30 GP 1983. Consistently upgraded inside and out for a turnkey experience. Nelson Marek design is awesome for PHRF racing, daysailing and multi-day adventures. Trailer and/or transporter services to your location available. Click URL above for full information and photo gallery. \$15,000. Utah. (801) 556-9083 or henry.boland@comcast.net, www.tinyurl.com/wajbu5f6.



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.

rocket ship, built by Bashford (Australian) to edge of specs. Very good condition. Fleet champ. Double-axle trailer needs update. Current North sails. O-ring for extra-stiff bow. Beautiful, high-pointing, fun boats to sail. \$9,500. Tiburon. (415) 381-2857 or lpulgram@fenwick.com.

30 FT ETCHELLS 22 1992. Etchells 960,

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.

32 FT GULF PILOTHOUSE 1980. Fully equipped: radar color map GPS VHF. New autopilot, automatic built-in battery charger, modern 12V reefer, solar panels. 32hp diesel. two steering stations, roller-furling, extra genoa, 8-ft dinghy and outboard. All lines led aft. Stout offshore sailer includes all safety equipment and spares and tools. Long Beach slip. Exterior needs TLC. Owners moved out of state. \$32,000. Long Beach, CA. (562) 537-3720 or darordennis@hotmail.com.

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36 FT CHEOY LEE ROBB 35 1966. Fiberglass hull, wood mast/boom, 2030 Volvo/low hrs . In sailing condition - this is a project boat for the do-it-yourselfer. \$17,000. Santa Cruz. (415) 515-6460.



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.



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.



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.

33 FT RANGER 1974. Universal diesel with low hrs; headsail and mainsail both have roller furling for singlehanding; 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.

36 – 39 FEET

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



37 FT ROBERT PERRY VALIANT ES-PRIT 1981. If you're looking for a daysailer, this is not your boat. 'Wild Goose' is an experienced ocean cruiser, with Monitor windvane, solar, wind gen, autopilot, watermaker, etc. She has crossed the Atlantic and spent seasons in Mexico. She's fast and stout, with a beautifully rounded stern. I bought 'Wild Goose' in 2018 for a new book project retracing the Steinbeck/Ricketts 1940 Baja expedition. I paid \$40,000 and spent another \$70,000 on upgrades, including new upholstery, new interior varnish, life raft, standing rigging, satellite phone, dodger, various electronics, and a new paint job. I need the boat this winter for research and writing but will be ready to part with her, reluctantly, in spring 2021. \$60,000. Gueymas/Loreto/La Paz. (360) 378-7517 or jonwhite@rockisland.com.



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



37 FT 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 sueforellen@yahoo.com.



39 FT WESTSAIL 39 1980. Bob Perrydesigned 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) 940-5575 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. \$35,000. Richmond CA. (925) 435-4322 or Hydrotrainer@yahoo.com.



37.5 FT CATALINA 375, 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.

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 Glen. \$10,000 OBO. San Leandro Marina. (541) 274-9268 or glenr99@gmail.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.



37 FT JEANNEAU GIN FIZZ KETCH 1981. Good condition. Professionally fitted throughout. Perkins engine open for options \$15,000. Chicago, IL. (312) 927-5097 or karolina.nejfeld@yahoo.com.



36 FT CATALINA 36 MK II 2001. The Catalina 36 is one of the more popular cruising boats on the SF Bay. The boat is well suited for singlehanded sailing. The 'Black Pearl' has a recent survey, bottom paint, detailed dry dock inspection and new Hood 110 genoa. The mainsail and dodger were replaced in 2019. The owner may consider an equity or non-equity partnership. \$67,500. Sausalito Yacht Harbor. (916) 529-6582.

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38 FT BENETEAU 38S5 1992. Great performance cruiser. Just a joy to sail, loves going downwind; her sister ship won her division in the 2006 Pacific Cup. Comes equipped with a Mack Pack, 2 spinnakers, hydraulic backstay and an upgraded Harken furler. In addition to providing a fabulous sailing experience, she has a gorgeous Philippe Starck-designed interior. Will start showing mid-July. \$50,000. Alameda. Email gdsherrill@yahoo.com.



36 FT CATALINA 1986. Great family boat, light and easy to singlehand making it perfect for racing or cruising around the Bay. Replaced main and roller jib 7 years ago. The stainless standing rigging was inspected four years ago. Fitted with autopilot and radar. Regularly hauled and maintained. Call or email. (510) 612-2219 or kh.weisenberger@gmail.com.

39 FT CAL 39 MK II 1980. Great Bay or cruising boat, complete refit. New rig (standing and running), new electronics, (Raymarine GPS, depth, wind, speed, AIS, autopilot), new interior (varnished teak, new cushions), complete sail inventory, new lifelines, jacklines, lee cloths, everything works as it should. Much more. Email for pictures and list of recent upgrades. \$45,000 OBO. South Beach, San Francisco. (650) 279-8262 or jeff-thayer@comcast.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.



40 FT PASSPORT 1983. World-capable cruiser. Ready to take you cruising. Cutter-rigged. Oversized rigging and 2 large extra cockpit winches. Large sail inventory, VHF, Icom HF, GPS, Aries windvane, Dickinson heater, Autohelm autopilot, Furuno radar, 40hp Yanmar engine. 3 burner stove/oven, refridge/freezer, Spectra watermaker. 2018, power train refurbished at \$20K cost. If buyer broker is involved, selling price is \$135K. \$125,000. Orcas Island, WA. (360) 632-8896 or svlandsend@yahoo.com.



42 FT PETERSON 1982/2006. Refitted and refabricated to sport an open transom, dual helms by Dencho Marine. This is a one-of-a-kind custom high-performance sailor's sailboat and set up to be singlehanded. Can be used inshore but is offshore-capable. Located in Ventura, CA. Photos and equipment list on request. \$70,000. Ventura, CA. (805) 218-8204 or kimingram10@gmai.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. \$40,000. Winchester Bay, OR. (707) 312-2452 or gstocker887@ gmail.com.



44 FT DAVIDSON 44 1990. Exceptional bluewater cruiser. Veteran of 2012/13 Baha Ha-Ha and Pacific Puddle Jump plus 8-year circumnavigation. Refit in 2018. Balanced helm, easy to sail, fast yet comfortable. Meticulously maintained. Numerous upgrades. Call or text Bruce. \$139,900. Ft.Lauderdale, FL. (340) 473-8597 or pacifichwy44@gmail.com.



44 FT CATALINA-MORGAN 440 2006. Price reduced to \$185,000.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. \$185,000. Mazatlan, 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. If seriously interested come to Seattle and take a look and we can talk about an offer \$23,000 OBO. Seattle. Email jamesrolfe@msn.com.



50 FT MARINER 50 1979. Price reduced to \$65,000. See Craigslist Humboldt for photos. Mariner 50 sailboat. Heavy fiberglass hull. Perkins T6-354 diesel. Onan 80 generator. Aug 2018 new bottom paint, zincs, exhaust and raw water new. \$65,000. Crescent City, CA. (707) 218-4277 or tmsmail9@gmail.com, www. tmsmail9@gmail.com.

50 FT HUDSON FORCE 50 1978. Center cockpit, Lehman 80, aft queen with windows, good condition. \$79,000. Berkeley. Email Tcparfitt@yahoo.com.



40 FT NORTH STAR 80/20 1974. Masthead bluewater cruising ketch. Active AIS, full-spectrum radar, integrated chartplotter (Simrad/ Autohelm), windvaneassisted 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), fullwidth aft berth, new interior cushions and mattresses. Portland Pudgy sailing dinghy/4hp outboard, full complement of low- and high-wind headsails, triplereefing 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.

48 FT SUNCOAST 1980. Type of vessel: ketch. Estimated speed: 10 kt power, 6-8 kt sail. Built Netherlands 1980. Time of lay-up: fall 2012. Hull: length 48-ft, beam 15-ft, draft 7-ft. Frames: varied dimensional steel. Topsides single skin steel plate, 1/4 thick estimated; bottom single skin steel plate, 1/4 thick estimated; deck and bulkheads steel plate. Hull layout: V-berth, forward head, forward triple berth, settee/berth, chart station, galley, captain's berth, engine/ machinery/maintenance room, after master bath, after head, straight inboard diesel engine auxiliary powered. New bow thruster (2010), electronics, autopilot, forward underwater sonar. Six-cyl Leyland diesel, midline, 350 gal water, 250 gal fuel. Pictures at website. \$54,900. Cleveland, OH. (954) 235-2527 or maudeij@yahoo. com.au, www.guapasailboat.com.



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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 emiir2017@icloud.com.



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.



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, 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. Fmail whelvestine@comcast net.



47 FT ENDEAVOUR 1980. Stoutly built (Bob Johnson), well maintained, excellent condition. Beautiful teak interior with molded fiberglass hull and decks. Marine plywood bonded to hull and bulkheads. Large salon with 2 staterooms and heads. 62hp Perkins 4-154. This is a roomy liveaboard: fully equipped galley (with refrigerator) and navigational instrumentation to cruise the California waters and beyond! \$110,000. Ventura Isle Marina, Ventura, CA. (818) 441-6883 or h2osloan@gmail.com.



45 FT TOM WYLIE CUSTOM 1983. 'Malava' is an inboard masthead cutter designed by Thomas Wylie Design Group and built by Cunningham Marine. Mr. Cunningham constructed 'Malaya' for his personal use. 'Malaya's construction utilized very high-quality materials, innovative methods, and unique designs with impressive craftsmanship. 'Malaya' is a fast, extremely stable, strong and comfortable yacht that tracks like a locomotive on new rails. This is a two-owner boat that is very well maintained and has received continuous upgrades. \$109,500. Ventura, CA. (805) 758-3375 or nrosenthal621@ gmail.com, www.malaya4sail.com.



50 FT HANSE 2014. German-built Judel/ Vrolijk-designed performance cruiser in excellent condition. Fast and comfortable best describes this well maintained yacht. Three-cabin, 2-head configuration with dedicated shower and utility/laundry room. Twin wheels, fold-down transom. Features include: 75 hp Volvo turbo diesel (1,400 hrs), 10 kW Fischer genset (375 hrs), 20 GPH Village Marine watermaker, bow thruster, Hydrovane self-steering , 660 watts solar, Miele washer/dryer, Icom 802 SSB radio, Iridium GO! satellite transceiver, electric primary winches , asymmetrical spinnaker, fans and plumbing for hydronic heat. LLC-owned, USCG-documented. Broker Cooperation \$420,000. San Jose del Cabo, Baja Sur, MX. (805) 985-4532 or lanikai3@live.com.



43 FT CAL 43 1970. Bill Lapworth/Jensen Marine. Excellent performance on all points of sail. Veteran cruiser/trophied racer. This lesser-known tri-cabin rates with a Cal 40, but with more comfort and pedestal steering. Maintained, 3rd owner. Recent work. \$35,000. (831) 332-0920 or svoricket@hotmail.com.



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. \$18,000. California Delta. (510) 325-2507 or Seanellyson17@gmail.com.

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51 FT ENDEAVOUR 1990. Two staterooms, crew double Pullman. Hardtop full encl transom. Arch/davits w/motor lift. Available 1 March. Shallow draft wing keel, Schaefer roller furler, Autoprop, PSS dripless, Raymarine equipmt. Icom 602 VHF, 4x120W solar panels, 2 cntrls, 4x4D AGMs. Yanmar 66T, twin Raycor. Dual Danfoss fridge/freezer. Spectra watermaker, Avon RIB. Delivery available. Serious buyers only \$135,000. Puerto Vallarta. (720) 243-1540 or christopher.p.brawand@gmail.com.



57 FT RELIANCE KETCH 1990. Fresh Yamaha diesel, new sails, and roller furling. Located Spud Point Marina, Bodega Bay, CA. South Pacific vet. William. \$100,000. Bodega Bay CA. (707) 890-7530.

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55 FT TRIMARAN, HORSTMAN-INSPIRED 1989. MUST SELL! Maiestic 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. Panama City, Panama. (775) 350-4935 or (775) 782-7035 or bsseevers@msn.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. for more information and photos. \$225,000. La Cruz, MX. (509) 899-0100 or Kevinpersson@live.com.



27 FT FARRIER 25C 1995. Mylar main, jib, code 0, by Skip Elliott. Mylar Screacher. 9hp 4 stroke Mercury. Main tramp nets are brand-new. Always drysailed. Double-axle road trailer. 'HiPer' has a great ORCA racing record. \$45,000 OBO. Los Angeles, CA. (310) 310-4914 or davidcollins@mindspring.com.



46 FT CATAMARAN. Catamaran project, fiberglass hulls, most gear to finish, needs interior finished. Aluminum mast, boom, sails, engine, 20+ new Lemar ports and hatches, 24-ft container, pulpits, stanchions, lifelines. Temp yard to finish, easy move. \$60,000. Santa Rosa, CA. (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 mjpboat6.2@gmail. com, www.tinyurl.com/5d4we8e6.



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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@allegroslp.com.

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82 FT USCG POINT CLASS 1963. 82-ft by 17-ft, 89 GT. Sea crane, dive platform, small-boat cradle, inspected and hauled out 2020. Pictures Facebook @ Point Weber photos/albums. \$99,000. Stockton, CA. (209) 484-6621 or gmanov@sbcglobal.net.

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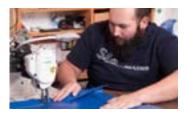
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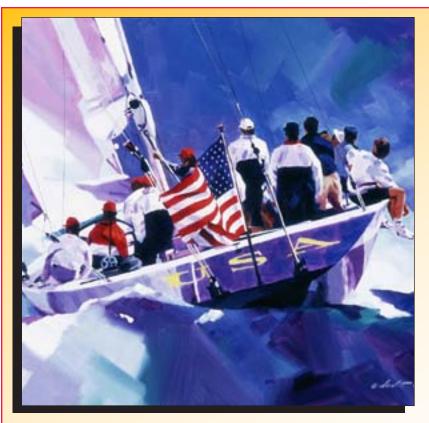
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