

Latitude 38

VOLUME 530 August 2021

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Some things change, some things remain the same

Over the last 48 years Pineapple Sails has seen a lot of things change. There have been economic ups and downs. There have been changes in regattas, marinas, boat designs, sail materials - nothing even close to the effects of a Pandemic.

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 Wet Wednesday evening series
at the Cabrillo Beach Yacht Club in San Pedro
with its Cal 20 fleet showing off the best of summer sailing.

Credit: Volker Corell

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Latitude 38

we go where the wind blows

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50' STEVENS SLOOP, 1987
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45' SPARKMAN & STEPHENS SLOOP, 1982
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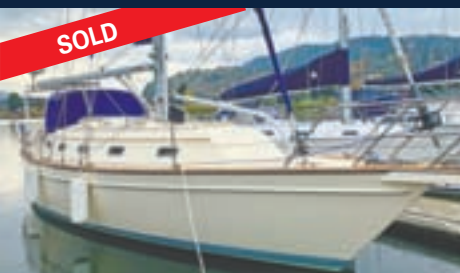
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40' C & C 121, 2000
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38' ISLAND PACKET 380, 2001
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37' HUNTER CHERUBINI, 1984
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Non-Race

Aug. 4-25 — Wednesday Yachting Luncheon Series, via YouTube, 12:30-1:30 p.m. StFYC, www.stfyc.com.

Aug. 7 — Maritime Day, Galilee Harbor, Sausalito, 8 a.m.-6 p.m. Free admission; \$35 spaces. Info, (415) 332-8554.

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

Aug. 14 — 60th Birthday Blowout, Loch Lomond YC, San Rafael, 11 a.m.-11 p.m. Info, www.lochlomondyachtclub.com.

Aug. 14 — Delta Doo Dah BBQ, Delta Bay Marina, Isleton, 1-4 p.m. Info, www.deltadoodah.com.

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

Aug. 21 — Nautical Swap Meet, Owl Harbor, Isleton, 8 a.m.-noon. Free. Info, www.owlharbor.com.

Aug. 21 — Online Sea Chantey Sing, noon. With Peter Kasin. Info, <https://maritime.org/events-home/chantey-sing>.

Aug. 22 — Full Sturgeon Moon on a Sunday.

Aug. 31 — Registration closes for Delta Doo Dah Lucky 13. Info, www.deltadoodah.com.

Sept. 6 — Labor Day.

Sept. 9 — Mexico Cruising Seminar, Bay Model, Sausalito, 4-5:45 p.m. Info, www.baja-haha.com/Dates.html.

Sept. 9 — Latitude 38 Fall Crew List Party, Bay Model, Sausalito, 6-9 p.m. \$10. Info, www.latitude38.com/crew-list.

Sept. 16-19 — Boats Afloat Show, South Lake Union, Seattle, WA. Info, www.boatsafloatshow.com.

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

Racing

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

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/505 PCCs. CGRA, www.cgra.org.

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

Aug. 1, 15, Sept. 5 — Fun Sail Summer Series. ElkYC, www.elkhornyachtclub.org.

Aug. 1, 28, Sept. 12 — PHRF Fall Series 1-5. MPYC, www.mpyc.org.

Aug. 6-8 — Skamania Coves Invitational/Laser & Tasar Masters, Columbia River Gorge. CGRA, www.cgra.org.

Aug. 7 — North Bay Series #5. VYC, www.vyc.org.

Aug. 7 — Delta Dinghy Ditch pursuit race. 30 miles from Rio Vista to West Sacramento. 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. 7-8 — Santanarama. Stillwater YC, www.sycpb.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. 8, 15 — Summer Series at Shoreline Park, Mountain View. FSC, www.fremontsailingclub.org.

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

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Bay. Hosted by StFYC, SFYC, RYC and TISC. Info, <http://usopen.ussailing.org>.

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

Aug. 14 — Classic Boat Invitational Series #2. SYC, www.sausalitoyachtclub.org.

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

Aug. 14 — Singlehand/Doublehand Races. BenYC, www.beniclayachtclub.org.

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

Aug. 14 — Steele Cup for dinghies. FLYC, www.flyc.org.

Aug. 15 — Governor's Cup #1. FLYC, www.flyc.org.

Aug. 15, Sept. 12 — Baxter-Judson Series Races 5 & 6. PresYC, www.presidiyachtclub.org.

Aug. 14-15 — RS Tera NAs. 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.

Aug. 19-22 — USWMRC (women). SDYC, www.sdyc.org.

Aug. 20 — Aldo Alessio. StFYC, www.stfyc.com.

Aug. 20-22 — SC27 Nationals. StFYC, www.stfyc.com.

Aug. 21 — Women Skippers Regatta. Men allowed as crew. SYC, www.sausalitoyachtclub.org.

Aug. 21 — Endless Summer. HMBYC, www.hmbyc.org.

Aug. 21 — PHRF Series. ElkYC, www.elkhornyachtclub.org.

Aug. 21 — Wosser Cup. SFYC, www.sfy.org.

Aug. 21, Sept. 11 — Fall One Design #1 & #2. SCYC, www.scyc.org.

Aug. 21-22 — Great Vallejo Race, the long-awaited return to Vallejo YC. YRA, www.yra.org.

Aug. 21-22 — Phyllis Kleinman Swiftsure Regatta. StFYC, www.stfyc.com.

Aug. 22 — Mad Hatter Race. SLTWYC, www.sltwyc.com.

Aug. 26 — Bridge to Bridge. StFYC, www.stfyc.com.

Aug. 27-29 — Mercury Class Nationals, hosted by Stillwater YC in Pebble Beach. Info, www.mercury-sail.com.

Aug. 28 — Plastic Classic for 'plastic' boats designed 25 years ago or earlier. BVBC, www.bvbc.org.

Aug. 28 — South Bay Championship. SeqYC, www.sequoiayc.org.

Aug. 28 — Fox Hat Race. TYC, www.tyc.org.

Aug. 28 — Double Angle Race from Santa Cruz & Monterey to Moss Landing. ElkYC, www.elkhornyachtclub.org.

Aug. 28 — One Design Championship on Lake Washington. LWSC, www.lwsailing.org.

Aug. 28 — Skippers' Scramble on Clear Lake. KBSC, www.kbsail.org.

Aug. 28-29 — OYRA and SSS Drake's Bay Regatta. YRA, www.yra.org and SSS, www.sfbaysss.org.

Aug. 28-29 — Corinthian Cup. SFYC, www.sfy.org.

Aug. 28-29 — California Dreamin' match-racing series. StFYC, www.stfyc.com.

Aug. 28-29 — El Toro Pinecrest Regatta. El Toro IYRA, www.eltoroyra.org.

Aug. 28-29 — Millimeter Nationals on the Estuary. EYC, www.encinal.org.

Aug. 29 — Fall SCORE #1. SCYC, www.scyc.org.

Sept. 4-5 — Veeder Cup. Team racing in Santana 22s. MPYC, www.mpyc.org.

Sept. 4 — Jazz Cup, TI to Benicia. SBYC/BenYC, www.southbeachyachtclub.org.

Sept. 4 — North Bay/Luna Race. VYC, www.vyc.org.

Sept. 4-5 — Redwood Regatta, Big Lagoon, in the redwoods by the ocean. Humboldt YC, www.humboldtyachtclub.org.

Sept. 10-12 — Ficker Cup. LBYC, www.lbyc.org.



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Sept. 11 — Belvedere Classic and Great San Francisco Schooner Regatta. SFYC, www.sfyf.org.

Sept. 11 — Half Moon Bay Race. SSS, www.sfbaysss.org.

Sept. 11 — Tornberg Regatta. TYC, www.tyc.org.

Sept. 11 — Fall Race #1. SSC, www.stocktonsc.org.

Sept. 11-12 — Totally Dinghy. RYC, www.richmondyc.org.

Sept. 11-12 — Perpetual Cup. SLTWYC, www.sltwyc.com.

Sept. 12 — Commodore's Cup. EYC, www.encinal.org.

Sept. 12 — Singlehanded/Doublehanded. SeqYC, www.sequoiayc.org.

Sept. 12 — Fall Series. FSC, www.fremontsailingclub.org.

Sept. 14-19 — Congressional Cup. LBYC, www.lbyc.org.

Sept. 16-19 — Rolex Big Boat Series, hosted by StFYC. Info, www.rolexbigboatseries.com.

Beer Can Series

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BENICIA YC — Thursday nights: 8/5, 8/12 (Sweetheart Race), 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.

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

THE CLUB AT WESTPOINT — Friday Fun Series: 8/20, 9/17. Info, www.jibaset.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: 7/30, 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: 8/6. Info, www.flyc.org.

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

ISLAND YC — Island Nights, Fridays: 8/6, 8/20, 9/10. Info, www.iyc.org.

KONOCI 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. Laser Fridays: 8/27, 9/24, 10/22. MPYC, www.mpyc.org.

OAKLAND YC — Sweet 16 Series, every Wednesday night through 8/25. Info, www.oaklandyachtclub.net.

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

ST. FRANCIS YC — Knarrrs, Folkboats & IODs every Wednesday: 8/4-8/18. Thursday Night Kites: 8/5, 8/19, 9/2, 9/23. Friday Windsurf & Wing Slalom: 8/13, 9/10. Friday Windsurf Course: 7/30, 8/27, 9/24. Info, www.stfyf.com.

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

SAUSALITO YC — Tuesday night Sunset Series. Summer: 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.

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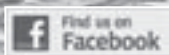
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Info, <https://spyc.clubexpress.com>.

SOUTH BEACH YC — Fridays: 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.

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.

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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.

August Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
7/31 Sat	0010/1.8	0609/3.8	1126/2.1	1813/5.5
8/01 Sun	0116/1.4	0750/3.7	1224/2.7	1856/5.6
8/07 Sat	LOW 0540/0.4	HIGH 1254/4.8	LOW 1721/3.0	HIGH 2321/6.3
8/08 Sun	HIGH 0613/0.5	LOW 1324/4.9	HIGH 1800/2.8	LOW 2321/6.3
8/14 Sat	LOW 0426/4.5	HIGH 0957/1.6	LOW 1652/6.0	HIGH 2324/1.0
8/15 Sun	HIGH 0555/4.1	LOW 1051/2.3	HIGH 1741/6.1	LOW 2324/1.0
8/21 Sat	LOW 0521/0.8	HIGH 1227/5.2	LOW 1714/2.5	HIGH 2322/6.6
8/22 Sun	HIGH 0603/0.7	LOW 1304/5.3	HIGH 1802/2.2	LOW 2307/1.4
8/28 Sat	LOW 0428/4.2	HIGH 0946/2.3	LOW 1619/5.4	HIGH 2307/1.4
8/29 Sun	HIGH 0552/3.9	LOW 1037/2.8	HIGH 1702/5.3	LOW 2307/1.4

August Weekend Currents

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

date/day	slack	max	slack	max
7/31 Sat	0200	0430/1.5F	0748	1024/0.9E
	1242	1636/2.5F	2000	2254/1.4E
8/1 Sun	0312	0548/1.4F	0918	1124/0.7E
	1318	1724/2.2F	2042	2348/1.4E
8/7 Sat	0006	0312/2.0E	0730	1030/2.7F
	1354	1612/0.9E	1830	2212/2.5F
8/8 Sun	0054	0400/2.1E	0806	1106/2.9F
	1424	1654/1.1E	1918	2254/2.7F
8/14 Sat		0306/2.4F	0554	0842/1.5E
	1130	1512/3.1F	1800	2042/2.1E
8/15 Sun	0042	0406/2.3F	0712	0954/1.2E
	1218	1606/2.9F	1848	2136/2.1E
8/21 Sat		0306/2.1E	0718	1006/3.5F
	1318	1554/1.6E	1900	2200/3.1F
8/22 Sun	0054	0418/2.1E	0806	1054/3.6F
	1400	1648/1.8E	1954	2254/3.2F
8/28 Sat	0000	0300/1.9F	0624	0900/0.9E
	1112	1500/2.4F	1800	2054/1.5E
8/29 Sun	0054	0400/1.7F	0742	0954/0.6E
	1148	1548/2.0F	1842	2136/1.4E

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



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Hylas 49 • 1999 • \$399,000



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BHM Downeaster 32 • 1998 • \$92,000

64 Frers	1978	\$295,000	38 Hunter	2006	149,000CAD
48 Sunward	1983	\$249,000	38 Baltic DP	1983	\$90,000
48 Chris White Atlantic	2010	\$565,000	38 Ohlson	1984	\$115,000
46 Camper & Nicholson's	1974	\$130,000	35 One Design 35	1999	\$59,000
46 Swan	1985	\$160,000	34 Webbers Cove	1966	\$79,000
46 Nordic RS	1992	\$239,000	34 Webbers Cove	1970	\$69,000
46 Ker	2006	\$279,000	32 Seaward 32 RK	2013	\$154,500
44 Lyman Morse Seguin	1982	\$224,900	31 Tashiba	1988	\$99,500
42 J Boats J/42	1996	\$144,900	30 Cutwater	2014	\$224,000
42 Hinckley Sou'wester	1984	\$235,000	30 Henderson	1997	\$32,900
41 Sceptre	1985	\$180,000	28 Jasper	2019	395,000CAD
40 Bavaria Cruiser	2013	\$130,000	28 Cutwater	2017	220,000CAD
39 Swan 391	1983	\$115,000			

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LETTERS

↑↓ A BOAT WENT AGROUND IN SOUTHERN CALIFORNIA, AND LATITUDE NATION TRIES TO SOLVE THE MYSTERY

I talked to the owner of a small fishing boat, moored safely off the beach, who said the boat in question came in around 9 p.m. the night of July 3. (I was surfing my favorite everyday spot, 'The Hut', which is the beach just above where this stranded vessel was, at 8 a.m., on July 4.)

The skipper apparently anchored the boat [named *Aequus*] in too-shallow water, and didn't let out enough lead rope. Around 3 a.m., with the skipper still onboard, the boat broke anchor and began washing up on the shallow reef. The skipper couldn't start the boat quickly enough to avoid catastrophe.

The surf was 6 feet-plus, and before long, the boat cockpit was filled with water. On July 5, there was an unsuccessful attempt to recover the boat, but from my judgment, the boat trying to pull [*Aequus*] free was too small.



WAILANI OHERLIH

We believe that the boat pictured, named 'Aequus', was a Hanse 588 — but we're not sure. The boat went aground in Paradise Cove, Malibu, near Point Dume over the Fourth of July weekend.

On Thursday [July 8] at 8:45 a.m., the same boat was back, trying [to free *Aequus*] again, but with no success. Later in the evening, a second boat arrived at the scene and together they successfully pulled it off the reef.

It was heartbreaking to see such a magnificent ship stranded on our rocky shoreline. Thank God they finally got it free.

Jack Skene
SoCal

↑↓ SOME COMMENTS ON THE SPOT AEGUUS WAS ANCHORED IN

I have anchored overnight in that spot a number of times. I had no problem getting the anchor to hold, but had a tough time raising it because there was loads of kelp on the chain that I had to cut off. The kelp may have helped cause the anchor to come loose.

It looks to me that, for a boat that size, they may have anchored too close to shore; when you go in too close, the depth changes very abruptly. I was not concerned about the safety of the crew — it looked like a short swim to shore, and the flow of the onshore waves and water would have helped.

Gus van Driel

↑↓ SOME COMMENTARY ON SAILORS FROM MDR

When I go out sailing up the coast from Marina del Rey, I see boats sailing upwind with their sails all aflutter instead of sheeted in, and when they turn around to go back

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LETTERS



TOWBOATUS VENTURA & CHANNEL ISLANDS

The 58-ft 'Aequus' was eventually towed off the beach by TowBoatUS Ventura & Channel Islands, and taken back to Marina del Rey. As you can see, there's significant, irrevocable damage to her port side.

to MDR, they are sheeted in instead of sheeted out, and the guests aboard these big, fast, plumb-bowed, state-of-the-art craft can't understand why I'm speeding past them in my lowly Cal 24 designed in 1958.

Gerald Sobel
Los Angeles

THE END OF A SAD STORY

I saw [Aequus] today in Marina del Rey. The entire port side of the boat was destroyed. It's a total loss. I don't know the story, but I'm certain of the ending.

Lon Bubeck
Shaka, CF-37
SoCal

SPEAKING OF SAD STORIES

Memorial Day weekend we (Potter Yachters) cruised up the Napa River to another "boatyard of broken dreams," after passing several marinas filled with unused boats and future crusher candidates. [Jim is referring to the June 14 *'Lectronic Latitude: A Sad Day as Another Sailboat Goes to the Crusher.'*]

I'll never understand this phenomenon, but I would bet that less than 10% of vessels anywhere (like, worldwide) get operated monthly by their owners. Boats need love, or they die. If you own a boat, at least go down and visit it once in a while! It doesn't look like this boat [pictured on the next page] was ever more than a bad dream. Sad.

Jim Gossman
Grace, Nimble 25 Pilothouse
Benicia

Jim — 10% seems about right. Our slip neighbor has a lovely Folkboat, which has been left to collect grime for months. Turns out the owner had moved out of state. I think this happens a lot! The happy news is that the boat is listed in *Latitude's Classy Classifieds* now and may be on her way to a new owner; I know the potential owner, who is a dedicated sailor, and will likely put a lot of love into her.

I totally agree: Love your boat and visit it often. If you can't, sell it to someone who can. There's a new batch of keen young sailors after the pandemic — and they need affordable boats.

Ros de Vries
Medusa, Santa Cruz 27
Alameda



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LETTERS

⇅ SPARE THE SIGNIFICANT

There are thousands more rotting boats taking up space in marinas around the country. Spare the ones of significance and let the rest go. Onward.

Karl Robrock
Snafu, Moore 24
Point Richmond



FERRIS WILLS

It's such a violent sight: the boat, so hopeless; the machine, so malevolent. In mid-June, Ferris Wills, of the Richmond-based sailboat 'French Girl', witnessed the sad end of what was probably an abandoned sailboat, as it was hauled out of the water and set upon by the machines.

⇅ RECYCLE AND APPRECIATE IN VALUE?

I've seen them crushed, and I'm looking forward to the day they can be shredded and recycled as an additive for concrete. Maybe some day boats will actually appreciate in value like houses.

Dave Santangelo

Dave — Great thought, but we're not holding our breath on that one!

⇅ THE SADDEST THING INDEED

I think neglected boats are one of the saddest things you will see. She once had fair winds and following seas, I'm sure!
Gennyfer Santel
Latitude Nation

⇅ A WORD ABOUT MERV, AND GROWING UP SAILING IN CANADA

Merv Mitchell is my father, and is one of nature's all-originals. As kids who were first-generation, growing up in Canada to British parents (who had in some way, never left Britain, but instead wanted to anglicise Canada) had its moments. I hope none of your readers take this the wrong way, but we were probably more maligned at school than the obvious minorities, who were at least deemed 'somewhat' Canadian. My brother and I with our Oxfords and Paddington Bear Duffle coats meant we were weird aliens to be derided.

But in typical British fashion, our parents deemed it character-building. They made up for it, though. In the summers, we would rent a four-berth sailboat (our own sailboat having sunk somewhat inauspiciously at launch) and venture as far as the northern waters of inland Vancouver Island. Great times!

We were not allowed to swear as kids, something I have overcome and made up for in my later years. On one occasion we were towing a sailing canoe with leeboards and a sprit-sail that Dad had fashioned through a narrow, fast-moving channel. There were eddies and currents and counter-currents galore. One of the leeboards broke away from the

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LETTERS



MERV MITCHELL

The crew of the 42-ft Hillyard ketch 'Qui Vive' in Tiburon in 1972. Seated, from left to right: Sue Mitchell holding Len, Merv Mitchell, and Don Poole. We recently met Merv in Tasmania, where he had just completed a circumnavigation of Australia's island state. When we got to chatting, Merv, a gifted storyteller, told us of a harrowing passage on board 'Qui Vive' into San Francisco.

side of the canoe, only to disappear forever.

My word, the language that 6-year-old me and my 4-year-old brother were subjected to was like winning the kid's fund lottery. We heard words we had never heard before. Colorful, impactful words. Words that sounded like a bullet. We erupted in a sea of astonished yet highly amused giggles. Up until this point, we had only heard cartoonishly inoffensive euphemisms.

Dad, if you ever read this, I'm a reformed Anglophile, but I still love the place. I will never, however, teach any child to say the word 'dirties' when going for a 'big job.' That's pure shite. I do, however, hope you keep the stories and sailing adventures going for as long as you can. Keep your pecker hard and your hands upon the wheel.

Really enjoyed the article.

Len Mitchell

Len was commenting on the June 14 'LL: Did You Meet Merv, Donald and the Crew of 'Qui Vive' in Tiburon?

↑↓ **BREAKING NEWS: A BOAT GOT A BIT SQUIRRELY DURING THE DELTA DITCH RUN**

Having done a bit of bow on SC27s, I looked at Janina [pictured right] with interest. First, the masthead



LYN HINES

The Santa Cruz 27 'Janina' struggles in the 'S curves', a common sight during the Delta Ditch Run.

fly is not in the water being destroyed, so overall they are OK. I suspect as soon as the pole came off, they lost it. Nice wrap with the guy over the forestay, the sheet tangled up, and the foot billowing up.

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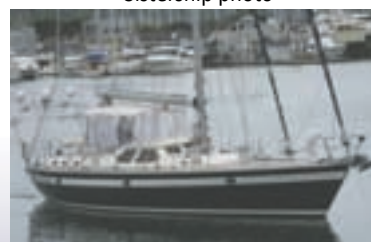
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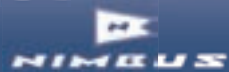
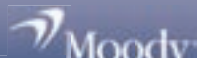


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LETTERS

How to recover? Blow the vang and the boat comes right up. Pull straight down on the foot while easing the halyard. In over 30 knots, I would rather drop and reset, but perhaps, that is what they were trying to do.

Brad Smith
Former Bowman, Santa Cruz 27

Brad was commenting on a June 16 'Lectronic. Read the Janina crew's firsthand tale on pages 68-70.

↑↓ CHEERS TO EVERYONE WHO SAILED IN THE 22ND SINGLEHANDED TRANSPACIFIC YACHT RACE

Great race, everyone! So impressed as always at how much good sportsmanship and camaraderie a bunch of solo sailors display!

Tony Bourque
Circe, Freedom 40/40
Richmond

↑↓ A ROCK STAR FROM A SMALL, BUT PROUD AND REVERED YACHT CLUB IN SAN DIEGO

Kyle Vanderspek is a star. What a trip and achievement! He smoked the competition and finished a day-plus before all others. Eleven boats and he was number one. Outstanding, and congratulations! Mission Bay Yacht Club's young sailors rule. Kyle is an example to us all. Proud to know him.

Van L. Barr



On July 3, Kyle Vanderspek — from Mission Bay Yacht Club in San Diego — was the first Singlehanded Transpacific racer to arrive on his Hobie 33 'Aloha'; he was 26 hours ahead of the next boat. Vanderspek was the overall monohull winner of the solo race from San Francisco Bay to Hanalei Bay. For more details, check out the feature on pages 58-62 of this issue.

↑↓ A BAY AREA SHTP FINISHER

Congrats to Berkeley YC staff commodore Falk Meissner. We are all super-proud of you and happy that you fulfilled one of your dreams. *Einfach Lieben!*

Patrick Hind-Smith
Margaux, Morgan 38
Berkeley YC

↑↓ DON'T FORGET ABOUT ALL THE YACHT CLUBS SUPPORTING SAILORS

This article [the July 7 'Lectronic: St. Francis Yacht Club Members to Compete in Tokyo] highlights but a few of the amazing sailors in the Bay Area — not just St. Francis members, but people from other yacht clubs like Richmond,

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LETTERS

Encinal and Sequoia YC — to name a few.

I encourage the entire sailing community to support the US Sailing Olympic Team however you can, whether it's with time or money. We all win when they win.

Ken Glidewell
Staff Commodore
St. Francis Yacht Club

↑↓ WILL A SPLIT RING BRING THE MAST DOWN?

A few specific thoughts in response to your open questions [from the June 23 *Lectronic Latitude* with the same name as this letter]:

1. Yes, over the years I have found nuts, cotter pins, and other assorted boat bits on deck. Sometimes they really have worked loose and need urgently to be replaced; other times I concluded they were items I had misplaced during a project and never fully cleaned up — also a lesson!

2. Yes, nuts or equivalent fasteners not affixed with Loctite or equivalent (or not being Nyloc or other self-locking nuts) have a remarkable ability to gradually detach themselves over time, given a combination of the inevitable working of the rigging and vibration of all sorts, whether from a taut sheet or running under power or whatever. The lesson to me is that any critical nut (or similar fastener) should either be replaced with Nyloc (or equivalent), reinstalled using Loctite, or otherwise replaced with something that is designed to resist loosening under all circumstances. (As a side note, I suspect I may have the World's Largest Private Collection of Stainless Steel Nyloc Nuts.)



LATITUDE / JOHN

There's a lot going on at the top of the mast, with a lot of small pieces holding the big ones together.

3. Another item to inspect are halyards, especially where they pass over a sheave at the masthead (or through a block, in the case in spinnaker halyards) when tensioned. When circumnavigating the Pacific I would regularly inspect the rig before any long passages, and we found chafe severe enough to merit replacing the jib halyard once and the spinnaker halyard once (each after somewhere on the order of 10,000 to 15,000 miles of sailing). Having had some notion of this possibility, as well as an obsession for tools and spares, we were carrying a spare for each, which were put to good use!

4. Speaking of spares, I believe anyone planning an ocean passage (including coastal passages, especially on our unforgiving West Coast) should carry tools and parts to effect emergency rig repairs, including lengths of appropriately sized 1×19 and 7×19 wire, wire clamps, thimbles and, if possible, Hi-Mod, Norseman or Sta-lok fittings, as well as the tools to use them — ideally including a wire cutter sufficient to cut the heaviest standing rigging on your vessel. Unlike our spare halyards, I've never needed to use these — although we did have a headstay fail halfway between Truk and Guam! Fair winds, and may your stock of spares never, ever be depleted.

Dave Cohan
Tahu Le'a, Morris 46 cutter
Redwood City

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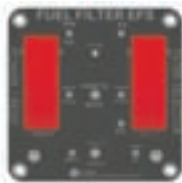
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LETTERS

Readers — In the aforementioned 'Electronic Latitude that sparked this discussion, we posed these questions to you: What unnerving things have you found on deck? Or what should we be checking more frequently?

↑↓ ONE WORD:

Chainplates! Remove them if you can; if you cannot, take off the fitting and try to bend the plate sideways with a vise grip. Electrolysis attacks them at deck level where you can't see, and they become very weak. It's a common cause of dismasting on an older boat.

David Hume
Hawaii

↑↓ MAKING OBSERVATIONS ON THE DOWN-LOW, BUT LETTING YOU KNOW

I haven't had anything quite mast-threatening, but...

In the 1980s the Newport 30 Association had problems with boat lightening: tables, doors, stoves, drawers, cushions and factory-installed stuff disappeared from boats.

The fleet measurer, who seemed to have a key to every marina, would come by and take a look at the boats. If you arrived one Saturday morning for a race and found a string with a washer hanging from your stem fitting, you knew he'd been there. If the washer was dangling in the wind you knew you'd get a note in the mail. (No email then.)

Pat Broderick
Nancy, Wylicat 30
Sausalito

↑↓ THE ALLOY PIN

When I first sailed my Santa Cruz 27 *Yellow Jack*, I discovered an aluminum clevis pin in the starboard upper shroud lower turnbuckle. It appeared to have been in place for some time, but when I bore away from Southampton, it failed — broke into three pieces. An instant crash tack saved the mast. I have no idea why there were alloy pins or who put them in.

Mike Farrell
Berkeley

↑↓ THE DEVIL IS IN THE MATERIALS

Aluminum is susceptible to corrosion-assisted fatigue cracking, and aluminum does not have a fatigue-endurance strength. These two characteristics mean that the risk of fatigue fracture increases with age and corrosion severity. My experience is that it's the corrosion you can't see, such as is occurring in a fastener thru-hole, or other loaded areas, that initiates failures. I would be concerned whether the reported "scratches" on the mast's leading surface have initiated fatigue cracks, and, if so, what is the rate of crack growth? Marking the defect ends with a metal marking pen and checking whether the indications have grown past the end marks would be useful. Corrosion is also likely occurring at the spreader bar joints and tip cups, and at the bottom of the mast-step assembly.

After 32 years of seawater exposure, a good winter project would be to pull the mast out of the boat (send it to Buzz Ballenger for refit). The refit scope should include mast disassembly of all components (easier said than done), glass bead blast and a thorough visual and liquid penetrant examination. Carefully inspect any welded attachment to the mast, gooseneck and masthead. The rigging company should be experienced in aluminum welding to repair corrosion damage, reinforcing worn wall thickness



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LETTERS

with saddle patches. Sand or grind out the "scratches" to sound metal and fill with weld; grind weld cap to blend with extrusion surface. The mast should be chemically cleaned, etched, primed, and painted with Awlgrip coatings. Awlgrip's painting system is much more reliable than anodizing to prevent corrosion.

Refit all the parts and bed mixed metals with Tef-Gel or use G11 shims to separate different materials. Every fastener should be bedded in Tef-Gel. The standing rigging should be very carefully inspected; if the wire is magnetic or is rusting, replace it with Nitronic 60 wire rod.

Replace all the wiring and coax with high-quality tinned stranded copper. Lights should be replaced with LED units. Install all interior wiring in mesh sleeving conduit. Add a lightning rod and earthing conductor. If the mast step is an aluminum casting, replace with a mast step fabricated from G11 plate. Baffle the mast interior for a water seal and make a drain above the mast entrance to the cabin trunk. Be sure to check the internal structure that the mast is stepped to; if the structure is soft or spongy, now is the time to replace it with a carbon-fiber pedestal. All shackle pins should be safety-wired.

Marcus Crahan
Dauntless, Hinckley 52
Newport Beach

Marcus — Good to hear from you and thanks for the thorough and thoughtful reply. Sounds like we'd have to miss more than one weekend of sailing for this kind of maintenance, but we'll take this into consideration.

↑↓ THE VALUE OF A GOOD SURVEYOR

We had a good surveyor go up the mast when we bought our boat, a 1988 Cal 39. He noted that the upper shroud ends were immobile in their caps due to lack of lubrication; he recommended unstepping the mast and going through it, so we had a good rigger do just that.

Makana

↑↓ LISTEN TO YOUR GUT

Last summer, we had a great day sailing around Angel Island. In the lightening evening wind sailing downwind back to Emeryville, we were all enjoying the sunset when for no reason at all I thought, "I'm gonna have a look around the boat." I started at the gooseneck and found the cotter pin and washer were gone — the pin was holding the boom on by a thread! We doused the sails and motored to the dock, and were able to repair them before heading home.



LATITUDE / JOHN

How does this 32-year-old mast look to you? After finding some hardware on the deck of his 1989 Sabre 38 MkII 'Finistere', 'Latitude' publisher John Arndt found everything to be in good order on the mast — save these scratches on the leading edge, some pitting, and signs of rust that probably came from old wire halyards.

NOT BEING ABLE TO FIND A RESTROOM *Stinks*



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LETTERS

Another example of when your gut speaks to you, listen.
Joshua M. Williams
Emeryville

⇅ LOWERING THE MAST ON A SMALL BOAT WITH THE RESOURCEFUL SAILOR

As a small-boat owner, I was thoroughly impressed by the simple yet efficient method you've developed for lowering and raising your mast. [From the June 16 'Lectronic with the same title as this letter.] I recently hired a rigger to climb and service our boat's mast. I was very happy with their work, but next time I will seriously consider the Resourceful Sailor's technique to do the job. Thanks for enlightening us.

Bill Sikich
Island Drifter, Victoria motorsailer
Seattle, WA

⇅ BACK IN THE DAY

This reminded me of the days when I did the same thing on a Catalina 27. I learned from others from the Fresno YC. Several of us trailered Cat 27s, and a couple of guys even trailered Cat 30s! (At least one of the 30 owners built his own trailer.)



JOSHUA WHEELER

The Resourceful Sailor shared a few tips he learned while lowering the mast after having a go on 'Sampaguita', his Pacific Seacraft Flicka 20.

All was done without a hoist. (Freshwater lakes don't have them.) The big difference was using hinged poles, one on each side, between the cabintop and the blocks connecting the mainsheet and the main halyard's lower attachment. The poles kept everything from vertically collapsing when the mast was coming down to rest on the bow pulpit. The length of the halyard to the pole connection was adjusted to keep the hoisting angles between the mast and the poles around 90 degrees. (Close is good enough.)

It has been too long, but it seems as if the boom was tied in such a way as to limit (most) side-to-side movement.

PJ
La Cuna, Hunter Passage 42, K6PJL
Mexico

⇅ JUST TO SEE IF I COULD

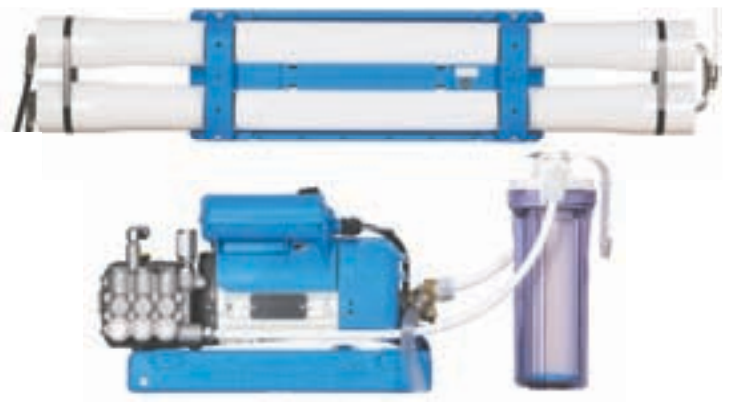
I have lowered my mast on the water, doing it once, just to see if I could. I have a West Wight Potter 19, and every time I use it I raise and lower the mast at least once. The Potter comes with baby stays to keep the mast straight, and a block and tackle to help raise and lower the mast.



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LETTERS

Those baby stays do work. Some years ago I was laying out a two-day sail for the Potter Yachters. I do it every October and call it the Bridges Sail. I try to take them under as many bridges as possible without duplicates.

This particular time, I was heading up the Sacramento River, and in Walnut Grove turned onto Georgiana Slough. I radioed the swing bridge, and when they tried to open, it wouldn't work. I went back to Walnut Grove to a dock and tried to lower my mast, but I didn't have the baby stays with me. On the way down, I couldn't keep the mast centered and it went off to port. I bent a bunch of stuff, so I got everything in the boat and motored home.

Bud Kerner
Cat's Meow, West Wight Potter 19
 Bay Area

↑↓ RIGHTING A TRIMARAN: IF AT FIRST YOU DON'T SUCCEED, TRI, TRI AGAIN

The tris get pulled by straps around the front beams, over the top. Sometimes you need tricks to get the sterns to dig in, but when they do, enough forward thrust from the tow boat pulls it 180 degrees [from flipped to upright]. Many have been done this way with the rigs coming back up completely intact, and the sails usually in relatively good shape. In fact, one must be careful the righted boat doesn't take off sailing again! (Which has happened.)



Sorry for the grainy photo, but in mid-June, Rafi Yahalom's Corsair F-24 'Lookin' Good 3' was heading back from the Lightship after a shortened Farallones race. During a jibe, a heavy puff hit as the spinnaker was filling, burying the lee bow.

Greg Carter,
Ravenswing, Farrier 39
 Mexico

Greg is commenting on a June 18 'LL with the same(ish) name as this letter.

↑↓ SMOOTHER AND SIMPLER

The righting would have been smoother and simpler without the lean to starboard had the tow boat used a bridle connected wide to the front beams. I was cringing and hoping the tow line would not break the rudder as it was initially pulling against it.

Bert Kornyei
 Wareham, MA

↑↓ MORE STORIES ABOUT WHAT AN AWESOME PERSON RON HOLLAND IS

I met Ron Holland at the Corinthian YC when he gave a presentation of *Mirabella V* with Joe Vitoria, the owner. (Tom Perkins was also present). Ron graciously signed a picture of my 11:Metre OD, and he said he kept one for himself in Ireland and docked it in front of his studio. I asked him if he could send me some hull line drawings to build a half-hull model of my boat.



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LETTERS

A couple of months later, I got a 4-inch tube in the mail, and inside there were the blueprints of the hull sections of the 11:Metre. I could have built a full-size boat out of the drawings! Later, I met Ron when he gave his *All the Oceans* talk at St. Francis YC, with most of the crew of *Imp* present.

Great designer, great sailor, great guy!

Jorge Morales
Mystere, Swan 42
Planet Earth

Jorge was commenting on the June 4 'Lectronic Latitude: Ron Holland Keeps Sailing Because He Keeps It Simple.

↑↓ JUNIOR SAILING IS ALIVE AND WELL

On a recent sail from Coronado to Newport Beach, with return stops at Dana Point, Oceanside and Mission Bay, we were thrilled to see what seemed like hundreds of kids in sailing programs — from the age of 6 on up. As we walked along the docks, I overheard a 6-year-old talking about how sensitive his Sabot tiller was!

The photo [below] is our sailboat at anchor in Dana Point during a beer can/koolaid cup/Wednesday night race. We had to dodge the boats. And this was a small fraction of the numbers of racers we saw.



PAT BROGAN

I am so envious of them! I did have an opportunity to learn to sail when my uncle was the commandant at the USNA in Annapolis, but we capsized a lot, and had lots of jellyfish in cold water.

I watched the kids working hard in practice here in SoCal trying to flip the boats, and saw great instructors demonstrating how to right them. It would have helped me to know how to right Hobies — my first pitchpole was in 35 knots of breeze at the Hobie Nationals in Lake Havasu.

Pat Brogan
SoCal

↑↓ ANOTHER SHIP WITH CRANES ARRIVES IN THE BAY

This was a pretty impressive piece of shipping expertise, but it does remind me of a time when Oakland would have built their own cranes. That's what the Kaiser Shipyards were all about.

Mary Westlake

Mary — Regarding the local designing and manufacturing of cranes and maritime infrastructure, we'll refer you to the December 30, 2020, 'Lectronic: Delivery Day for the Port of Oakland Terminal Cranes, and the February 2021 issue's Letters, which summed up the comments from that story.

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LETTERS

THE TRAFFIC REPORT

I think the CHP gets a kick out of disrupting traffic for no apparent reason. [In June] while I was driving north on 101 near SFO at 9:15 a.m., a CHP cruiser began weaving across the lanes at 30 mph, creating a huge backup. After about a mile of this, he suddenly sped off. There was nothing on the road to give any clue why he did it.

Elan Caspi

Readers — When we posted an SF Gate story about the three cranes arriving in Oakland, we told you that a friend of ours called that day to tell us that the California Highway



@SHIP_SPOTTING_OAK_SFO

Patrol shut down the Bay Bridge, pictured here, as the ship passed underneath. Sounds like overkill, no? Maybe not.

"The ship passed under the Golden Gate Bridge just before 6 a.m. with more than 10 feet of clearance, and then headed under the Bay Bridge with a

mere 5 to 10 feet of clearance," SF Gate reported.

SHIPS THAT BAFFLE THE MIND

While having an amazing sail [in late June], I saw this ship [above] at anchor. It baffles me how this ship could navigate even a moderate sea and remain upright!

Craig Alger

WHO'S BEEN "PINECRESTED"?

Lake sailing in the Sierra goes back a long time, and many of us got started that way as kids. I launched my first sailboat, an El Toro, made in our garage by my father (sail number in the 100s) on Pinecrest Lake near Dodge Ridge, east of Sonoma, in 1948. My dad started a Labor Day race back in the '50s that at one time attracted close to 100 boats; that regatta closed out the lake racing season.

Some of the best San Francisco Bay racers have done the same thing. Hank Easom sailed Pinecrest Lake up until just a few years ago, and Gordie Nash and his family are still sailing El Toros.

The term "Pinecrested" was coined there, which meant you were bested by the impossible-to-predict wind shifts, and went from first to last in a minute or two.

We were so fortunate to have had these kinds of opportunities when we were young, and need to pass them on!

Bill O'Connor
Akula, Ranger 28
Point Richmond

Bill was commenting on the June 28 'Lectronic: The Mountain High: Sailing on Scotts Flat Lake.

SOMETHING OF GREAT VALUE

This was an excellent article. [The June 30 'Lectronic: Captain Liz Clark Shares a Tip for Ocean Health.]

If companies don't or won't indicate nanoparticle use in sunscreens, I have a project for our university chemistry departments: Test a wide range of the most popular sunscreen

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— Herman Melville, *'Moby Dick', Chapter XXVI*



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LETTERS

products and release the findings to the public. This would further the efforts of Captain Liz Clark and simultaneously be of great value in reducing the damage to marine life.

As a lifelong (50+ years) freediver (we used to just call it 'snorkeling') and sailor, my potential impact on the waters of our wonderful planet matters to me greatly. Thanks to Captain Clark and *Latitude* for bringing this to our attention!

Franz Miller

↑↓ DON'T PANIC

Don't worry about too much CO2 in the air. [Doug is commenting on the June 11 'LL: Michelin Wings Its Way to Sustainability with Sailing.] The physics of it doesn't support climate change alarm, in spite of the propaganda drumbeat. We do want to save hydrocarbon fuels because they will become very scarce in a thousand years at present consumption. Humanity has existed for a couple hundred thousand years, and we want to last for millions. We need a systems approach to converting to renewable energy wherever possible, but we don't need a panic, rush job like what is going on now in Europe, the US and especially California.

The project bidding credo "price, schedule, quality — pick two" assumes a rational systematic approach. With the current politicized climate panic designed mainly to transfer wealth, we are getting "price, schedule, quality — pick zero."

That said, I love the idea of sail-assisted cargo ships. My great-grandfather was the last family member to sail cargo schooners until steamships drove him out of that business. Modern sail-assisted cargo ships have the potential to be cost-effective compared to current ships, and much safer and less labor-intensive than the sailing ships of old.

Doug Hosford

Readers — There was an ensuing online discussion between Doug and ourselves, but in the end, we fundamentally agree on this point: Let's use less fossil fuel. (We also agree on the proliferation of sail-assisted commercial vessels.)



MICHELIN

Michelin, a French multinational company best known for their tires, recently announced projects to promote "sustainable mobility," which includes the Wing Sail Mobility project (WISAMO). That project aims to decarbonize maritime shipping. (Please see the April 2019 issue for our story on Windships.)

Sure, we throw our arms into the air whenever people imply that there are simply no (or negligible) negative side effects from dumping billions of tons of carbon into the atmosphere every day. Sure, we had a lively and way-too-lengthy debate over just when we should be alarmed by climatic changes, such as extreme heat and fires. (It was 116 degrees in Portland, Oregon, on the day we were exchanging comments on our website.)

Sure, we droned on and on about how the idea of climate "propaganda" is absurd, because no voter wants to hear that



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LETTERS

their everyday actions, like driving to work and using the air conditioning, are killing the planet. Most voters just want to hear that we don't need to make changes, and that everything will be OK if we do nothing.

We absolutely believe that we should act with a sense of urgency in reducing carbon emissions as a hedge against worst-case scenarios and as a smart investment in new economies. Keep in mind that humanity has done incredible things when working under impossible deadlines. Sausalito built almost 100 ships in three years during World War II. The United States put human beings on the moon in 1969 as part of a Cold War-fueled space race.

We agree that we should save hydrocarbon fuels for any number of reasons — mostly so we can build sailboats. We agree that we want humanity to last for millions of years. We agree that there should be sail-assisted cargo ships, and a legacy of mariners, like Doug's great-grandfather, operating them. It's just good business! It saves money and invests in innovation.

At the end of this endless debate, we agree more than we disagree. We are certainly guilty of rambling on over the debate itself, defending the efficacy of science, and getting lost in the minutiae, rather than talking about solutions.

If some of the comments you just read make you want to throw this magazine or electronic device across the room, we still want to know, where do we agree? What sense of environmental stewardship do you have? What do you hope to pass on to your children?

↑↓ A 79-FT SAILBOAT WAS ABANDONED OFF CRESCENT CITY AFTER A COAST GUARD RESCUE

As a delivery captain who takes boats around Cape Mendocino five to 10 times per year, I have to wonder why a 79-ft boat was 60 miles offshore(!)? [Michael was commenting on the June 21 'LL named similarly as this letter.] My regards and respect to the rescue crews, who had to fly those long distances! The buoy at Mendocino is 5 miles out. There is no reason to be more than 8 miles out.

Michael Kunes



US COAST GUARD

On June 19, the crew of the 79-ft sailboat 'Barlovento', which was 80 miles offshore and engulfed in 60 mph winds and 20-ft seas, reported the vessel was disabled and taking on water, and that one crewmember had sustained head and arm injuries. A Coast Guard helicopter eventually hoisted four people off 'Barlovento'.

↑↓ PRAISE, AS ALWAYS, FOR THOSE ALWAYS READY

An excellent job in tough conditions. Congratulations to all the Coast Guard folks who made it happen: aircrew, maintenance personnel, operations people, etc. When everything works like this, it's no coincidence. It is the result of relentless training, discipline — and courage.

Mark M.

↑↓ THE COAST GUARD RESCUE OF A KAYAKER ATTEMPTING TO ROW FROM SAN FRANCISCO TO HAWAII

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The question of where to draw the line between the freedom of the high seas, which we all love, and personal responsibility, is hard. New Zealand draws it at one end of the spectrum, and the USA and USCG draw it at the other end.

Why, at a minimum, should there not be an inquiry done by the Coast Guard for every significant rescue? There is an inquiry done for commercial and US Navy incidents. If the inquiry found the 'mariner' did not heed the basic rules of seamanship, such as having a capable crew on a seaworthy boat, why should they not be accountable for some or all the costs of the rescue?

If mariners knew there could be an accounting of their actions, they might think twice or come up with a private rescue plan. I have no statistics on how many of these types of rescues are due to vessels of questionable seaworthiness (include the recent rescue of *Chubby Girl* and her skipper) here in the USA vs. New Zealand.

That would be a good article for *Latitude 38*. Maybe they'll take up the challenge.

Joseph DiMatteo, P.E.

Joe was commenting on the June 7 'Electronic: Transpacific Kayaker Cyril Derreumaux Initiates Coast Guard Rescue; the ensuing discussion was featured in last month's Letters.

↑↓ THE TRAINING FACTOR

The CG is out there using all their gear or training anyway; there is no additional cost.

Hogan Beatie

↑↓ PLEASE CONSIDER THE PEOPLE COMING OUT THERE TO GET YOU

I would hope that people headed out there would understand that rescuers are putting their lives on the line to come and rescue them. That should be part of the equation taken into account when you decide to head out there in any capacity.

Ben Mercer
Bay Area

Ben — We would hope that every sailor takes everything into account when they decide to go to sea in any capacity, especially the lives at stake. Joe — Challenge accepted! Hogan — Is there a designated, use-it-or-lose-it rescue budget? We'll see what we find.

↑↓ RACE WEEK PNW IN ANACORTES SADDENED BY TRAGEDY

A few years ago, a similar tragedy occurred during a Farallones race, but the crew didn't understand the full dilemma. The sailor overboard was towed by the boat attached by a line to his PFD, could not break loose, was pulled under face first, and drowned.

Under such tremendous water force, you can't free yourself. (There has been talk of improving snap releases on PFDs.) When being towed by your foot, there's no way you can free yourself, even if you had a knife, which [the sailor in Anacortes] probably did. Every crewmember should have a knife, go forward, and immediately cut a line dragging a sailor, as well as spot the man while other crew can throw the lifering, all while dousing sails and bringing the boat around. (*Latitude* has that incident in archives.) With his PFD on, he might have been conscious, unless he was knocked out, but retrievable.

Secondly, sometimes skippers don't expect that they will

LETTERS

be the one to go over, and will always be in charge of an MOB situation. There are classes offered by US Power Squadron and Coast Guard Auxiliary units that teach "suddenly solo" or "skipper saver" regularly, in addition to basic man-overboard skills.

Boating stores sell knives that fold and can be easily attached to a lanyard — a great crew gift. Our club gave them to the beer can racers after a race night BBQ. Find peace and be prepared.

Helen Horn
Peninsula YC

Readers — Helen was commenting on a June 30 'Electronic with the same name as this letter. Seattle sailor Greg Mueller, 58, was crewing on the J/120 With Grace when he stepped into a line that looped around his foot just as the spinnaker filled. Mueller was jerked from the boat and eventually fell into the water, where he was dragged alongside for moments. The crew finally got Mueller back on board and performed CPR, but Mueller eventually passed away.

↑↓ TRAINING, TRAINING, TRAINING

Please, to everyone who sails a boat, or sails aboard a boat, *please* participate in what should be mandatory man-overboard training for all sailors.

Having participated in several man-overboard courses myself, both with my partner and with sailing buddies — and having sailed from San Francisco to the Mediterranean Sea/Italy and back aboard our Peterson/Formosa 46, and having had overboards during that seven-year period, I can tell you from experience that the man-overboard course enabled us to know how to instantaneously stop the boat so as to not drown the sailor being dragged alongside by an attached sheet or line. And having learned maneuvers to bring them back aboard made for a speedy recovery, regardless of the sea state.

Brooke Anderson

Readers — Our hearts go out to Greg Mueller's family and friends, and to the crew of With Grace. We are always reluctant to publish letters suggesting that any of us could have done better in the same situation, but we would be remiss if we didn't stop to consider what lessons can be learned from a tragedy.

And in this case, there are a few. Man-overboard maneuvers, such as bringing the boat to as quick a stop as possible in the event that someone is being dragged below the water, are paramount. (To say nothing of stopping the boat to recover the person overboard.) A few other comments repeated that all sailors should carry knives, and we agree, but as Helen pointed out, if you're being dragged at speed by your foot, a knife might not do you much good — but a knife would be vital to anyone on deck.

We'll take these lessons to heart from this tragedy: Train, learn, and prepare for the unexpected. And enjoy life and the people you sail with. Life is short, and bad luck abounds.

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



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LOOSE LIPS

Janie Allan Noon's photo caught the attention of readers in quite an amusing way. Not only did we receive oodles of fun comments, the photo also resulted in a little banter between the photographer, Janie who was racing aboard *Chimaera* "a few troughs over," and Greg Stewart, who wrote, "Wrong spinnaker for the reach leg of an old-school Olympic triangle. I was there ... steering ... and hating the loads on this full-size runner." Janie replied: "Greg – You were AWESOME as always! It was a SWELL day for a race, and happy to add *Sprig* to my SUBMARINER series."



CREDIT: JANIE ALLAN NOON

"I didn't realize the weight limit was a real thing." — Harrison.

"Ok, who put the foils on upside down ...?" — Gary A Green.

"Chief of the Boat! I said PERISCOPE up" — @ dwmcguire.
 "The latest development in foiling ... No hull, and the crew all wear snorkels." — Bill Andrew.

"See? I told you it's not impossible to submarine your sailboat." — Mark Wheelles.

"Is this the lever for the foils? Oops." — Nikk White.

"Although great for the environment, this new submarine class is slightly less stealth." — Paul Warren.

"Captain Nemo's less-bright brother (Biff) was jealous of all the attention he received. His short-lived attempt at fame — an experiment with wind-powered submersibles — ended in disaster. RIP, Biff." — Kelvin D. Meeks.

"I know deck-sweeping sails are more efficient, but isn't this carrying it a tad too far?" — David Cohan.

"The world's first racing sail submarine is a go!"
 — Scott Henry.

"From Royce's *Sailing Illustrated*: 'When flying a spinnaker, endeavor to keep the tack and clew level. And above the level of the sea.'" — @ davejgruver.

This last comment inspired us to look for Patrick Royce's *Sailing Illustrated* on the internet. There are several versions, and judging by the prices, it is no longer in print — one was priced at \$569.02! However we did manage to find a preview and snag what we thought was an apt snippet: "The sailboat is always the better, final teacher."



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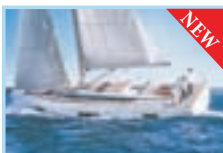
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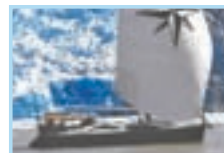
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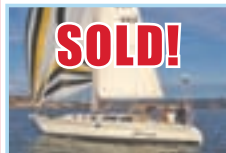
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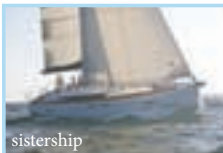
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bill erkelens on sustainability practices

We talk about the need to reduce our impact and get to net-zero in 2050 — what will yachting look like then? What will be sailing? What will the boats look like? Good questions to ponder, right?

Bill Erkelens, chief operating officer for 11th Hour Racing Team in the Ocean Race 2022-23, raised these points in a recent conversation around their sustainability program. The team, inspired and supported by its sponsor 11th Hour Racing, not only works to win high-profile ocean racing events, it also works with the sailing community and maritime industries to advance solutions and practices that protect and restore the health of our oceans.

But what does this really mean, and is the team walking the talk?

As Bill explained, the team's sustainability effort is not just a nod to playing 'green'. Among the international sailing community, 11th Hour Racing Team is a leading example of how to, at the least, start a sustainable effort inside a sailing organization. Challenged by its sponsors to engage in a more holistic and environmentally supportive approach to everything the team is involved with — from boatbuilding to the oceans it crosses to the events it participates in — the team formed its own

continued on outside column of next sightings page

the return of the

The *Latitude 38* Crew List Party will return on Thursday, September 9, at the Bay Model Visitor Center in Sausalito, from 6 to 9 p.m. The pandemic is the only thing that's paused a Crew List Party since the early 1980s, when we created them to introduce skippers and crew who want to sail San Francisco Bay or sail over the horizon. Since then, thousands of sailing connections have resulted in millions of sailing miles.

All of our crew parties are geared toward helping people find sailing opportunities for cruising, racing or daysailing. The Fall Crew List Party is ideal for boat owners seeking crew who want to head south to Mexico or crew seeking a boat to do the same. It's also well-suited for folks looking for midwinter race crew, or for anyone who just wants to

Spread: 11th Hour Racing Team during a training session out of Newport, RI. The team spent 24 hours offshore testing foil performance, sails and liveability on their IMOCA 60. Inset right: team COO Bill Erkelens of Point Richmond.



crew list party

sail the Bay.

For cruisers heading south, a special Mexico cruising presentation from Dick Markie of Paradise Village Marina and Geronimo Cevallos of Marina El Cid will precede the Fall Crew Party. In addition, many Baja Ha-Ha sponsors will be in attendance to help cruisers prepare for the voyage south.

The Baja Ha-Ha cruising rally from San Diego to Cabo San Lucas already has more than 150 boats signed up. Entry packets and event burgees are in the mail. Many fleet members are already migrating south from Alaska, British Columbia, Washington and Oregon. They'll all gather for the kick-off party in San Diego on October 31, and the start from San Diego on November 1.

continued in middle column of next sightings page



AMORY ROSS / 11TH HOUR RACING

bill erkelens — continued

sustainability program.

A significant program component was a review of the team's supply chain, particularly as it pertained to the construction of the IMOCA 60 they are building at CDK Technologies (France). To better understand the environmental impact of the new boat build, the team has been using the MarineShift 360 life cycle analysis (LCA) tool. A specialist student intern has been helping to monitor all aspects of the yearlong manufacturing process, and the team has formed many connections with partners and suppliers, most of whom were keen to cooperate and share information.

"The result was a very detailed LCA study, which is now available to other builders and teams to use as a benchmark for future builds," Erkelens noted.

During lockdown last year, rather than cutting back, 11th Hour Racing supported the team to double down on its sustainability efforts. The result was a turnkey how-to-create-sustainability program, known as the Toolbox, made available as a free community asset to help organizations of any size or sector to design and implement a sustainability program.

"The Toolbox has been piloted by organizations including the IMOCA Class, Sport and Sustainability International, World Sailing and SailGP," Erkelens said. "The Ocean Race is leading this space, requiring teams to account for their greenhouse gas emission footprints, which is the first step to real change."

Erkelens grew up in the San Francisco Bay Area and has been around boatbuilding and boatyards his entire life. Like his wife Melinda, he's been involved with high-end boat projects and teams for decades, and understands what it takes to build a competitive boat, the materials required to make that happen, and the waste that occurs during construction.

"I would like to think going green goes beyond throwing on a hatch here or there made out of bio resin and flax," Bill said. "We're experimenting with a lot of different materials, and we work with the builder as to where we could incorporate materials other than the carbon fiber and resin that they have used for years."

Where the team can make real impact, however, is by working with peers, other teams and the wider marine industry to open up the discussion and scale up solutions.

"It's a losing battle to argue that you could make more sustainable materials perform better than typical materials like high modulus carbon and epoxies," Erkelens said. "What is needed is a top-down, bottom-up approach: Event management and class organizations hold the keys, and we must set good policy and new rules to incentivize and value better materials and processes. Then the designers utilize it and take it on as a challenge."

Determining the environmental impact of the boat and build is ongoing, and results are long-term, particularly where materials development is concerned. Team morale, however, is one area of the campaign that's more tangible for observing first-hand the adoption of a sincere environmental effort.

"We're not just trying to build a fast boat, race it, then walk away," Erkelens said. "We've trained everyone on the team to take part as ambassadors on sustainability. We're all involved in our team reading or #OceanHour sessions (we do a few a month) on relevant subjects from ocean health to behavior-change studies. It's a whole different network that our team suddenly has access to. We're on Zoom calls with the author of a book on a specific subject we wouldn't necessarily know about — it's cool, actually."

Erkelens notes that the teams he has been involved with in the past were mostly result-driven, and that 11th Hour Racing Team's approach offers additional purpose beyond itself and the results. At the same time, he doesn't consider 11th Hour Racing Team to be an anomaly in today's environment.

"I think all industries are becoming aware that business as usual is no longer an option," he commented. "Not bringing single-use water bottles to a regatta is not going to do it all. It's a step in the right direction, but now there's a whole lot more going on."

— michelle slade

SIGHTINGS

heading south — on san francisco bay

We took the opportunity of Memorial Day Weekend to buddyboat on a 'sail south' with a sistership of our Sabre 38, *Finistere*. Randy and Jennifer Gridley live in San Francisco and have a Sabre 38, *Agea*, that they keep in Sausalito. After a cool, foggy stretch in the City they were in search of warmer air and less fog.

How far south did we go? Just down the Oakland Estuary. That was all it took to change the vibe and temperature from our slips in Sausalito and Tiburon. We originally thought we'd go to Benicia, but that turned out to be full, and so was Napa Valley Marina, and the recently dredged Petaluma basin was closed for the Memorial Day Weekend festivities. So a cruise to the Estuary sounded like a perfect alternative. Because we'd raced on the *Matthew Turner* that Saturday, we reserved slips at Grand Marina for Sunday night only. It turned out to be a perfect one-night getaway.

We met off Sausalito at 11 a.m. on a sparkling Sunday morning with reefs in the main to cross the Bay, riding the flood as we headed toward the San Francisco waterfront. One key mission was to escape the cool City fog but, fortunately, Mother Nature handled that for us, as there was no fog in sight. The incoming current and fresh breeze made for a quick crossing and ride down the Cityfront. We passed by Pier 39, which looked almost as busy as in pre-pandemic days.

We rounded the corner to stay close to the Port of San Francisco's sporadically upgraded waterfront, where we saw the cruise-ship terminal idle, like the rest of the city, awaiting the rebirth of the tourism industry. The Pier 1½ guest dock was quiet, with one boat tied up. The Exploratorium was also silent, as it waited to reopen on July 1. Behind the wall of empty office towers the wind vanished, and we drifted with the current up to San Francisco's new floating Fire Station 35 at Pier 22½.

By then we were ready for some sailing, and headed toward the mostly treeless Yerba Buena Island to find the breeze to carry us down the Estuary. As we got behind Yerba Buena we gave a distant wave to Ron Young, tacking *Youngster* home from the post-Master Mariners rendezvous at Encinal Yacht Club. We also noticed we had now 'sailed south.' North Bay chill was replaced by South Bay warmth. The water flattened, the breeze softened, and the Estuary 'trail' to Grand Marina stretched ahead.

There was no rush, so we did the lazy, poleless wing-on-wing when we could, or jibed back and forth as we watched busy Port of Oakland long-shoremen rapidly moving containers as they rushed to unbottle the bottlenecked supply chain. The new condo development near the Alameda ferry terminal appeared to be a pile of dirt, but the sign read, "Now Selling." The Brooklyn Basin development is rising from the Oakland shoreline, and the sounds of an actual in-person music festival emanated from the new waterfront park. The Estuary was filled with casual afternoon daysailers just out for a relaxing afternoon. We slowly weaved our way to Grand Marina, sorry that it showed up so soon.

Luckily, neighboring guest slips were waiting as we tied up for the evening. The Gridleys inflated their SUPs so that we could explore the Estuary and the boats in the fairways of both Grand and neighboring Fortman marinas. The air was warm, so, upon return, we dove in and found the water comfortable and probably 10+ degrees warmer than the water off Tiburon. Just a guess, but it felt great.

We took a one-mile waterfront walk to the Encinal Yacht Club to relax with a drink overlooking the harbor, the active club pool, and a few boats remaining from the prior night's Master Mariners festivities. From the water's edge you can look straight northwest out the Estuary and see Mt. Tam in Marin. From our slip, we could watch the sunset to the west. It's a short 10 miles to the southeast from Marin, but it truly felt as if we'd sailed to another climate.

The morning was good for another SUP paddle around Coast Guard Island, where a few illegal anchor-outs continue to tenuously hang onto their refuge. As the morning warmed, we watched boats leaving slips and the Estuary filling up with all sorts of craft. At noon the peace was shattered as a heart-stopping 21-gun salute exploded from Coast Guard Island

continued on outside column of next sightings page

crew list party

The Bay Model in Sausalito is easy to get to and has free parking. Call of the Sea's tall ship, the *Matthew Turner*, is docked out front. There is a \$10 entry fee, but that's waived for the captain and one crew from each boat officially registered for the 2021 Baja Ha-Ha. A food truck will be on hand and a no-host bar managed by Call of the Sea. You'll also see our friends from the San Francisco Science Sailing Center — and many of your new sailing friends as well. We look forward to reuniting with you and connecting you with more sailing.

To get started now, put your name on our free online crew list. Find it on our



— continued

website at www.latitude38.com/crew-list. (But you don't have to be on the crew list to come to the party!)

— john

hawaiian chieftain sold

Grays Harbor Historical Seaport (on the Pacific Coast of Washington) has sold the *Hawaiian Chieftain*. The tall ship, once a staple of excursions out of Sausalito, will be headed home to the isles where she was built. New owners Aubrey and Matt Wilson

continued in middle column of next sightings page

heading south — continued

in observance of Memorial Day. After recovering from our brief PTSD, we joined the exodus to head back across the Bay. The light morning air had us motoring halfway to Yerba Buena before we found the breeze. Reaching behind Yerba Buena to Treasure Island gave us time to reef the main and prepare for our Bay crossing. Suddenly we were out in 28 knots of cool breeze, crashing toward Angel Island, surrounded by foiling windsurfers reveling in the froth.

The Bay Area is famous for its microclimates, and our Memorial Day Weekend escape reaffirmed the reputation. Between Fort Bragg and Santa Cruz, you go from rugged offshore coast to Surf City. Within the Bay, the short voyage from Sausalito to the Estuary, Redwood City or the Delta can change your conditions from full gale to dead calm in less than a football field. In the Bay Area you can choose your weather and explore far more than you'd expect. Let us know what you find.

— john

Spread: The Gridleys cruise the Bay often and were looking good as they 'sailed south' in search of the sun. Right, top to bottom: You can easily sail anything on the Oakland Estuary; from the mast top looking out the Estuary toward Mt. Tam; time to 'dress ship' — who knew we'd pass a pink container ship while wearing a matching pink shirt?



LATITUDE / JOHN

teaching beyond sailing — lessons learned

Nestled in the Oakland Estuary, near Coast Guard Island, lies a community sailing club like no other. At first glance, you might only see a warehouse, some lawn furniture, and a shipping container. But once inside, you've entered the world of Afterguard Sailing Academy. Every space is dedicated to teaching about sailing in a hands-on, practical and academic fashion.

Captain Mary SwiftSwan herself, founder/owner/educator extraordinaire, took me on a tour through the club space. We walked upstairs through the classroom spaces, all modified for social distancing and COVID-19 precautions. Tables and chairs, models and charts, libraries and ropes — they have indoor spaces to accommodate students at all levels.

Students are the first priority. Not just any students either, as Swan makes clear. Their programming supports local low-income, high-need Oakland youth who are often termed "at-risk youth." Afterguard serves high school students who are less likely to graduate from high school and transition to adulthood and financial self-sufficiency due to historical disenfranchisement.

"Our youth are the focal point," says Swan. "We teach them on Ranger 23s and small boats. They respond well to all of it. But having this extra classroom space, we give them double elective credits toward their high school graduation."

Afterguard partners with programs like the Emiliano Zapata Street Academy, a school in Oakland whose mission is to "uplift young people, fight oppression, and give students an education." Groups of seven to 16 high schoolers from Oakland make a cohort; together they work, learn, and build up their communities while getting academic credits toward graduation. The students usually come to Afterguard for four hours after school. They take classroom and on-the-water sailing instruction and receive double elective credits for science, technology, engineering and mathematics (STEM) and physical education (PE) from the Oakland Unified School District.

It's an after-school program designed to give students more than just sailing lessons. Swan showed me the galley kitchen, reading nook, library, and communal table and chairs. Every space is designed to be a safe haven for Afterguard sailors. If they're hungry after school, there are snacks and a kitchen space for their use. If their parents can't come and pick them up until later in the evening, they have a safe place to hang.

A female sailor and a Bay Area native, Mary grew up in Walnut Creek, plying the waters of the Delta and the Bay. "I started sailing when I was 30, after a childhood and early years spent on powerboats," said Swan. "I love the order of being on boats. Everything has a place; you try to make it shipshape so that the thing you need is where you need it when you need it. That kind of sanity is different than what you see in the rest of your life."

It's this sanity that Swan attempts to pass along to students. Afterguard has recruited San Francisco bar pilots, retired Navy sailors, and many other highly qualified individuals as instructors and role models for students. Many times, Afterguard alums actually pursue careers on the water, discovering many marine jobs through their exposure at Afterguard.

Coming from communities where Swan cites a 50% dropout rate for girls, 70% for boys, the kids get more resources to succeed academically at the sailing school. "For some students, their parents have only gone through the 8th grade. We're here to help get kids to look at things differently — to know that there are other options beyond their three-block neighborhoods."

Swan tells a story about one of her earliest students, a girl named Lizzy who was discovering how the wind powers boats. "I showed her a picture of the wind. It showed a little boy puckered up and blowing the wind at a boat. So Lizzy saw this picture and kept telling her mother, 'I want to sail with the boy.' Her mother thought she was suddenly boy crazy. But one day Lizzy said to me, 'I want to sail with the boy!' I said, 'He is invisible — but we can see where he is by his footsteps. You see where the water is dark? That's where he is running!'"

Lizzy blossomed in boating, says Swan. "She retained everything. She

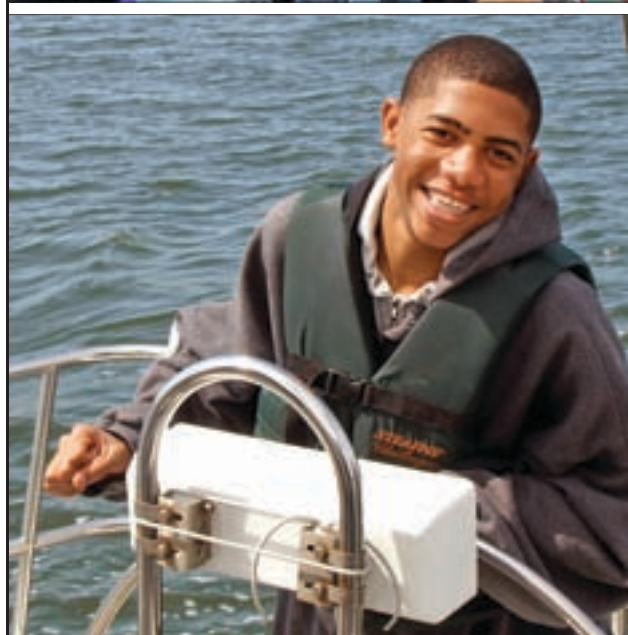
chieftain — continued

will complete the *Chieftain's* restoration in Port Townsend before sailing her to Hawaii, where the ketch will again welcome visitors for daysails, tours and events, and offer educational programs and sail training opportunities.

Aubrey Wilson has worked as a deckhand on tall ships, but Matt has sailed on a tall ship exactly once — on *Hawaiian Chieftain* with Aubrey in 2013, on San Francisco Bay. See www.sailhawaiianchieftain.com.

The Historical Seaport will now dedicate their focus to their other vessel, the *Lady Washington* (Washington's official state tall ship), and the Seaport Landing waterfront development. Follow those subjects at <https://historicalseaport.org>.

— chris



good jibes podcast

We see good jibes on San Francisco Bay all the time, but in August *Latitude 38* will introduce our new *Good Jibes* podcast series. The podcasts will give our readers another means to connect to the world of sailing through the eyes and ears of the West Coast sailor.

When you can't read on the night watch or you're driving to that distant regatta, you'll now be able to listen to adventures and high jinks from your dock neighbors and experts from the high seas. Our goal is to feature stories and tips from our West Coast sailing community on topics from cruising to racing, secret getaways, safety, and just plain sailing. We'll cast off to laugh, learn, explore, become better

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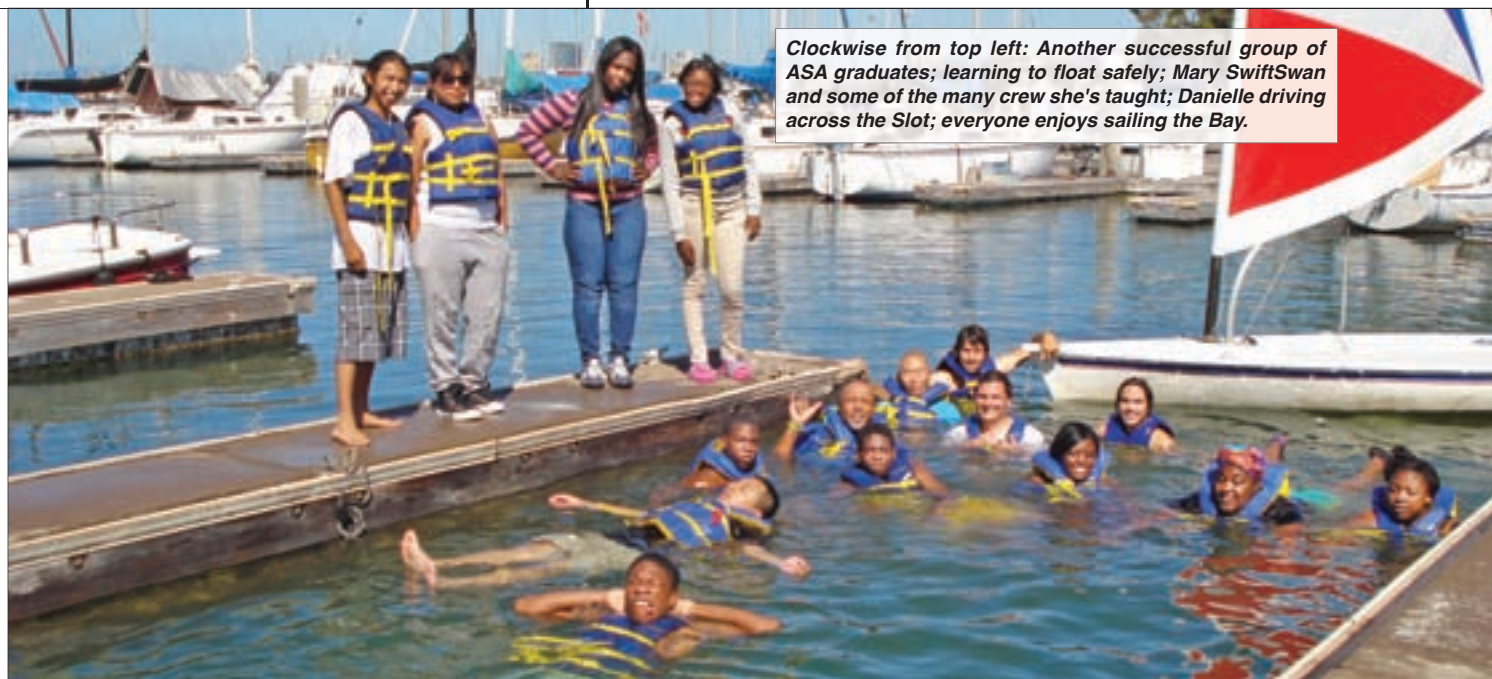
teaching beyond sailing — continued

really was my inspiration for starting youth programs. We're teaching these complicated STEM subjects to a young age, and a lot about risk assessment, being alert, giving and taking direction, not to mention teamwork and communication."

For Swan, the results are evident in the way kids hold their heads higher after learning self-reliance and taking pride in making progress on the water. "The first class, the kids came in with hands in their pockets and their hoods pulled low. By the end of the school year, their heads were up, hoods off, standing taller, having intelligent conversations, and engaged with their instructors and friends."

Swan has been watching students at different phases come alive to sailing for almost as long as she's been watching the Bay waters. "We all see the Bay differently at different times. I've seen it in the days of the last whaling station, but I've seen it crystal-clear too — at one point they stopped construction completely. No gravel washing, dumping, etc. In three weeks, the waters cleared right up. I could see the eelgrass waving on the bottom 25 feet down. I've seen the Bay through many phases."

— heather breaux



Clockwise from top left: Another successful group of ASA graduates; learning to float safely; Mary SwiftSwan and some of the many crew she's taught; Danielle driving across the Slot; everyone enjoys sailing the Bay.



ALL PHOTOS COURTESY AFTERGUARD SAILING ACADEMY

catching up with dawn riley

Dawn Riley had just pulled into Mackinac Island after a grueling 48 hours on the water racing up from Chicago as skipper of *OC 86*, a Frers 80, in the Chicago Yacht Club's 112th Race to Mackinac.

As she approached the docks she was greeted by Michigan Department of Natural Resources officers charged with enforcing and inspecting many of the arriving yachts in the race. Dawn, exhausted from the race, to her credit kept her composure while getting a little polite push-back about the boat's certificate, which is registered in New York. After they traded a few barbs back and forth they realized upon inspection that Riley was right all along.

Riley, who will be a 2021 National Sailing Hall of Fame inductee, is the executive director of Oakcliff Sailing Academy in Oyster Bay, New York. Originally from St. Clair Shores, Michigan, she wasn't sailing in her first Chicago-Mac, but all of her 'kids' — about half the crew — were!

OC 86 (ex-*Windquest*) has raced on Lake Michigan and in the Chicago-Mac for years. The DeVos family gave her to the Academy last year. In many respects, Riley is not only the skipper on board, but 'camp' director and counselor too.

"We started off really well," said Riley. "It was maximum for this boat because it is so powerful. We kept it safe." She noted that the Academy kids were her rock-star grinding team.

"This is the biggest boat I have ever sailed on, and I've raced on 70s," said Riley. "The power of this boat is massive, and I had forgotten about that, so we had to be very careful with all the trainees onboard. We had to keep it very structured.

"They [the students] spent a lot of time practicing jumping on and off the grinders," said Riley. "When the winds died, we drifted sideways over toward Wisconsin a bit, which I have never seen so close! That allowed everyone to catch up to us. Then it was a fair amount of bugs and then the finish."

As noted by Cynthia Goss in her National Hall of Fame biography, Riley has raced around the world twice, first aboard *Maiden* in the 1989-90 Whitbread Round the World Race, and then as skipper of *Heineken* in the 1993-94 edition of the Whitbread. In between those races she joined Bill Koch's America3 campaign as a crewmember. The team successfully defended the America's Cup for San Diego Yacht Club in 1992. Riley was the only female member of the sailing team.

Riley then joined the all-women crew aboard *Mighty Mary* for the 1995 America's Cup Defender Series in San Diego. She used the experiences she learned during both campaigns to launch her own Cup challenge, *America True*, in 2000, under the San Francisco YC flag. She was the captain of the team that made the semi-final round. In 1999, US Sailing named Riley Rolex Yachtswoman of the Year for her victories on the match-racing circuit.

She is a graduate of Michigan State University and was on the sailing team there. Riley has served on many boards, including the Women's Sports Foundation (1999-2006). She served as president of the foundation in 2003-2004. Riley has also served on the board of US Sailing, the governing body of sailing in the United States.

Riley managed the French Areva Challenge for the 2007 America's Cup in Valencia, Spain. In 2010, Hunt Lawrence hired her to run Oakcliff Sailing.

Oakcliff Sailing is a youth and adult training center for athletes who have progressed beyond traditional coaching methods and want to take the next step in their career. The Academy offers trainees a proving ground

continued on outside column of next sightings page

good jibes — continued

sailors, and discover the many things we don't know. The show will be hosted by a variety of *Latitude 38* crewmembers and contributors to give you some well-rounded perspectives from many new sailing angles.

We've been in print since 1977, in person with parties and events since the early '80s, online since 1997, and in 2021 will bring stories to your earbuds. If you have ideas, guest suggestions or tips for new podcasters, send them to editorial@latitude38.com.

Keep your devices charged and your headphones handy. We'll alert you on *Electronic Latitude* when we launch our first episodes, brought to you by the Safe Boating Campaign in partnership with the National Safe Boating Council and the USCG.

— john



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



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



stars + stripes + nyyc

New York Yacht Club has announced that the Stars + Stripes syndicate, which had intended to represent Long Beach YC in America's Cup 36, will join NYYC's Challenge for the 37th America's Cup. Mike Buckley and Taylor Canfield, the reigning Match Racing World Champions, founded the Stars + Stripes syndicate, and will join NYYC's new campaign for the Cup.

Like other interested parties, NYYC is awaiting the Protocol and info on the dates and venue for the next America's Cup match. Details are expected to be announced this fall. Although the Kiwis will defend the Cup, there's no assurance that New Zealand will host the next defense. See www.americascup.com.

— chris

dawn riley — continued

to develop their skill set and a professional network in the three big areas of competitive sailing: the America's Cup, the Olympics and the Ocean Race (ex-Volvo Race, ex-Whitbread). Oakcliff's mission is to "Build American Leaders Through Sailing."

Riley is an advocate of mixed sailing (men and women on the same boat) and says, "I've seen an all-male crew because I've been the only woman on the team, and I've been on mixed teams. I love mixed teams. The dynamic is different, but it is a more complete team. You've got enough different perspectives that you have better decision-making capability."

In 2019, a feature film on the 1989-90 Whitbread Race, *Maiden*, told the story of skipper Tracy Edwards, Riley and the rest of the resourceful crew, and their quest to prove that women can compete in bluewater racing.

"We started the race and many people thought we were going to lose and cry and all that kind of stuff, and we won two of the hardest legs with all women aboard," recalled Riley. "When you are away from land and there are only 10 people on the boat, it doesn't matter if they are male or female. There are absolutely no jobs women can't do offshore."

— mark reid

Left page: Dawn Riley and SFYC's America True campaign in 2000. This page: Riley after the finish of the Chicago to Mackinac Island race on July 19. Dawn and her students on 'OC 86' shattered the Port Huron to Mackinac race record by 4 hours, finishing in just 17 hours, 11 minutes on July 25.



MARK REID

SIGHTINGS

a special class of crazy

We know the Bay breeds world-class sailors, hard-core racers, serious cruisers, and a whole lot of people who just love being out on the water, but there are some interesting hybrids out there. Loren Brindze is one of those: part racer, cruiser, surfer, high-tech engineer, solo sailor. Is it something in our water?

Loren brought his unique mix of talents to the East Coast, where he just completed the 1,270-mile Bermuda One-Two (Newport, RI, to Bermuda singlehanded, then return doublehanded). He placed third in class in his Hobie 33 *Topaz* and received the Perez Sportsmanship Trophy. It was his first solo race.

Though he learned to sail Sabots in Southern California as a kid, it wasn't until he moved to the Bay Area as a student at Cal that he really got hooked. Boats were cheap after the 2008 financial crash, and he thought it might be fun to live in the marina and sail the Bay — and beyond.

"It was fun!" he says. "The longest voyage I took in my Catalina 27 *Joy* was from Berkeley to Monterey. We had five of us, barely 20 years old, all packed on board. It was cramped, but we made it. Before the return trip, two crew jumped ship, so only three of us headed north. Pounding upwind somewhere off Año Nuevo, I lost one of the lower shrouds when the chainplate pulled through the deck. I decided at that point I loved sailing to faraway places, but wanted a boat that was a bit more mellow in larger seas."

Loren traded up to *Padelesha*, a 1964 32-ft Pearson Vanguard. After getting his BA, he headed out the Gate and turned left. He spent time

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the delta doo dah

As we wrap up this issue, we're looking forward to the next official event in Delta Doo Dah Lucky 13, a day of fun at Owl Harbor's Color Rhapsody in Isleton on July 31. The marina will host a fully packed house for the day's activities, starting with a dinghy poker run (with cash prizes!), followed by crafting projects, a BBQ dinner, and an evening movie outdoors. Learn more about Owl Harbor Marina at www.owlharbor.com.

There's still plenty of space for Delta Doo Dah boats at the final official event on August 14. Delta Bay Marina, also in Isleton, will host Doo Dah sailors for a BBQ and party on that Saturday afternoon. Newport Vessels will be on hand with free inflatable boat demos. Those interested in exploring the slough by kayak or SUP can rent them from Kokopelli Kayak Rentals (reservations and rental fee required; call 707-365-3865 or see www.deltakayakrentals.com).

Delta Bay Marina is offering complimentary docking the week of August 9-16 for up to 20 Delta Doo Dah boats. This is on a first-come, first-served-basis, and advance

Left, top: Loren Brindze (right) and a friend on an adventure in the Sea of Cortez. Bottom: The Pearson Vanguard 'Padelesha'. Spread: 'Topaz' at the start of the Bermuda Two.

LOREN BRINDZE



LEE NELSON



goes to isleton

reservations are required. We'll share the link and coupon code via email with the Delta Doo Dah fleet. Learn more about Delta Bay Marina at www.deltabay.org.

There's still time to register for the Doo Dah at www.deltadoodah.com. It's free, quick and easy. Registration will close on August 31. Stories and photos from Delta ralliers are welcome; please send them to Doodette Chris at chris@latitude38.com.

— chris



Edward Stancil from Peninsula YC grilled burgers for the Doo Dah last year at Delta Bay Marina.



TOM CLARKE

crazy — continued

working as a dive instructor in SoCal and honing his computer skills to earn enough money to keep going. Without a partner interested in the voyage, he strapped his surfboard to the lifelines and headed solo down Baja.

Not surprisingly, he had a great time. He spent weeks on the outside, catching great surf between Abrejos and Bahia Santa Maria. Not only did he prove to himself that he could singlehand long distances, but cruising south also lit the racing fire.

"I informally raced some friends aboard a Baba 30 from Ensenada to Isla San Benito. I left 12 hours after they did but the anchorage was empty when I arrived. A few hours later *Vaaruna* sailed in. At that moment I knew I wanted to do the long-distance shorthanded thing, as I liked both the passagemaking and the competitive aspects."

After months of adventures crisscrossing the Sea of Cortez, Loren put *Padelesha* on the hard, then joined his cousin on the Cross 46 *Migration* for some doublehanded cruising through the Aleutian Islands before settling in Alameda, where he scored a job at Saildrone. He got involved with the J/105 fleet, then found a place on Steve Gordon's J/88 *Inconceivable*, on which he did two Rolex Big Boat Series.

So how did he end up racing to Bermuda?

"I was working and saving money, expecting to continue cruising Mexico in a few years. Then I met Ashley (who's now my fiancée) and followed her to Boston while she got her MBA. There weren't really that many East Coast solo distance races I knew of, and the Bermuda One-Two seemed like a unique and fun race. The only problem was I didn't have a boat. I'd been eyeing faster boats since racing on the J/88 and had a keen interest in ULDBs. I happened to find one of only a couple Hobie 33s on the East Coast. It was the middle of COVID, so it was nice having a big project to focus on. I bought the boat just 10 months before the race."

He had his work cut out for him: It's not easy to work on a boat during a Northeastern winter, and *Topaz* had been sitting on a mooring for 20 years. But despite almost losing his rudder during his 30-hour qualifying sail, he made the start.

Loren completed both legs with no injuries or serious equipment failures. However, that doesn't mean there wasn't drama. During the return with crewmember Alex Linz, Tropical Storm Claudette made a beeline for the fleet. "The race itself was quite challenging, especially being in the smallest, lightest (and wettest) boat in the fleet. At a certain point, it was no longer about beating the competition but making sure we were all safely out of the storm's path. Being able to help other boats near me with weather and progress updates kept me focused and calm in the face of what was otherwise a terrifying situation."

Loren was awarded the Juan A. Perez Sportsmanship Award given to the person "who best exemplifies the true spirit of the Bermuda One-Two." He'd come into the race as an outsider, never having raced solo, and on a boat he'd sailed for less than 40 hours. He didn't know a single other competitor. "This is by far the award I'm most proud of. It really made me feel I had made it into this odd community of shorthanded distance sailors."

Now that Ashley has finished her MBA, the couple and *Topaz* will be heading back to the West Coast. "I'm looking forward to some races where I can let the Hobie do what she does best: surf down waves. Not having to worry about lightning or waterspouts will be nice too!" It's a good sign that a Hobie 33 won this year's Singlehanded Transpacific Race, as that race is one of his goals.

Perhaps Loren is attracted to shorthanded sailing because it's in his blood — his mother is from France. "I like the endurance aspect and the challenge of navigating the ocean by myself. I enjoy that at the end of the day, my performance in these events comes down to my abilities on the water, but also my abilities to manage the numerous projects and preparations. Most of all I like the other people it attracts, who are all there mostly to challenge themselves and share what would otherwise be a lonely, isolating experience. And you get to be in a special class of crazy when you talk to other sailors."

— bruce balan

SINGLEHANDED TRANSPACIFIC YACHT RACE —

When Kyle Vanderspek, age 30, sailed into Hanalei Bay on July 3, he did so 26 hours ahead of his nearest competitors. Even with ratings adjustments, chances were he would be named the overall winner of the 22nd Singlehanded Transpacific Yacht Race. But the passage wasn't easy on his San Diego-based Hobie 33, *Aloha*.

His troubles began on Day 4 when he decided to take down the spinnaker in favor of the jib. "This is where things got a little sideways," he said. "The spinnaker came down without a hitch, but unfortunately it brought down the sheave at the top of the mast with it. All eight rivets had sheared, and the turning block exited its hole and had decided it was done being up there. I do have a spare spinnaker halyard, though it is somewhat undersized for some of the conditions out here and will likely only see use once the wind's back and load on the spinnaker halyard is reduced."

The (almost) last straw was when the forestay broke 217 miles from the finish. He rigged up halyards in place of the forestay. Then he blew up a spinnaker at 200 miles out. "I've been running on a jury-rigged sheave/spinnaker halyard for a while. That broke last night at 7 p.m. I made it. I didn't break."

On the way to the Hanalei River aboard a RIB the race committee had rented, Reed Bernhard commented to

Robb Walker: "Dude, Day 9, that was the worst."

"No, I think last night was the worst night I've ever been racing," replied Robb. It was July 4, and both solo skippers were going to shore for the first time since finishing the SHTP.

Reed, who sails the J/109 *Mountain*, said he'd donated his A2 spinnaker to Neptune. "Because of a very bad wrap that I tried my best to undo to no avail. I said OK, I got to go up and cut it loose." He had to climb the mast twice.

Robb, who sailed the Cal 40 *Nozomi* and was second to finish and first in division, had struggled with 30-knot squalls and confounding wind shifts on his last night at sea. "The wind would be at 50. I'd jibe, which takes a while, and then the wind would go to 90. Then — oh — jibe back. All night long."

"Going 14 knots on a boat by yourself in the middle of the ocean — just a magical experience."

Finishing later in the afternoon of the 4th was Jim Quanci, sailing the other Cal 40, *Green Buffalo*. Unlike Robb, Jim was slowed down by damage. Most obvious to those of us watching his finish was that half of his mainsail slugs had

pulled out of the failing mast track. The bracket connecting the boom vang to his mast had broken earlier in the race. We recorded a conversation with Robb and Jim, who are friends and dock neighbors at Richmond Yacht Club; you'll be able to listen to it on our new podcast series, *Good Jibes*.

"Yours was the only boat to finish under spinnaker," we told Cliff Shaw, whose catamaran sailed into Hanalei Bay on July 5. "Oh really?" he laughed. "It was so slow getting out of Northern California that when I got the chute up 10 days ago I didn't take it down. I flew it all the way, 24/7. That included some 27- and 30-knot squalls. I just figured I got to make up for that time I lost. And it didn't blow up; the chute is still good."

"The boat handles very well. I reduced the main. Then the spinnaker can see the full wind. I pin it to each bow, so it's pulling directly ahead dead down. If it starts wandering off course, the autopilot brings it back fast enough that there's been no disasters."

Just over 400 miles out from the finish of the race on the north shore of Kauai, Los Angeles-based sailor Brendan Huffman said he thought he was in pretty good position with the Cal 40s in his class "to be ready to pounce and make my move." He was sailing the Santa Cruz 33 *Siren*. "In the morning, with the wind filling in, I pulled up the big ol' 1.5-oz spinnaker. The boat took off, and for four hours I was doing 10s, 11s, 12s, 13s, 14s, having the time of my life. Finally it was time, when it was blowing 30 knots, that I should probably take the spinnaker down and make lunch. In the process of getting the halyard ready, I did the first knockdown in seven crossings to Hawaii. The boat rounded up. Apparently I had left a port hatch open, and water came rushing through right above my nav station, wiping out my Iridium GO! and the computer for my primary autopilot."

Brendan wasn't able to fix the autopilot or the Iridium GO!. "However, that was some of the best four hours of sailing I've ever done. I've gone that fast in several Transpacs on a crewed boat. It's a much different feeling going 14 knots on a boat all by yourself in the middle of the ocean — just a magical, exhilarating experience." He had a backup tiller-arm autopilot, but it wasn't able to steer the boat in the waves so well. "I hand-steered a lot of the time, wing and wing, but when I put the autopilot back on I would have to furl the headsail and sail

The only skipper to finish under spinnaker, Cliff Shaw socks his green kite after keeping it flying for 10 days straight on 'Rainbow'. The Crowther 10M was the only multihull in the race, but Cliff sailed in race mode more than he had in his prior two SHTPs.



ALL WRAPPED UP



Kyle Vanderspek gets a ride to shore on the chase boat on July 3. This was the most we saw of him — he left the next morning to take 'Aloha' to Oahu before navigating 'Medicine Man' in the Transpac.

Shortly after finishing under main and staysail only, on a gloriously beautiful Hanalei day, overall monohull winner Kyle Vanderspek douses the sails on his Hobie 33 'Aloha'.

— All photos Latitude / Chris except as noted.



on main only. Even with the main only, I'm doing 9s, 10s, 11s easily."

Finishing only minutes after *Siren* was *Perplexity*, an Express 37 sailed by John Wilkerson, one of four Washingtonians in the race. He said his nighttime arrival on July 4 didn't exactly go as planned. "I planned to have a well-organized finish. I got everything set up, took a shower, felt really good, and then got hammered by two squalls for the last hour or so. By the time I got here, I was completely disorganized and really happy to have assistance."

John hadn't been paying attention to the competition. "I thought that might be less stressful for me. About 35 miles out I looked at my chart and there was a boat on my AIS. It was bookin' to the east of me. So we had a race for the last three hours or so. That was pretty fun. This is my first offshore sailing in the boat, first offshore racing, first single-handing. I said my goals were to learn a lot, and boy, I learned a lot. It was a real adventure. It's hard to describe how many facets there are to this race. It was much more complex, much more varied than I ever expected.

"The biggest issue I wasn't prepared for was the four or five days of dead-downwind sailing. The main was plastered against the spreaders. I had some wear on the main from the spreaders. I didn't have the experience to know any better. I kind of got overwhelmed by the

spinnaker. I'd be up on the bow trying to get something rigged and there'd be something back here [in the cockpit] — I had it cleated off or whatever. So I'd have to run back here. I finally got set up with a blast reacher poled out — that's what I used for most of the downwind portion of the race. As long as the wind was above 17 or so, it worked great. I'd take the spinnaker down at 15 to 17. I was worried about how I was going to get it down if it got any windier than that.

"About six days out I discovered that the plastic track where the slides go in was coming off the mast." This sounds like what happened on *Green Buffalo*. "I had to figure out how to jury-rig that, so I sailed reefed for a few days."

While John was sailing to Hawaii, his delivery partner, Greg Mueller, died as a result of a freak accident while racing in the Pacific Northwest Race Week. "Greg had never done an offshore sail so it was something he was really looking forward to. I think I'm going to singlehand home."

The big wind that prompted reefing and furling during the San Francisco start didn't stay with the fleet much past the Golden Gate, and the racers struggled through a mischievously patchy and out-of-place Pacific High. No course records were ever in danger. Robb

Reed Bernhard's J/109 'Mountain' sailed into Hanalei Bay on July 4.



SINGLEHANDED TRANSPACIFIC YACHT RACE —

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Walker said it was his favorite part of the race, because it was all about planning and strategizing.

Falk Meissner, who sailed the Berkeley YC-based *Shark on Bluegrass*, described going on bare poles. "The beginning of the race was actually very mellow," he said. "I slept a lot. I completely got rid of my sleep deficit. I read 600 pages of a book. Another really interesting experience was to take the sails down, because there was no wind, to avoid the flogging. I was just drifting on the ocean in a little

Images from the chilly, windy start on June 19. Top row, left to right: 'Perplexity' and 'Shark on Bluegrass'. Bottom row: 'Siren' and 'Sea Wisdom'. All of these boats would finish at night.

circle and it was just glass."

Chatting during evening Tree Time in the park, Falk continued the story of his race. "Sunday, the Fourth of July, it was 20 knots, big swell. I put the spinnaker up, and once I had it up I realized I'm not going to get it down, because it was too windy, so I hand-steered 100 miles in one session without being able to leave the helm. That was a bit crazy. It was kind

of an impressive run. In a small 25-ft boat ditching waves at 12-13-14 knots is an impressive experience. Then when I tried to get it down all hell broke loose." Falk sailed the smallest boat in the race. *S.O.B.* is an Olson 25.

Below, left to right: The second boat to finish was Robb Walker's Cal 40 'Nozomi'; Jim Quanci's Cal 40 'Green Buffalo' finished later the same day (July 4). Jim had more damage than Robb, including to the main track, resulting in a free-luffed main when half of the slides came out of the damaged track.



Mountain wasn't the only boat to lose a spinnaker to a wrap from hell — the two boats that finished on July 6 did so with their wraps intact.

First up was *Hula*, Bill Stange's West-sail 32. When the wind started to blow

20-25 ("35 I think was the most I saw"), he tried to roll up his big genoa on the furler. He locked up the foil. "I couldn't wind in, I couldn't wind out; it was blowing about 30, and it was crashing the forestay all over the place. I raised a line on a snap shackle. I wound it all the way around the foil and the sail

ALL WRAPPED UP



Above: The awards at Black Pot Beach on July 10. Back row, left to right: Falk Meissner, John Wilkerson, Jamie Wyly, Brendan Huffman. Front row: Will Lee, Robb Walker, Bill Stange, Cliff Shaw, Jim Quanci. Left: Reed Bernhard's girlfriend Nicole flew out to meet him and hopped aboard 'Mountain' shortly after the J/109 finished. Reed had to leave before the awards to return to his job as a corporate pilot.



Below: 'Hula' and 'Northern Star' finished with hellacious spinnaker-on-forestay wrappage. From a distance, 'Hula's' looked like a kiteboard kite. The bubble gave the Westsail some power, and Bill Stange had to spin several circles to further wrap the chute enough to safely anchor in Hanalei Bay.

and got that taken care of. But that put the foil out of commission. So then I had to start flying spinnakers in conditions I didn't want to fly spinnakers."

He 'reefed' a spinnaker by tying half hitches in it. He was thus able to fly a spinnaker in about 30 knots of wind. Nearing the finish, "I'm doing the all-nighter, I'm pushing for 130 miles, and I'm going to win this thing. All of a sudden the spinnaker goes right between the slot and that was it. It had wrapped around the jib that was messed up and there was no way I could get it out, so I had to do another kinda yee-haw Rory Calhoun with the halyards to get the spinnaker under control."

Jamie Wyly lived with his wrap for

much longer on his Sabre 426 *Northern Star* — six days. "It was the silliest thing. It was a beautiful day. The wind was blowing about 14 knots. I was cruising comfortably, not too fast. I thought, 'Everything's fine; I'm going to go below do a little navigation work and take a nap.' So I took a little 15-minute nap. I came out and saw that. I started pulling and realized, this isn't going to come free. The spinnaker snuffer had gone around the headstay and wrapped itself with the snuffer line. I worked for two hours trying to get it down. Now the wind had picked up and night was coming. It's pulling against the headstay. This was now more dangerous than it was a nuisance. So I cut the



SINGLEHANDED TRANSPACIFIC YACHT RACE

bottom part of the sail off. What's up there is not putting on any pressure. I lost a spinnaker, but worse, it cost me my jib too, because I couldn't get my jib out. That was with 800 miles to go."

The spinnaker wraps made for good sea stories, but the rudder situation on Will Lee's San Francisco-based Hinckley 42 Sou'wester was the most dire problem in the fleet. The rudder bearings had come loose, and Will lost rudder control. He used his Hydrovane to steer for the last 200 miles.

Cliff Shaw, race chair Brian Boschma and chase-boat driver Greg Ashby worked on *Sea Wisdom's* rudder the day after the boat's middle-of-the-night finish. "I think they did a good job, so that I can use it to go from here to Nawiliwili, then go to Oahu," said Will.

In addition to Brian and Greg, Single-handed Sailing Society hard-working volunteers in Hanalei included Synthia Petroka and Jackie Philpott. Lee Johnson, a vet of the previous edition, and his niece MJ King sailed over from Hilo in the Valiant 32 *Morning Star* to help out.

"I thought about going to Nawiliwili

2021 SSS SINGLEHANDED TRANSPACIFIC RACE OVERALL RESULTS

Place	Boat	Type	Skipper	Division	Elapsed	Corrected
OVERALL						
1	Rainbow	Crowther 10M cat	Clifford Shaw	Holokai	16:04:08:18	11:13:25:38
2	Aloha	Hobie 33	Kyle Vanderspek	Kāne	14:02:11:36	11:22:57:36
3	Nozomi	Cal 40	Robb Walker	Lono	15:04:46:30	11:23:37:50
4	Hula	Westsail 32	Bill Stange	Kū	17:01:04:05	12:02:42:05
5	Shark on Bluegrass	Olson 25	Falk Meissner	Kū	16:12:06:50	12:03:52:50
6	Green Buffalo	Cal 40	Jim Quanci	Lono	15:10:23:25	12:05:14:45
7	Siren	Santa Cruz 33	Brendan Huffman	Lono	15:14:18:24	12:08:34:24
8	Mountain	J/109	Reed Bernhard	Kāne	15:07:26:08	13:00:40:08
9	Perplexity	Express 37-1	John Wilkerson	Kāne	15:14:51:26	13:08:05:26
10	Sea Wisdom	Hinckley 42	William Lee	Kū	17:16:42:24	14:04:29:44
11	Northern Star	Sabre 426	James Wyly	Kāne	17:09:27:40	15:02:06:20

Hanalei Yacht Club Trophy – First Place Monohull on Corrected Time: **Aloha**

Latitude 38/Nelson's Trophy – First on Corrected Time, Monohull from Northern California: **Nozomi**

Jim Tallet Memorial Trophy – First on Corrected Time from outside Northern California: **Aloha**

Displacement Monohull Trophy – First on Elapsed Time, Heavier Monohull: **Nozomi**

Jack London Trophy – First on Elapsed Time: **Aloha**

Orcon Corporation Multihull Trophy – First on Elapsed Time, Multihull: **Rainbow**

Grover Nibouar Trophy – First on Elapsed Time, Small ULDB Monohull: **Aloha**

Perseverance Trophy – Last on Elapsed Time: **Sea Wisdom**

MacGyver Awards: **Hula** and **Northern Star**

first because I thought, I have to go there anyway, and how am I going to go there, 8-hour against-the-wind sail with a broken rudder that I do not know if it's going to fall out of the water or create a big hole," said Will. "But now I'm so glad I came here because of all the support that I got. It's the best thing that's hap-

pened to me in my sailing life. I'm glad I crossed the finish line to be part of the SSS SHTP history. I'm really proud to be part of the community. I'd love to contribute back to this community somehow in the future. I love these people."

See www.sfbaysss.org for more.

— **latitude**/chris

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ROCKET SCIENTISTS —

Not to question the inimitable James T. Kirk, but is space really the final frontier? For some satellite engineers with ties to Bay Area sailing and one another, space and sailing seem to go hand in hand.

Dan Newland

Dan Newland became a self-proclaimed space nerd early on, as his Houston high school was across the street from NASA, and many of his sailing buddies had NASA associations. His daily school bus route passed by Neil Armstrong's home, and his best friend's father was Donn Eisele Sr., who flew on Apollo 7.

In addition to keeping "piles of everything NASA would send out," young Dan was also obsessed with building. Fortunately, his parents supported their son's "hobby" by providing whatever materials he needed for his various projects. "I built my first model airplane before I could read, and took my first flying lesson and landed a plane when I was 9."

Dan built his first boat at the age of 12 and started sailing at 13 at the Houston Yacht Club, first racing on Pearson Ensigns and later crewing on destination races to Corpus Christi, Biloxi, MS, and beyond. He continued building boats after a couple of years of college in Texas, but moved to Folsom, CA, where he could sail (racing 505s) and pursue his new passion of downhill skiing. He bought a sewing machine and some sailcloth and taught himself sailmaking as a hobby, but found that he started winning with his own sails. Jim DeWitt of DeWitt Sails (now Quantum) hired him and prompted the fortuitous move to the Bay Area, where his racing circles broadened to include local sailing legends Stan and Sally Honey and Dennis Surtees.

In 1981, he added another noted sailor to his "friends" list. DeWitt Sails was commissioned to make sails for a "crazy woman" named Linda Weber-Rettie, who was on a tight schedule to get ready for a singlehanded race to Japan. "So one night, I stayed after work and made up the World's Best Sail Repair Kit with spares for every slide, slug, ring and shackle on the sails, plus needles, palm, waxed sail thread, leather, adhesive repair fabric cloth for patches, you name it. I just thought she could use the help and didn't think anything else about it, other than to wish her good luck." After she got back, a mutual friend made the introduction, and ... Dan and Linda just celebrated their 36th wedding anniversary!

In 1986, Dan went to work for Orcon, a high-tech fabric manufacturer that made both sailcloth and advanced composite fabric like carbon fiber, Kevlar and "S" glass. He used his new skills to build an all-carbon fiber 37-ft boat — *Pegasus XIV*, his 14th boat. *Pegasus XIV* took the gun on many races, both crewed and singlehanded, and won the offshore PHRF race series several times. "She was a LOT of fun with no bad habits — and a rocket (so to speak)."

Dan's work projects expanded from sail to military and space-related products, including satellites. Vector Launch hired him to build a display for the "Smallsat" trade show for small satellite manufacturers and buyers. The display had to be technically perfect and "pretty." Using his materials knowledge and building skills, he crafted a piece from clear-coated carbon fiber laminate. The client not only loved it, they realized it was strong enough to be used for sub-orbital testing flights, and ordered six more.

Vector Launch is no longer in business, but Dan continues to work with rockets. In 2008, he and Linda moved to the Pacific Northwest, where they continue to sail, but also enjoy cruising the San Juan Islands on their Grand Banks 36. Dan is also accomplished at radio-controlled sailboat racing and building, and in his spare time, affirmed his "Space Geek" status by building a kayak using 16 different woods and 19 inlays of planets, moons and comets.

Bud Frazee

Bud Frazee not only raced against Dan Newland several times, but also partnered with him at Vector Launch to design one of the first two satellites that became Google Earth satellites. Bud also has the distinct honor of spending Dan and Linda's first anniversary within eyesight of Linda as they both bobbed around the Pacific during the 1986 Singlehanded Trans-Pac. When the fleet got becalmed for three days, Bud and Linda ended up near each other and provided much-needed entertainment by chatting via VHF daily. "We were the Bud and Linda Show. Every day, we'd check in and talk about all kinds of things. She'd ask me questions about black holes and astrophysics while she was doing her nails. The rest of the singlehanders enjoyed the diversion while we were all floating like corks and waiting for the wind to come up." Dan, on a borrowed Olson 30, *Francis Who?*, managed to find wind and was the first monohull in, garnering a first in Division I and overall. "Dan was always a much better sailor than me but I think competing against him helped me get better."

Bud was initially introduced to sailing at the San Diego Yacht Club and the Balboa Yacht Club as a child. But it was in the famed San Francisco Bay where he honed his skills as a racer and sailor. He had the good fortune to meet and work with renowned naval architect Carl Schumacher, helping him rig boats at Svendsen's in Alameda. Carl spent a month teaching Bud to sail, and Bud fondly remembers the friendship that was forged during this time. "The crews in NorCal taught me everything. They were all so generous. But Carl was an incredible teacher and friend. I miss him terribly." Schumacher died unexpectedly in 2002 at the young age of 52.

Bud's boat, *Unity*, was a 1983 Capistrano Bay 26 designed by Carl and

Left: Dan Newland sailing 'Pegasus XIV' in the 2008 Three Bridge Fiasco, finding very light air in Raccoon Strait. Right: Dan with his trusty companion.



PHOTOS L TO R: WWW.NORCALSAILING.COM; DAN NEWLAND

SPACE AGE SAILORS



Dan Newland's homebuilt, radio-controlled racing sailboat.



With his "Space Geek" status, Dan built this kayak to include inlays of planets, moons and comets.

ALL PHOTOS DAN NEWLAND

built by Westerly Marine. "She was a performer in every aspect, and my time with her was filled with many wonderful moments. I won the inaugural Great Pacific Longitude Race (LongPac) during a 60-knot gale that caused several singlehanded boats to drop out. I actually got knocked down on beams' end by a 20-foot breaking wave at 2 a.m.!"

Carl had a slip at the St. Francis that he let Bud borrow on occasion. "We took *Unity* over from Berkeley, just Carl and me on a Friday afternoon. Carl was watching me sail her in a moderate breeze typical for a S.F. Bay summer afternoon. As we sailed along, he said, 'You're not looking at the instruments. How do you know that you're fast?' I told him I could 'feel' it in the seat of my pants and the way the wind hit my face, the boat just felt fast. Carl said, 'Don't change a thing. Sail like you feel, because you and

the boat are fast doing what you do.' After that, I gave up on all the technology and simply sailed her that way."

Technology was very key to Bud's professional life working in nuclear fusion energy at the Lawrence Livermore

Lab, and later as a satellite engineer in charge of launch operations of de-commissioned ICBMs in Russia during the Gorbachev/Reagan era. The ICBMs were converted to launch vehicles for digital imaging satellites. "This was

Left: The spinnaker ball, designed by Bud Frazee, goes through rigorous testing at the Helen Keller Services. Center: Bud sailing 'Unity' in the 1986 Singlehanded Transpac. Right: Bud happened to have a copy of Latitude 38 with him on one visit to Russia in 1997, and the Russians, being avid sailors themselves, thought the magazine was great. "I was going to send this to Lat38 as people did back then when they traveled to faraway places. I figured that no one could say that Lat38 was on a Russian Military Space Forces base in the far-eastern Amur region of Russia during the launch of the first USA digital-imaging satellite launch."



ALL PHOTOS BUD FRAZEE



ROCKET SCIENTISTS

truly 'swords into plowshares.' Most people never got the true story on how Reagan and Gorbachev ended the war and started new businesses here and in Russia." Bud remembers the launch of the first satellite on Christmas Eve 1997: "A foot of snow on the ground. We, the Russians and US teams, watched as the rocket launched, fired in the night sky — you could see the first stage separation and then it became a moving star amongst the stars. I was surprised to see frozen tears among many from both sides. The Cold War really was over, something I never dreamed could happen. Being a part of it changed my life."

Bud had the opportunity to change the life of visually impaired children when he was contacted by the mother of a blind boy, pleading with Bud to design a ball that her blind son could play with that did not include batteries. It had to be easy to hold and lightweight so that he could throw it, and also had to make a sound so he could find it. "I remembered that when I was foredeck, the nylon spinnakers made all sorts of noise." North Sails had a loft in the floor below him in Alameda, and working with their sailmaker and partner, Bill Bridge, he created a 3-foot-diameter inflatable ball with vertical foam ribs. It was easy to grab, easy to track (because of the sound) and approved by the Helen Keller Services. "Sailing was integral to most everything that came across my life, even special-needs toys from spinnaker cloth. Who would have guessed?"

Patrick Lewis

In 2019, Dan Newland's *Pegasus XIV* launched a new sailing legacy when Patrick Lewis and his father, Steve, were shopping for a new boat for upcoming adventures to Hawaii for the 2020 Pacific Cup. Unfortunately, a pandemic got in the way of the race, but *Pegasus* is currently being considered for several upcoming races, including the 2022 Delta Ditch, the Duxship and the 2022 Pacific Cup.

Patrick comes from a sailing family and started his sailing "career" at the Inverness Yacht Club at the ripe old age of 7 and later at the Richmond Yacht Club during his high school years.

In 2000, at the age of 18, Patrick was asked to be a last-minute replacement with the crew of *Spirit*, aboard his father's S&S 34, for the upcoming Transpac. The race was to start in only five days, but Patrick jumped at the chance. The crew placed second in their division, but came back in 2002 to win their division and placed second overall.

Patrick has crossed the Pacific several times since, being part of successful teams including *Oaxaca*, *Natazak* and *Tule Fog*. He's also amassed a long list of local races, including several Coastal Cups, Spinnaker Cups and other assorted ocean races. Patrick is currently on the *Oaxaca* roster for this year's Transpac, hoping to repeat their 2019 winning performance.

For several years, Patrick worked as a sailmaker with Dave Hodges at Santa

Cruz Sails (now Ullman Sails). Though he enjoyed the job and appreciated being able to combine an interest in building with his love of sailing, a tragic loss pointed him in a new direction. In 2013, life took a sharp turn after the untimely death of Patrick's close friend and coworker, Noe Goodman, after the Delta Ditch Race to Stockton. "Noe's death prompted a deep introspection and evaluation of what I wanted from my life. With incredible support from my employer, wife and family, I decided to go back to school and pursue an engineering degree."

Originally planning to study naval architecture at a local community college, Patrick instead looked to the skies and got his degree in aerospace engineering, graduating top of his class at San Jose State University in 2019. With his knowledge of composites from working on sails, he secured an internship at Space Systems/Loral (now Maxar) and is now a full-time structural engineer, designing communications and imaging satellites. "If you've seen a satellite photo in Google Maps, you've seen imagery we've collected."

Patrick looks forward to more opportunities to spot his satellites while crossing oceans on sailboats during races. When asked about the added number of space objects circling the Earth now, he mused, "Sailing across the ocean is very similar to sending a satellite into space — there's a lot of space out there, but there's always something to bump into."

— **lisa hotchkiss**

PHOTOS L TO R: CODY SPRUCE; LARRY BASKIN



Left: Patrick Lewis on a 2015 Hawaii return on 'Lucky Duck', "Where I clearly needed to find my sunglasses." Right: Patrick, aboard 'Pegasus', tackles the Three Bridge Fiasco.



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BAPTISM BY DITCH

Mark Hilden (affectionately known as Cousin Mark at Morro Bay Yacht Club) and I own *Janina*. She is a green-hulled, white-bottomed Santa Cruz 27, hull #130. We race in PHRF out of Morro

ALL PHOTOS JANINA EXCEPT AS NOTED

receive Tom's travel tips and his Navionics route. Among those tips, he stressed that we should stay the channel in deep water and constantly check our depth gauge. In fact, he said, that was Cardinal Rule #1.

We should have paid more attention to this advice, but we will get to that later.

This is only our second race against other Santa Cruz 27s, the first being the Nationals on Lake Tahoe in 2019. It was so fun to have seven other SC27s on the start line for the Ditch! We were encouraged by our light-air boatspeed, which kept us in the middle of the pack for the



All smiles on 'Janina' early in the race: left, Andrew Brown; center, Lex Budge; foreground, John Krossa; background, Charlie Poggemann; right, 'Cousin Mark' Hilden. At right, 'Janina' was hardly the only boat doing the broach boogie in this year's race. As always, there were lots of spinouts once the breeze came up.

Bay, and trailer to regattas about once a year when our busy lives allow. We have always wanted to do the Delta Ditch Run and this year we were convinced, with the encouragement of Tom Jenkins (*Errant Belle*, Elliott 770), who has done multiple Ditch Runs in multiple different boats he has owned. We were very fortunate to

An over-the-shoulder view from 'Janina' at most of the eight-boat-strong Santa Cruz 27 fleet in this year's Delta Ditch Run.



LYN HINES

first half of the race — even though we had five guys on board with lots of gear and supplies. We were not traveling light.

After a while, the wind started heating up and we had lots of fun trading positions within the fleet. We noticed the depth-gauge numbers getting smaller and smaller in a very wide section of the course. Up ahead, a few of the fast Moore 24s made some abrupt turns to head toward the middle of the channel. We quickly followed suit and just barely scraped the bottom.

This change of course gave us a great vantage point to look over our shoulder to inspect one of our SC27 competitors' rudders as they hit something stickier and their rudder popped up out of the



water. Fortunately, they were able to change course and get out of the mud pretty quickly.

As the channel narrowed and the wind picked up, I was driving, and we had our first broach, which turned into our second broach, and then our third. Nobody on board has yet 'fessed up to tying the stopper knot in the afterguy that took forever to get out. Damn boat gremlins!

Once we got the knot out, we got upright, got the chute pulled in, reset, and were off again. Unfortunately, we had lost a lot of our hard-earned lead on *Water Dragon*, *Giant Slayer* and a few others in our fleet.

We sailed a little more conservatively after that, and started over-trimming the



— CARDINAL RULE #1



Foredeck extraordinaire Andrew during a break in the action. The first-time Ditch Runners on 'Janina' were able to key many of their maneuvers off boats in the Moore 24 fleet, just ahead.

chute. *Water Dragon* gained on us slowly, a little bit at a time. Looking ahead, we noticed everyone pulling down their chutes and reducing sail at the next mark. Andrew did a fantastic job of following their lead, quickly switching out our 150 that was still on deck for the 135, and timed our spinnaker douse perfectly.

We were really happy we had changed down for the tight reach that followed. The breeze had built, and I was a little gun-shy to drive with the chute up in big

air, so Cousin Mark took over. He was doing a great job driving and playing the wind, slowly increasing our lead on the boats behind us. He was doing such a great job playing the gusts that we forgot Cardinal Rule #1.

As we passed reasonably close to an old piling, we all thought, "that shouldn't

Mark noticed that no matter what he did with the tiller, it was no longer steering the boat.

be in the middle of the channel!" When we realized that, in fact, it wasn't in the middle of the channel, we jibed immediately back toward the channel — and watched in horror as our depth gauge went into single digits. Though we were never in

water less than 3 feet below our keel, we felt the boat slow down. The tiller started to jerk around in Cousin Mark's hand. We continued to sail like this for a while,



ANNE THOMAS

No, this is not 'the' ship. It's just one of several that passed by the DDR fleet during the race. Whether you're racing or cruising, big ships are just part of life in the Delta.

discussing what it could be, and wondering if we were going to lose our rudder. We were definitely going slower — but we were still sailing dead downwind in the right direction.

That's when we noticed the tanker.

It was coming downriver in the middle of the channel at a very narrow section of the course in front of us. Cousin Mark and I had just started discussing what we should do when he noticed that, no matter what he did with the tiller, it was no longer steering the boat. No sooner had someone suggested we take the spinnaker down than a big gust hit, and we broached hard toward the middle of the channel, with the aforementioned tanker bearing down on us.

It felt like minutes that we were on our ear, long enough for me to flash back on the *MythBusters* episode where they tested whether tanker propwash will suck you down if you have a lifejacket on. Charlie wondered out loud if it would work to "fend off" the tanker as it went by. By now it was close enough that you could see detail in the barnacles.

We blew the afterguy. I reached back and yanked on the tiller. I don't know what I thought that would do, as Mark already had it over as far as it would go. I

think I just wanted to be on the stick if we were going to die. So we were both holding on to the tiller as *Janina*

popped back up and turned downwind, right alongside the tanker going the other way. Andrew said we came within 10 feet. He also mentioned that when we were on our ear, he saw a small island of eelgrass float off of our rudder.

CARDINAL RULE #1

So it turns out broaching can be a quick way to clear your rudder. Who knew? We'll have to practice that.

As they passed by, the crew on the ship were looking down laughing, clapping and waving with signs of relief on their faces. We waved back. We actually really appreciated that they did not blow their horn when they were almost on top of us. It would have just made it even scarier.

We were pretty rattled after that. We pulled in the spinnaker and just sailed under the main for a little bit. *Water Dragon* passed us. We put up our 135, and Charlie informed us that we were not raising another spinnaker that day. We all agreed. We decompressed and handed out beers. We had not been drinking before this, but everybody needed to calm their nerves a little bit. Cousin Mark, who is a much more experienced and competitive sailor than I am, went up to the foredeck, lay down, and drank a beer.

A little bit later, *Giant Slayer* passed us, flying their spinnaker and appreciating our relaxed sailing attitude after our



'Janina' glides into the finish off the Stockton Sailing Club, all once again right with the world.

near-death experience — which, of course, they and half the fleet had witnessed. When the wind lightened up, I convinced the crew to put up at least the 150 so we could be a little more competitive.

It wasn't until the last couple of hours of the race that *Janina's* hardy crew started coming around again, and when someone suggested we put the spinnaker back up, the decision was again unanimous.

By that time, the wind had lightened enough that we no longer had to grind to move the pole or sheet the spinnaker.

We all got back into racing form and set our sights on *Giant Slayer*. The last hour of the race was amazing as we gained on them slowly. We didn't quite catch them, but we had a lot of fun trying. We finished just 51 seconds behind them.

We would like to thank the Richmond Yacht Club and Stockton Sailing Club for putting on an amazing event. The employees and volunteers were incredible. We were greeted by smiling faces, kind words, and helpful information everywhere we went. We are already making plans to do the Delta Ditch again next year — when we will definitely be paying very close attention to Cardinal Rule #1.

— john krossa

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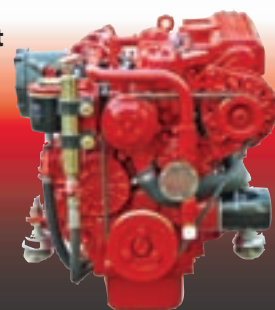
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Less than a week after registration opened this year, the number of paid entries was closing on 100. Visit www.baja-haha.com to see the current entries.

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.

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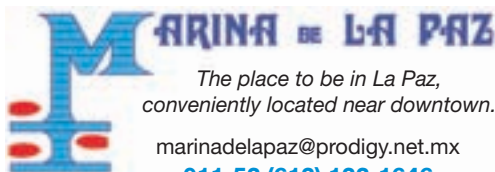
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IMPORTANT DATES

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
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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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The people organizing the "Classic Boat Review" must have thought I would be flattered when they invited me to judge. But it was also a reminder that I was old enough to remember those boats when they were still in production. The rules were strict: The boat had to have been designed prior to 1975, so this was a parade of genuine plastic classics from the era of the Southern California "bleach bottle" production boats, along with the early fiberglass remakes of heavy wooden full-keel cruisers that were being sold mainly back East.

There were two other judges: a retired marine surveyor and a naval architecture grad student, who turned out to be none other than Lee Helm. I deduced that I was holding down the seat reserved for the salty old curmudgeon.

"Here's a small but very seaworthy-looking Carl Alberg design," said the surveyor as the first boat sailed past the reviewing stand and executed the required jibe and tack while sailing a complete circle to show off its lines and its handiness. "Classic proportions."

"An old Pearson?" asked Lee. "What size? About 28 feet?"

"That's not a Pearson," I said. "That's a Bristol."

"How can you tell? The lines look like a Pearson."

"The Bristols might as well have been copies of the Pearsons," I recalled. "Even the ones designed by Halsey Herreshoff, grandson of Nat. You can't tell by the lines; those boats were all very similar. But not exact copies. Look at the windows: straight lines instead of curves on the forward and aft edges of the two big main cabin windows."

"Almost exactly like the Pearsons," added the surveyor, "even down to the shape of the windows. But not an exact copy. The window shape is the quickest way to tell them apart."

Next we had three old but well-preserved 22-footers sailing in formation. The small-boat skippers decided to put on a choreographed performance, with the three boats circling simultaneously. According to our printed program, two of them had been rescued from marina lien sales, purchased for less than the cost of one month of marina berthing before being restored.

"That's a Santana 22 closest to us," I said. "Then a Columbia 22, and a

Catalina 22. You don't even have to look at differences in the cabin or the deck arrangement. The windows tell it all."

"Max, there are like, big differences in the freeboards and sheer lines," Lee remarked as all three boats jibed at almost exactly the same time.

"Sure, but the window shape is the first thing I notice. It's the builder's signature."

When the small craft had finished their dance, a perfectly preserved Pearson Triton sailed into view, this one under spinnaker, an ancient sail with cross-cut panels.

"Note the classic Pearson windows," I said. "Two big main cabin windows, quarter-round on the fore and aft ends with the square corner at the bottom. And the cabin profile breaks right over the transition from large windows to small — very tasteful. The two small ports on the forward face of the cabin trunk break are also a giveaway that it's a Triton."

"And this is one of the originals," noted the surveyor, "with a fractional

"That's like, 50 years of progress in the sail-powered personal watercraft space."

rig and diamond stays, before they switched to masthead rigs. I once surveyed Triton hull No. 1, which was rigged as a yawl. Built in '58, if I remember correctly."

"Why do you think they switched the sail plan to masthead?" I asked. "A fractional rig would always be my choice for cruising. Each jib has a much wider wind range, so you don't have to carry as many jibs and don't have to change them as often. Fractional rigs always made much more sense to me."

"Mainly cost," said the surveyor. "Masthead rigs are cheaper to build. Fewer fittings, no jumper stays, less taper in the mast."

"After they figured out that the jumpers aren't really needed," said Lee.

"Right, the J/24 was something of an outlier in its day," said the surveyor. "Early marketing made a big deal of the 'revolutionary' fractional rig that gave the boat good handling

characteristics sailing main-only. And you can always identify a J/24 by the windows, because it doesn't have any."

We watched the Triton as it sailed close enough to the reviewing stand to show off its meticulously varnished coamings and handrails. It even had one of the old Spar-Fly masthead wind vanes, the red plastic ones with the V-shaped section and holes in the sides for light weight and, I presumed, aerodynamic stability. That scored the Triton an extra point on my score sheet.

The boat headed up sharply into the wind, sailing away from us, allowing the spinnaker to collapse. It continued to round up, pressing the spinnaker into the rig like vacuum wrap, but momentum carried the heavy boat through the eye of the wind to the other tack. It completed the circle by bearing off and jibing back to its original course, and the spinnaker popped open again and resumed its condition of perfect trim. The crowd cheered.

"Darn good anti-chafe gear, to pull that off without tearing that old chute," noted the surveyor.

"Don't try this at home," I advised Lee.

A Pearson Vanguard followed the Triton, but without any spinnaker tricks. And a Pearson Alberg 35 was right behind.

"A whole generation of Pearsons had that signature window shape," I said, "but the Alberg 35, for some reason, did not have the sharper-radius bottom corner on the big windows. That made it easy to tell that it was a 35, and not a Vanguard, Coaster or Wanderer."

The harbor entrance channel was not reserved for the event, so the procession had to mix it up with normal outbound traffic, specifically a big ultralight boat under sail, tacking out of the marina.

"That's a big boat to be leaving the harbor under sail," I said.

"Must be an Olson 40 or a Santa Cruz 40," Lee surmised. "The headstay is back a little from the stem."

"Olson," said the surveyor with confidence. "See the backward angle between the cabin windows? Same detail as on the Olson 25."

Another boat of about the same size was motoring up the channel, but the speeds were such that the boat under power had to alter course to take the stern of the Olson after each tack. This

CLASSIC WINDOWS

POP QUIZ!

Can you identify a plastic classic from the window style?

Draw a line from each boat model name to the corresponding photo of the boat's windows.



ALBERG 35
BRISTOL 28
CAL-20
CAL-25
CAL-27
CAL-30
CAL-40
CATALINA 22
CATALINA 27
CATALINA 30
COLUMBIA 22
COLUMBIA 26
COLUMBIA CHALLENGER
CORONADO 25
ERICSON 27
ERICSON 32
ISLANDER 32
ISLANDER BAHAMA
NEWPORT 30
OLSON 25
OLSON 40
PEARSON ARIEL
PEARSON
VANGUARD
RANGER 23
SANTANA 22



happened on three consecutive tacks, much to everyone's amusement.

"Like, which boat is sailing and which is under power?" Lee asked rhetorically. "Answer: The one with a roller-furling jib is powering; the one that gets to choose the right jib for the conditions is sailing. Like, the correlation is really good, 'cause roller furling

is mainly a way of guaranteeing that your boat always has the wrong jib up: The usual RF jib is no good for light air, because those 'all-purpose' jibs are short on the hoist and too flat and heavy, and have a big air gap between the foot and the deck that increases induced drag, and they're, like, usually not full size on the LP. And no good

for heavy air either, because they're too big, typically 120% or something. And like, it's a pain to unroll one jib, take it down and fold it, and then put up the right one. That so-called 'all purpose' jib on the roller is usually only good for a medium-air reach, and like, the boat spends a lot of time under power."

MAX EBB

"But as I said," I reminded Lee, "with a fractional rig you can make one jib work over a much wider range."

"True, and with a recessed drum you don't lose as much hoist," she conceded. "But like, that's only when the boat is designed for RF."

Next boat up for review was a Catalina 27, followed closely by a Catalina 30.

"Similar windows," I pointed out. "Distinctive Catalina, from that era. The newer boats have gone to a more generic pattern, and you have to look more closely to tell what kind of boat it is."

The last boat in the parade, claiming the title "Queen of the Plastics" in the program, was the Columbia 50. The styling was remarkably similar to the Columbia 22 and all the other boats in the Columbia line from that era: a clamshell doghouse with a single streamlined "'60s modern" window.

"I didn't like those windows back in the day," said the surveyor, "but they've become an icon of the plastic

classics — dare I say, the golden years of SoCal boatbuilding."

We thought the procession was over and began to tally up our scorecards. But then a surprise entry came around the breakwater. It was an original Windsurfer. Roto-molded long board,

"Sure, but the window shape is the first thing I notice. It's the builder's signature."

teak booms, short battens in the triangular sail, and I could tell that even the mast step was the original teak "T" fitting because the sailor had to keep his toe on the back corner of the T to keep it from popping out of the board. This entry was not listed in the program. And he was wearing an ancient O'Neil "Breezebreaker" jacket over his Farmer John wetsuit, neoprene on

the torso but with nylon windbreaker sleeves.

"Those neoprene sleeves went out of style when water starts became the thing," the surveyor informed us.

The windsurfer did a couple of helicopters for us, and in a lucky gust of wind he pulled off a head dip.

"That's the winner on my scorecard," Lee announced as she put down her clipboard.

But then the crasher was crashed: A squadron of four kitefoilers appeared, reaching at high speed, fully foil-borne, with almost no wake or spray. Their kites were up in the strong wind above the wind shadow of the outer breakwater. Each kite sailed a loop around the classic Windsurfer and then sped back out of the harbor.

"That's like, 50 years of progress in the sail-powered personal watercraft space," Lee remarked.

"But for cruising sailboats," I replied, "we'll have to be satisfied with better-looking window styles."

— max ebb

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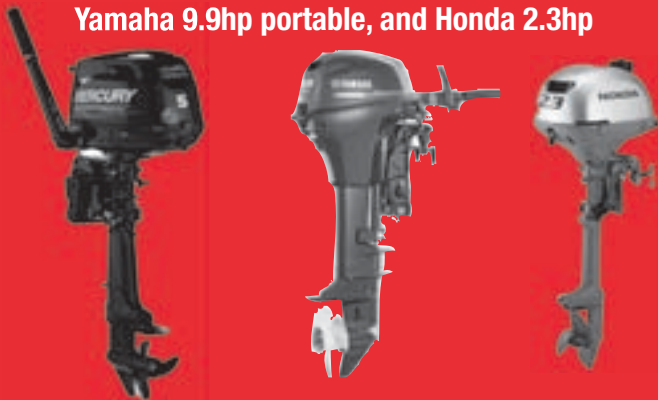
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THE RACING

Smaller boats get the limelight in this edition, with focus on the *ILCA North Americans*, the *High Sierra Regatta*, the *S.F. Bay Vanguard 15 Fleet*, and *foiling kiteboard* competition. SSC's *Founders Regatta* welcomed boats small and large. The *Transpac* is strictly for the big boys — but then there's the *Olympics. Box Scores* feature regattas of various sizes, then recap the first half of the *Beer Can Season*.

ILCA (Laser) North Americans

On July 15-18, St. Francis Yacht Club hosted the 2021 ILCA North American Championship, sponsored by West Coast Sailing. With 124 competitors racing in three different fleets, the scene on San Francisco Bay's Cityfront was action-packed and lively.

(ILCA, in case you didn't know, stands for International Laser Class Association.)

"I recognized a lot of the competitors from their Opti days and from Youth Champs," said StFYC's commodore, Bill Dana. "To have them here again, sailing as adults, was a reminder that sailing is a lifetime sport. Plus, conditions couldn't have been better."

Typical of San Francisco Bay in July, the breeze was up throughout the event, ranging from 15 to 25 knots. Much of the regatta was sailed in flood current, which drew the fleet close to shore on the upwind legs, providing current relief for the racers and an exciting show for the spectators ashore. On the final day of racing, an ebb sent the fleet to the

In the 24-boat ILCA 7 fleet (standard rig), racing was consistently tight at the top, especially between four leaders who separated themselves from the pack: Leo Boucher, Ford McCann, Marshall McCann and Conner Nelson. All four are racing with the US Sailing Olympic Development Program.

Boucher finished first with 26 points. Ford McCann and Conner Nelson each scored 29 points. McCann's three first-place finishes compared to Nelson's one broke the tie.

"This was a pretty tough event," said Boucher. "It was shifty coming off the yacht club, so positioning was important going upwind. Downwinds were all about keeping it upright and staying as loaded up as possible."

With 75 boats entered, the ILCA 6 (Radial) fleet was the largest by far. For the regatta's first two days, race organizers randomly divided the group into Blue and Yellow fleets. On Saturday and Sunday, the fleet was split into Gold (38 boats) and Silver (37 boats).

In ILCA 6 Gold, Charlotte Rose

Race 10. "This was tough racing, especially with the current," said Rose. "I love sailing here!"

In ILCA 6 Silver, first went to Ethan Sargent of San Francisco YC, followed by David Lapier of Alameda Community Sailing and Hailey Thompson (another SFYC sailor). Said Sargent, "It was really windy, and there was a ton of current, which made for awesome racing."

While the other two fleets came down to the wire, a clear winner emerged early in the ILCA 4 (4.7 rig) fleet. Of the 25 ILCA 4s competing, Matheo Capasso of the Cayman Islands maintained a commanding lead across all four days. Coming into the final day of racing, he had won all but one race (in which he scored a 2) and sat an impressive 25 points ahead of second-place Xavier Stoldt. Though Capasso was over early in Race 9, he secured a final bullet in Race 10 and finished the regatta with just 11 points.

On his dominant win, Capasso said on the final day of racing, "It wasn't easy. Conditions were quite difficult, especially today. I was over in the first race today which made the second even more important. But overall, I'm really pleased with how I did."

One year ago, hosting 124 sailors plus their coaches, families and supporters would have been impossible. As this successful championship came to an end, the mood among regatta organizers was, deservedly, very positive. "We had some great racing that brought out true champions this weekend," said Tracy Usher, regatta chair and longtime Laser racer. "This class has a deep history at St. Francis, and it felt like a victory to be able to host a full-on championship for them."

The championship also served as a qualifier for the US Sailing Junior Pan-American Team, with the top eligible finisher from the ILCA 7 fleet (Leo Boucher) and ILCA 6 fleet (Charlotte Rose) qualifying.



2021 ILCA NA champions. Left to right: Mateo Capasso, Cayman Islands, ILCA 4; Charlotte Rose, USA, ILCA 6; Leo Boucher, USA, ILCA 7.

middle of the Bay, where they engaged in an all-on drag race, riding the current train to the windward mark.

Each division sailed 10 races, with two per fleet on Thursday and Sunday and three per fleet on Friday and Saturday, rotating morning and afternoon slots.

secured a hard-fought first place, finishing the regatta with 22 points and demonstrating the power of persistence. Though she was a few points from the podium after Days 1 and 2, she entered the final day in second and then locked up the North American Championship with a second in Race 9 and a first in

Cityfront action during Day 2 of the 2021 ILCA North American Championships. Coincidentally, the designer of the Laser passed away on July 18 at age 92. RIP Bruce Kirby Jr.



GERARD SHERIDAN / STFYC

Watching the strength of the young sailors in this championship, StFYC's senior sailing director Adam Corpuz-Lahne said, "It was great seeing the entire US Sailing Olympic Development Program out on the racecourse. The depth of talent is huge in this next generation of dinghy sailors, and the future is bright!"

— meredith laitos

ILCA NORTH AMERICANS, StFYC, 7/15-18 (10r, 1l)

ILCA 7 (STANDARD) — 1) Leo Boucher, Severn Sailing Association/US Olympic Development Program, 26 points; 2) Ford McCann, USODP, 29; 3) Connor Nelson, USODP, 29; 4)

Marshall McCann, Texas Corinthian YC/USODP, 34; 5) Nicholas Sessions, SFYC, 52. (24 boats)

ILCA 6 (RADIAL) GOLD — 1) Charlotte Rose, Houston YC/USODP, 23 points; 2) Robby Meek, Lauderdale YC/Severn SA, 26; 3) Guthrie Braun, St. Petersburg YC, 29; 4) Lillian Myers, USODP, 33; 5) Clara Gravely, Ashbridges Bay YC, 37. (38 boats)

ILCA 6 (RADIAL) SILVER — 1) Ethan Sargent, SFYC, 98.5 points; 2) David Lapier, Alameda Community Sailing, 99.5; 3) Hailey Thompson, SFYC, 110; 4) Oliver Stokke, Santa Barbara YC/SBYSF, 115; 5) Toshinari Takayanagi, RYC, 121. (37 boats)

ILCA 4 (4.7) — 1) Matheo Capasso, Cayman Islands SC, 11 points; 2) Jacob Zils, Minnetonka YC, 26; 3) Alejo Di Blasi, Lauderdale YC/St. Thomas YC, 36; 4) Xavier Stoldt, Little Egg Harbor YC, 37; 5) Charlie Allen, Lauderdale YC/Pewaukee YC, 40. (25 boats)

Full results at www.stfyc.com

Fresno YC High Sierra Regatta

Dozens of sailors flocked to Central California as its best-known lake regatta has returned after a COVID-induced hiatus. Tucked away in the heart of the Sierra Nevada mountain range lies Huntington Lake, a freshwater lake that stretches 7.5 miles, with reliable winds creating a sailor's paradise. This legendary lake has hosted the High Sierra Regatta for 68 years, attracting sailors from all over to display their skills on the water.

The two-weekend event kicked off

July 10 for daggerboard boats, then keelboats the following weekend.

Fresno YC's Victory 21 fleet is among the various keeled vessels that command the lake during the second regatta weekend. In the mix of the nine registered boats, my partner Chris and I competed for the sixth year together aboard our own Victory 21 *Geronimo* while welcoming newcomers (and longtime *Latitude 38* supporters) Quincey Cummings and Mitch Andrus on the racecourse aboard a borrowed vessel, *Sniper One*.

The first three races were held on Saturday, July 17, with unusually inconsistent winds that resulted in strange lifts and headers as we attempted to charge up the lake toward our first mark before setting whisker poles during the downwind portion. Gusts up to 20 knots caused the classic lines of our 21-ft boats to heel over drastically, crewmembers moving their weight to the high sides in attempts to level the waterline. It is not common to hike out on these boats as you would on a Thistle or Laser.

After a long five-hour day on the water, Chris and I consistently placed fifth with close calls at the finish, marking a great first day of racing.

Day 2 was met with thunderheads topping the surrounding peaks, a foreshadowing of rain in the future. Fortunately the weather held during the first race, giving the competitors sustainable winds leading into the final race. Unlike

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

July's racing stories included:

- Transpac Starts & Updates
- Transpac 40 Years Ago
- Singlehanded Transpacific Race
- Olympic Sailing Updates
- Vesper in the Chicago-Mac
- More ILCA North Americans
- American Offshore Doublehanders
- SailGP in Britain • Jibeset Turns 10
- Woodies Regatta on the Cityfront
- Preview of August Races, ILCA NAs, the Tokyo Olympics, and more.

THE RACING

MICHAEL HUSHAW



MITCHELL ANDRUS



MARISSA NEELY



Above left: Fresno YC's High Sierra Regatta on Huntington Lake; **right:** Chris and Marissa Neely on the Victory 21 'Geronimo'. **Below left:** 'Geronimo' holding first place, sailing downwind up the lake.

the prior race, there was less than 5 knots of wind at the startline, causing the Victory fleet to slowly advance up the lake, relying on small puffs and wa-

ter flow to push us toward the first mark. Rain began to splatter on our deck while we kept a close eye on the horizon for a change in wind patterns, hoping to increase our momentum. For the first time in decades, competitors

broad area affected by Mono Winds is along the western slopes of the central Sierra Nevada; however, due to the localized effects of terrain channeling these winds, they can often affect one area tremendously and barely impact another area just a few hundred feet away. This wind event causes the sustained wind direction to flip from west to east, provoking sailors to adjust course and sail up the lake downwind and down the lake upwind.

The final race was completed with a downwind (usually upwind) finish, *Geronimo* coming in second and placing fifth overall. Friends and fellow competitors Matt and Laura took home first place and the perpetual Victory 21 fleet trophy. The winning couple celebrated

STFYC WOODIES INVITATIONAL, 6/26-27 (5r, 0t)

KNARR — 1) **Niuihi**, George Hecht, 18 points; 2) **Three Boys and a Girl**, Chris Perkins, 22; 3) **Kraken**, Risley Sams, 23. (15 boats)

IOD — 1) **Youngster**, Ron Young/Zach Berkowitz, 6 points; 2) **Borealis**, Joe Rueter, 11; 3) **La Paloma**, Jim Hennefer/Jeff Spoering, 13. (4 boats)

FOLKBOAT — 1) **Freja**, Tom Reed/Dave Kresgi, 8 points; 2) **Windansea**, David Wilson, 12; 3) **Faith**, James Vernon, 12. (9 boats)

Full results at www.stfyc.com

TYC BROTHERS & SISTERS PURSUIT RACE, 7/4

OVERALL — 1) **Mil Besos**, Alerion 28, Ralf Morgan; 2) **Zenaida**, Alerion 28, Fred Paxton; 3) **Joyride**, J/105, Bill Hoehler. (12 boats)

Full results at www.jibeset.net

US OPEN SAILING SERIES LONG BEACH, 7/9-11 (10r, 1t)

BOX SCORES

NACRA 17 — 1) Ravi Parent/Sara Stone, 10 points; 2) David Liebenberg/Luke Melvin, 18; 3) Cam Farrah/Matthew King, 24. (3 boats)

29er — 1) Samantha Gardner/Alice Schmid, 14 points; 2) Tyler & Drew Lamm, 17; 3) Anton Schmid/Peter Joslin, 26. (8 boats)

FINN — 1) AJ Nosar, 15 points; 2) Robert Kinney, 17; Peter Sangmeister, 18. (13 boats)

LASER STANDARD — 1) Charles Buckingham, 17 points; 2) James Baurley, 25; 3) Gregory Naiman, 29. (6 boats)

LASER RADIAL — 1) Thomas Kraak, 26.5 points; 2) Cameron Holland, 28; 3) Katharine Doble, 29; 4) Tate Christopher, 31; 5) Nicholas Mueller, 43. (33 boats)

LASER 4.7 — 1) Ava Anderson, 15 points; 2) Mika Sternberg, 26; 3) Oscar Parzen, 34. (14

boats)

IQ FOIL — 1) Xavier Ferlet, 18 points; 2) Alexander Temko, 19; 3) Alex Torres Rinaldelli, 19; 4) Maverick Putnam, 32. (16 boards)

FOILING KITES — 1) Markus Edegran, 16 points; 2) Evan Heffernan, 40; 3) Kai Calder, 46; 4) Will Cyr, 49; 5) Noah Runciman, 59. (23 boards)

Full results at www.ussailing.org

OYRA JR. WATERHOUSE, 7/10

PHRO 1 — 1) **Wildcard**, SC37, Nicholas Grebe; 2) **Kahoots**, Andrews 43, Greg Mitchell; 3) **Ventana**, Beneteau 46.1, Jim Lussier. (6 boats)

PHRO 2 — 1) **Elan**, Express 37, Jack Peurach; 2) **CruzSea Baby**, Beneteau 10R, Brian Turner. (2 boats)

PHRO 3 — 1) **Ahi**, Santana 35, Andy Newell; 2) **Sea Star**, Cal 39, Bob Walden. (4 boats)

SHS — 1) **Zsa Zsa**, 1D35, Stanley Glaros/Andy Lindstrom; 2) **Yeti**, Express 27, Adam Mazurkiewicz/Ronald Snetsinger. (4 boats)



a personal milestone by placing higher than Matt's father, Don Bonander, who was also competing, with his wife Wendy crewing.

It was a pleasure to be surrounded by longtime friends and sailors on our home waters after the yearlong lockdown and restrictions. We look forward to returning to Huntington Lake next year for the 69th regatta, in hopes of earning a spot on the podium and inspiring more eager sailors to join our friendly fleet.

— marissa neely

StFYC Woodies Invitational for Knarrrs, IODs and Folkboats on June 26-27. "Conditions began foggy and floody, and the sun broke through from time to time," reported photographer Chris Ray. See more on July 2's 'Lectronic Latitude' at www.latitude38.com, more of Chris's photos at www.crayvip.com/Woodies, and top results in Box Scores on the previous page.

FYC HIGH SIERRA REGATTA WEEKEND 1, 7/10-11 (4r, 0t)

SAN JUAN 21 — 1) **The Black Pearl**, Rod Hansen, 6 points; 2) **Helsinki**, Waine Aalto, 14; 3) **No name**, Stephen Sherry, 18; 4) **No name**, Ben Lakin, 18. (10 boats)

SAN JUAN W — 1) **Silkeborg**, Steen Skjellerup, 6 points; 2) **Redrum**, Dillon Hansen, 7; 3)

Orcas, Evan Halstead, 11. (4 boats)

VANGUARD 15 — 1) Kristin Altreuter/Jessie O'Dell, 9 points; 2) Sam Wheeler/Danielle Ryan, 10; 3) Zach Shapiro/Kat Dippel, 12. (7 boats)

DAY SAILER A — 1) **Measure's Up**, Haydon Stapleton, 4 points; 2) **Hot Flash**, Craig Lee, 9; 3) **O'Tay**, Greg Miller, 19; 4) **Ramona**, Marina Graves, 23. (18 boats)

MULTIHULL — 1) **Round Midnight**, Explorer 44 trimaran, Rick Walton-Smith. (1 boat)

Full results at www.jibeset.net

SYC J/105 & J/88 INVITATIONAL REGATTA, 7/17-18 (6r, 0t)

J/105 — 1) **Blackhawk**, Ryan Simmons, 14 points; 2) **Ne*Ne**, Tim Russell, 17; 3) **Arbitrage**, Bruce Stone, 18. (15 boats)

J/88 — 1) **White Shadow**, Jim Hopp, 10 points; 2) **Courageous**, Gary Panariello, 12; 3) **Pelagia**, Sergey Lubarsky, 22. (5 boats)

Full results at www.sausalito-yacht-club.org

YRA SHORTHANDED SUNDAY SERIES (4r, 1t)

SPINNAKER 1 — 1) **Invictus**, Jeanneau SF3600, Nico Popp/Burak Kocal, 3 points; 2) **Elan**, Express 37, Jack Peurach/John Duncan, 10; 3) **CruzSea Baby**, Beneteau 10R, Brian & Amanda Turner, 14. (9 boats)

SPINNAKER 2 — 1) **Checkered Past**, Wylicat 39, Kim Desenberg/Skip Allan, 3 points;

2) **Another Girl**, Alerion 38, Cinde Lou Delmas/Milly Biller, 9; 3) **Flying Fish**, Olson 30, Michael Berndt/Rhett Smith, 10. (6 boats)

SPINNAKER 3 — 1) **Chesapeake**, Merit 25, James Fair/Cindy Surdez, 5 points; 2) **Tchoupitoulis**, Santana 22, Steven Meyers/Stephen Bruer, 9; 3) **53 Granddad**, Catalina 34 MkII, Toby Marion/Michael Rice, 10. (7 boats)

SPORTY SPINNAKER — 1) **Windsome**, J/100, Mark & Anne Thomas, 6 points; 2) **Frisky**, Open 5.70, Dale Scoggin/Dan Peterson, 11; 3) **Rogue**, Mini Transat 6.50, Ryan Nelson/Luther Strayer, 16. (6 boats)

NON-SPINNAKER 1 — 1) **Mintaka 4**, Farr 38, Gerry Brown, 4 points; 2) **Angel**, J/130, John Kerslake/Roland Brun, 5; 3) **Red Cloud**, Farr 36, Don Ahrens/Kevin Clark, 6. (7 boats)

NON-SPINNAKER 2 — 1) **Iolani**, Hughes 48,

Barry & Sylvia Stompe, 3 points; 2) **Bella**, Alerion 33, Aidan & Sean Collins, 5; 3) **Highlander**, Cal 40, Bob Horton/Chris Cooper, 15. (5 boats)

NON-SPINNAKER 3 — 1) **Bravo Zulu**, Sonar 23, Walt Raineri, 3 points; 2) **Island Girl**, Islander 36, Frank & Will Burkhart, 5; 3) **Windwalker**, Islander 36, Richard & Tom Shoenhair, 12. (4 boats)

ALERION EXPRESS 28 — 1) **Allegro Non Tropo**, Bill Claussen/Jim Titus, 4 points; 2) **Resilience**, Erica & Michael Quinn, 8; 3) **Zenaida**, Fred Paxton/Jennifer McKenna, 12. (8 boats)

EXPRESS 27 — 1) **Peaches**, John Rivlin/Michael Dedy, 5 points; 2) **Hang 20**, Lori Tewksbury/Adam Mazurkiewicz, 13; 3) **Hot Sheet**, David Wick/Adam Savitzky, 13. (8 boats)

OLSON 25 — 1) **Sketch**, David Gruver/John Collins, 3 points; 2) **O'Mar**, David Scott/JP Camille, 6; 3) **Synchronicity**, Steve Smith/Theresa Lahey, 10. (7 boats)

Full results at www.jibeset.net

BOX SCORES

THE RACING

MORGAN GLIER



The Vanguard 15 sailors enjoyed the waters of Huntington Lake in more ways than one. Unlike some other lakes in droughty California, Huntington still had plenty of water as of late July.

INTERNATIONAL 14 — 1) **Forty, Too**, John Clark, 7 points; 2) **Bull Snorts**, Paul Galvez, 10; 3) **Woody**, Michael Leitch, 11. (4 boats)

LIDO 14 A — 1) **Orin B.**, Mark Ryan, 6 points; 2) **Lady Bad**, Jack Jorgensen, 10; 3) **Bombinator**, Erik Shampain, 13; 4) **No name**, Bob Little, 17. (17 boats)

LIDO 14 B — 1) **Upset**, Tony Lange, 6 points; 2) **Blondes Have More Fun**, Kathy Dryden, 6; 3) **Homer**, Greg Boudreaux, 13. (3 boats)

BANSHEE — 1) **Ghost**, Charles Witcher, 5 points; 2) **Wild Mouse**, John Andrew, 8; 3) **Yahoo**, Dean Eppley, 17. (6 boats)

LASER — 1) **No name**, Roger Herbst, 8 points; 2) **ZFG**, Chris Ganne, 8; 3) **Seven of Nine**, Tom Burden, 8. (3 boats)

LASER RADIAL — 1) Courtney Clamp, 4 points; 2) Terry Johnson, 9. (2 boats)

MOTH — 1) **Sodi**, Nicolas Delfino, 5 points; 2) **Left Shark**, Helena Scutt, 6; 3) **Yikes!**, Daniel Flanigan, 11; 4) **Mongoose**, Richard Didham, 11. (6 boats)

CYC SPRING FRIDAY NIGHT RACES (10r, 2t)

PHRF 1 — 1) **Peregrine**, J/120, David Halliwill, 10 points; 2) **Kuai**, Melges 32, Daniel Thielman, 13; 3) **Arsenal**, J/125, Andrew Picel, 29. (7 boats)

PHRF 2 — 1) **Serenade**, Sabre Spirit 36, Hank Easom, 15 points; 2) **Rhapsody**, Sabre Spirit 36, Laurence Pulgram, 27; 3) **Feather**, J/100, Zach Berkowitz, 28. (13 boats)

PHRF 3 — 1) **Orca**, Moore 24, Rich Bergsund, 10 points; 2) **Youngster**, IOD, Ron Young, 24; 3) **Moonlight**, Express 27, Jim Gibbs, 28. (15 boats)

NON-SPINNAKER 1 — 1) **Q**, Schumacher 40, Glenn Isaacson, 10 points; 2) **Jarlen**, J/35, Bob Bloom/Greg Winters, 33; 3) **Finistere**, Sabre 38 MkII, John Arndt, 34; 4) **Topgallant**, Tartan Ten, Carl Flemming, 38. (19 boats)

NON-SPINNAKER 2 — 1) **Liquid Asset**, Ranger 33, John Rook, 14 points; 2) **Raccoon**, Cal 20, Jim Snow, 23; 3) **Bolero**, IOD, Richard Pearce, 26. (14 boats)

J/105 — 1) **Roxanne**, Charles James, 9 points; 2) **Alchemy**, Walter Sanford, 24; 3) **Blue**

HYC HIGH SIERRA REGATTA WEEKEND 2, 7/17-18 (5r, 0t)

MOORE 24 — 1) **Flying Circus**, Bill Erkelens, 17 points; 2) **Rainbow Kitten Surprise**, Scott Sorensen, 18; 3) **Firefly**, Joel Turmel, 24; 4) **Ruby**, Stephen McCarthy, 24. (16 boats)

WYLIE WABBIT — 1) **Mr. McGregor**, Kim Desenberg, 9 points; 2) **Wild Bunch II**, Aaron Sturm, 13; 3) **Harey Legs**, Erik Menzel, 14. (5 boats)

VICTORY 21 — 1) **No name**, Matthew Bonander, 11 points; 2) **Mr. Goodwrench**, Donald Bonander, 11; 3) **My Black Pearl**, Missy Hansen, 14. (9 boats)

THISTLE — 1) **Boogity Boogity**, Michael Gillum, 5 points; 2) **Mr. Nonchalant**, Robert Larzelere, 10; 3) **Thistle Be Awesome**, Stephen Oliver, 16. (3 boats)

CORONADO 15 — 1) David Rumbaugh, 5 points; 2) Vincent Paternoster, 11; 3) Ole Eichhorn, 14. (11 boats)

PHRF — 1) **Fastlane**, Olson 25, Ken Nelson, 9 points; 2) **Slo Mo**, Catalina 22, Dave Samson, 9; 3) **Go Deeper II**, 11:Metre, Stephen Sherry, 14. (7 boats)

SPORTBOAT — 1) **Ultimate Antics**, Ultimate 20, John Andrew, 7 points; 2) **Big Wave**, Ultimate

DANIELLE RYAN



Yuri Namikawa and Cole Hatton won the Around the Island Race on June 29.

20, Danny Cox, 8; 3) **Wasaaabi**, Ultimate 20, Daniel Irwin, 19. (5 boats)

Full results at www.regattanetwork.com

Vanguard 15 Fleet 53 Keeps Busy

Also racing at the High Sierra Regatta but on Weekend 1, July 10-11, was the Vanguard 15 fleet. "Seven boats plus a support team (both human and canine) headed up to Huntington Lake on Friday, and a group of I-14 sailors joined us camping on Saturday night," wrote Vanguard 15 Fleet 53 captain Sam Fuller. "After three races on the first day, Kristin and Jessie held a 2-point lead over Zach and Kat, Sam and Danielle, and Solvig and Neha locked in a three-way tie for second, each with a first-place finish as their first tiebreaker."

"Day 2 saw a long postponement while we waited for wind to fill in, leaving time for just one more race instead of the scheduled two. A bullet for Sam and Danielle and a capsized at the start-

Santana 22, Hank Lindemann, 10; 3) **Firefly**, Harbor 20, Jim Astwood, 12. (9 boats)

EXPRESS 37 — 1) **Snowy Owl**, Jens Jensen, 5 points; 2) **Mudshark**, David Fullerton, 12; 3) **Eagle**, William Elmer, 13. (7 boats)

Full results at www.encinal.org

FREMONT SC SPRING SERIES (9r, 0t)

EL TORO — 1) Tom Burden, 15 points; 2) Art Lange, 19; 3) Gordie Nash, 29. (7 boats)

Full results at www.fremontsailingclub.org

OYC SWEET 16 1ST HALF (8r, 2t)

PHRF <115 — 1) **Good & Plenty**, Soverel 33, the Fennells, 5 points; 2) **Flying Fish**, Olson 30, Michael Berndt, 10; 3) **Alley Cat**, Capri 30, Megan Laney, 13. (4 boats)

PHRF ≥115 — 1) **Racer5**, Olson 25, Mark Rommell/Bryan Maas, 5 points; 2) **Medusa**, SC27, Nathan de Vries, 11; 3) **Lelo Too**, Tartan 30, Emily Zugnoni, 12. (5 boats)

PHRF 168-191 — 1) **Ursa Minor**, Santana 525, Ted Keech, 7 points; 2) **Bandido**, Merit 25,

SPRING BEER CAN BOX SCORES

Ribbon, PJ Campfield/Kurt Jordan, 33. (15 boats)

Full results at www.cyc.org

HYC SPRING TWILIGHT SERIES (5r, 1t)

PHRF 1 — 1) **Good & Plenty**, Soverel 33, the Fennells, 6 points; 2) **Twisted**, Farr 40, Michael Pohl, 9; 3) **Flying Fish**, Olson 30, Michael Berndt, 12. (8 boats)

PHRF 2 — 1) **Bombora**, Express 27, Rebecca Hinden, 5 points; 2) **Wadioactive**, Wylie Wabbit, Brendan McNally, 9; 3) **Ad Lib**, Aphrodite 101, Bruce Baker, 11. (9 boats)

PHRF 3 — 1) **Blue Jay**, J/22, Dan Pruzan, 4 points; 2) **Osituki**, Cal 28, Rodney Pimentel, 8; 3) **Lelo Too**, Tartan 30, Emily Zugnoni, 11. (6 boats)

NON-SPINNAKER — 1) **Blue Pearl**, Newport 20, Carlaine Johnson, 8 points; 2) **Anemone**,

EDGAR SERVAIS



Thursday night sailing in Clipper Cove. See more photos at www.bit.ly/spring-6-photos.

ing line by Solvig and Neha broke the tie for second, while Kristin and Jessie's second-place finish was enough to hang onto a 1-point lead.

"Huge thanks to PYSF [Peninsula Youth Sailing Foundation] for lending us two triple trailers, and to Zach and Cameron for picking them up and towing them. Props to Morgan and Bill for joining us from out of town. This event counts toward the Fleet 53 Founders Cup, where Kristin is now leading the standings."

On the evening of Tuesday, June 29, 16 Vanguards sailed in a race around Treasure Island as a memorial to Jeff Knowles. "Despite the relatively light air, everyone finished," reported Sam. Treasure Island Sailing Center helped out with support boats. Although Sam called the race "super-casual," it is a counter in the fleet's Founders Cup series.

The V15s are keeping busy at TI with Tuesday evening team racing and Thursday evening fleet racing. Find the top results from the spring half of the

Thursday night races in Spring Beer Can Box Scores on this page.

— latitude / chris

TI AROUND THE ISLAND RACE, 6/29

VANGUARD 15 — 1) Cole Hatton & Yuri Namikawa; 2) Steve Kleha & Claire Pratt; 3) Kristin Altreuter & Lizzie Guynn; 4) Mike Deady & Taylor Burfield. (16 boats)

Full results at www.bit.ly/founders-cup-2021

SSC Founding Fathers Regatta

Stockton Sailing Club's third annual Founding Fathers Regatta was another great success. This year our friends Mark and Anne Thomas from Richmond YC joined us, as they are keeping their J/100 *Windsome* at the club for the summer Wednesday Night Race series.

Fun is a key part of this event. How many regattas do you attend where you can sail in, get a cold beer, swap out crew, or refresh in between races? This is a two-day regatta where new



BUDGE HUMPHREYS

as well as seasoned racers come out and enjoy the water together with short races close to shore for spectators to enjoy.

This year, five races were counted in the series, two on Saturday and three on Sunday. Saturday was cut short due to high temperatures. Wind (10-12 knots) was what kept the sailors cool, as temperatures were in the triple digits. Another thing that was postponed was the dinner on Saturday night.

Awards were presented to all sailors who participated, and ranged from winners Andy Goodman (Portsmouth) and Jillian Humphreys (PHRF) taking home winch handles, to others getting to choose from West Marine gift certificates and stained-glass artwork.

Look into joining SSC next year. We plan on having more fun, as our found-

Division winners in SSC's Founding Fathers Regatta, Jillian Humphreys and Andy Goodman.

George Gurrola, 10; 3) **Double Agent**, Merit 25, Scott Ollivier, 11. (6 boats)

NON-SPINNAKER — 1) **Cassiopeia**, Islander 36, Kit & Yvonne Wiegman, 5 points; 2) **Storm Rider**, Aphrodite 101, Adam Wren, 10; 3) **Total Eclipse**, Kalik 40, Roger Wise, 12. (11 boats)

COLUMBIA 5.5 — 1) **Carina**, Scott McCoy, 5 points; 2) **Wings**, Mike Jackson, 13; 3) **Maverick**, Ken Bodiley, 16. (7 boats)

MULTIHULL — 1) **Triple Play**, F-31, Richard Keller, 8 points. (1 boat)

Full results at www.jibeset.net

SBYC FRIDAY NIGHT SPRING SERIES (8r, 1t)

SPINNAKER ≤89 — 1) **Nuckelavee**, Melges 32, Mark Kennedy/Pearl Prisco, 10 points; 2) **Mr. Magoo**, J/120, Stephen Madeira/Tom Allard, 13; 3) **Invictus**, Jeanneau SF3600, Nico Popp/Jacques Benkoski, 35. (7 boats)

SPINNAKER ≥90 — 1) **Highlighter**, Islander 36, William Hackel, 8 points; 2) **Heart of Gold**, Olson 911S, Joan Byrne, 17; 3) **Northern Light**, Santana 35, John Eurich/Andy Orion/Kirk McClel-

SPRING BEER CAN BOX SCORES

land, 26; 4) **Double Down**, Schumacher 30, David Crone, 26. (9 boats)

NON-SPINNAKER ≤140 — 1) **Reality Cheque**, Beneteau 35s5, Ross Werner/Kevin Wilkinson, 10; 2) **Stratocaster**, J/32, Lewis Lanier, 18; 3) **Good Omen**, Tartan 4100, Matthew Cannon, 30. (7 boats)

NON-SPINNAKER ≥141 — 1) **Jabouf**, Catalina 34, Dan Courter/Jon Downing/Jason Kick, 11 points; 2) **Cordon Rouge**, J/30, Jim Sell, 11; 3) **Simplicity**, Sabre 34-1, Dennis Lee, 20. (7 boats)

J/105 & J/88 — 1) **Russian Roulette**, J/105, Libby Zhang/Cat Reining/Dave Polzer, 17 points; 2) **Butcher**, J/88, Dave Corbin, 21; 3) **Aquavit**, J/105, Donald Olgado, 22. (8 boats)

Full results at www.regattanetwork.com

SYC SPRING SUNSET SERIES (4r, 1t)

SPINNAKER A — 1) **Courageous**, J/88, Gary & Karen Panariello, 3 points; 2) **Mamaluc**, J/105, Scott Lamson, 5; 3) **Streaker**, J/105, Greg Arkus, 8. (6 boats)

SPINNAKER C — 1) **Nancy**, Wyliecat 30, Pat Broderick, 3 points; 2) **Sweet Pea**, Islander 30 MkII, Jan Hirsch, 6; 3) **Kele**, Catalina 320, Mark Jordan, 8. (5 boats)

NON-SPINNAKER D — 1) **Escapade**, Sabre 40-2, Nick Sands, 4 points; 2) **Island Girl**, Islander 36, Frank & Will Burkhardt, 5; 3) **Symphony**, Hunter 28.5, George Shea, 13. (6 boats)

Full results at www.sausalitoyachtclub.org

VANGUARD 15 FLEET 53/TISC SPRING SERIES (6 nights)

1) Steve Kleha/Claire Pratt, 61 points; 2) Kristin Altreuter/Cecilia Strömbeck, 46; 3) Sam Wheeler/Danielle Ryan, 44. (13 boats)

Full results at www.vanguard15.org

THE RACING

ers would appreciate. Thank you to all those who attended.

— ssc regatta committee

SSC FOUNDERS REGATTA, 7/10-11 (5r, 1t)

PHRF A — 1) **E Ticket**, E Scow, Jillian Humphreys, 4 points; 2) **Warlock**, Etchells 22, Bob Doscher, 7; 3) **Formula One**, J/35, David Vandyke, 12. (6 boats)

PORTSMOUTH — 1) Andy Goodman, Laser, 5 points; 2) John Notman, Jr., Laser, 6. (2 boats)

Full results at www.stocktonsc.org

Race Notes

The top teams at the **Rose Cup** both traveled to Rochester, NY, from Southern California. Newport Beach resident Jeffrey Petersen of Balboa YC edged out Jack Egan of San Diego YC to capture the **Youth Match Racing Championship** on June 23-27. Max Brennan, Reade Decker and Samantha Hemmans sailed with Petersen on 23-ft Sonars. Diego Escobar, Jack Plavan and Marianna Shand crewed for Egan. Finishing third was another Balboa YC skipper, David Wood, with crew Marbella Marlo, Daniel Pegg and Tyler Wood. Petersen and Egan received invitations to the **Governor's**



FRED FAGO

Cup Regatta, which Balboa YC hosted while this issue was being printed.

Jim Gregory's Richmond YC-flagged Schumacher 50 *Morpheus* won her division (Performance Cruising 2 Spin - Pursuit) at **Block Island Race Week** in Rhode Island on June 21-25.

Continuing the theme of Cali sailors rockin' it back East, the Los Angeles-based *Pacific Yankee* team, headed by Drew Freides and Bill Ruh, won the

Friday night racing on the Estuary with Encinal YC. For first-half results, see Spring Beer Can Box Scores on pages 82-82.

Melges IC37 Nationals, which New York YC hosted in Newport, RI, on July 16-18. At the same regatta, Jim Swartz's IRC 27 *Vesper* and Jim Madden's Carkeek 47 *Stark Raving Mad IX* topped the A Division of the **ORC East Coast Championship**.

The five-event 2021 **KiteFoil World**

THE TOP ELEVEN REASONS FOR DOING THE 27TH ANNUAL BAJA HA-HA!

More than 3,000 boats and 10,000 sailors have done the 750-mile cruisers rally from San Diego to Cabo San Lucas. Here are some of the main reasons. 1) It's really, really fun. 2) Superb safety record. 3) You get a Ha-Ha backpack filled with swag at the Halloween costume kick-off party. 4) You get a special welcome letter and burgee from the Mexican government. 5) To a great extent there is safety and shared knowledge in numbers.

6) Daily roll call, professional weather forecast, and net. 7) Six social events in which to make lifelong cruising friends. 8) You'll be featured in the Ha-Ha bio book. 9) Experienced leadership. Collectively, the three event leaders have transited the Baja coast more than 80 times. 10) Ha-Ha discounts can easily exceed the entry fee. 11) And the number one reason given by past entrants — it gives you an exact deadline to head south.

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Heffernan, Markus Edegran, Xantos Villegas, Neil Marcellini, Mike Martin, Ryan Satterberg and Johnny Heineken. The final event will be the Leadbetter Classic in Santa Barbara on August 20-22. For more info, see www.kitefoilleague.com. We're planning to interview Evan Heffernan, a 2024 Olympic hopeful, in early August.

Just about the time we had to send these pages off to the printers, the fastest boats (hello, *Pyewacket 70*?) were crossing the finish line off Diamond Head in the 51st **Transpac**. We'll have a full report on that legendary race in the September issue. In the meantime, check out www.transpacyc.com.

As the Transpac was finishing, the **Summer Olympic Games** were beginning. See <https://olympics.com/tokyo-2020/en/sports/sailing>. Look for more on the Olympics next month too, and find reports on both in *'Electronic Latitude* at www.latitude38.com.

— latitude / chris

Series got underway for 99 competitors in Gizzeria, Italy, on July 8-11. After four days and 17 races, the Bay Area's Daniela Moroz won the Women's title. See www.kitefoilworldseries.com for more on the series.

Speaking of kite-foiling, the **Kite Foil League California Triple Crown**

Roy Pat Disney's turboed Volvo 70 'Pyewacket 70' was among the fastest-division starters of the Transpac on July 17.

is now two-thirds done following the opening Delta Pro event at Sherman Island in June and the Seabreeze Invitational in Long Beach on July 11-16. Atop the leaderboard are Will Cyr, Evan

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CHANGES

With things slowly returning to normal here at home, we're encouraged to report that many cruisers' COVID-delayed plans are also back on track — or will be soon. We have reports this month from **Minnie** on a different way to see The Sea; **Flite Deck's** post-Nada Ha-Ha activities; **Element's** ongoing adventures in the South Seas; and a seabag full of **Cruise Notes**.

Minnie — Catalina 22 Erin Quinn and Roderick Treece Confessions of a Trailer Sailor Leucadia

"If it were lush and rich, one could understand the pull, but it is fierce and hostile and sullen. The stone mountains pile up to the sky and there is little fresh water.



Erin and Rod have done 'Minnie' mini cruises to Mexico before, as well as to the Channel Islands.

But we know we must go back if we live, and we don't know why."

— John Steinbeck, from *The Log from the Sea of Cortez*

The Sea of Cortez first appears glimmering like a mirage from the desert floor abutting the eastern edge of the Sierra. With sailboat *Minnie* in tow, we made our way south, appreciating the wide shoulders of the new road through San Felipe. Although the highways of Baja California can sometimes be narrow and rough, for trailer sailors willing to make the journey, the experience of sailing the Sea of Cortez, with its hundreds of islands, deserted beaches, abundant wildlife, and challenging sailing, is unforgettable.

The 'Minnie' rig. The cruise in this story covered about 120 miles in eight days on the water, and two days driving each way.

The essentials: a secure place to park our van and trailer, and a boat ramp sufficient to launch *Minnie*, a Catalina 22 with a 32-inch wing keel. Both were available thanks to "Chubasco" Diaz of Bahia de los Angeles. The long days and evening high tides of late May gave us time to rig, step the mast and launch during a quiet time at the ramp as the last of the local fishermen were returning home with the day's catch. The second night after leaving home we were anchored off the town of Bahia de los Angeles, surrounded by diving pelicans, being serenaded from shore by a solo *guitarista* whose song crossed the water to us from somewhere among the lights of town, glittering against the mountains.

In the morning we sailed south to La Mona, an expat enclave where we had a friend with local knowledge, Wi-Fi and a weather report. The only address we had to find him was "The Dome." Sailing straight to La Mona on a beam reach, we could see the dome from miles away.

Bahia de los Angeles is infamous for its sudden, strong westerly winds known as *elefantes*. I had heard enough about them to know I did not want to be caught in one, so I asked every local I could if there was a way to predict their arrival. People mostly responded with a similar look: raised eyebrows, wide eyes looking to the side, tight jaw with corners of the mouth slightly downturned as they inhaled. Most people mentioned clouds creeping over the mountains.

After a sunset kayak, we anchored for the night at La Mona under crimson skies as clouds snuck over the mountains from the west. At 3 a.m., after a very calm night, we were jolted awake by short-interval swell. By 5 a.m., the waves were accompanied by the approaching 18-kt winds. Since a significant wind event was predicted for the following night, we decided to seek shelter at a hurricane hole, Puerto Don Juan, a very protected



anchorage that is popular with cruisers. We had a beautiful sail to the east around the points, passing islands known as The Twins, reefing the headsail, and for a while, even putting the second reef in the main. (The Boomkicker worked great and made reefing so much easier.)

Later, in the shelter of Puerto Don Juan — which looks like a sunken volcanic crater with a shallow careening beach on one end — we met a shaken cruiser couple on a Pearson 39 who said that they had endured 50-kt winds the previous night at Bahia de los Angeles, while we had experienced only



MINNIE

IN LATITUDES



Above: 'Minnie' with the quiet anchorage between Pata and Bato islands all to herself. Top left: 'Soft shelves' are the storage of choice aboard 'Minnie'. Center: Chef Rod puts the finishing touches on brie flambé with a handheld propane mini torch. Right: "It's the little one!"

slight bumpiness a few miles away at La Mona. I remembered our friends from La Mona telling us that the Bahia de los Angeles anchorage is always the windiest, and when you see the clouds creeping over the mountains, "Beware!"

During the day, a few cruisers came to Don Juan anchorage as high-altitude lenticular clouds transited across the mountain tops. By nightfall, the calm was almost surreal; the moon illuminated large, swirling crescent clouds over an unnaturally still bay. The calm broke suddenly at 11 p.m., and the wind blew 20-30 kts all night. I was very grateful to be in this protected place where little

Minnie scarcely rolled. We spent the next day exploring the beaches to the south and enjoying the dramatic clearing sky.

After the storm passed, we made our way north to Coronado and Mitlán islands. Close-hauled, by 8 a.m. we were reefing the sails again. I was grateful for the second reef added to the already-small Catalina 22 mainsail. After three hours of glorious sailing between islands, and barely halfway to our destination, we sounded our way over a small shoal to a sweet anchorage between two tiny islets, Pata and Bato, which offered a calm place to lunch, swim and nap while we waited for the conditions to mellow.

Passing *pangueros* assured us that the wind would lighten by afternoon. Right on schedule, we departed past the headland of La Gringa, close-hauled under full sail toward the volcanic cone of Coronado Island.

Las Rocas is a spectacularly beautiful anchorage off a steep beach tucked behind Mitlán Island and its volcanic reef. Clouds of tiny fish sparkled in the aquarium water under *Minnie* as she settled in, protected from the chop. The days in Baja can merge together, with mornings spent kayaking, hiking and snorkeling, and, midday, sheltering from the sun.

During calm periods we watched small fish eating smaller fish, and pelicans, seagulls, ospreys, cormorants, and frigates hunting — not realizing until too late that we had also entered the food chain, falling victim to the no-see-ums!

With each new day I watched the high cirrus clouds dancing over the mountains, and buttermilk-sky clouds announcing themselves with fanfare. No "creeping" clouds sneaking in here, I reassured myself. But perhaps it was Chubasco's sister Prieta who said it best when I asked her about predicting the arrival of the *elefante* winds; "*Hay que preguntar Dios,*" — "You must ask God."

— Erin 6/30/21

www.instagram.com/erinleucadianp/

Flite Deck — Seawind 1160 cat Bill Edwards and Katie Smith Notes from the Nada San Diego

Today finds us in Puerto Vallarta, at the end of Day One of doing our open-water diving certification. We hadn't planned on being in this part of Mexico, but during a Nada Ha-Ha gathering, we

'Flite Deck' boogies south. The Nada Ha-Ha was the first time Bill and Katie had been farther into Mexico than Ensenada.



ALL PHOTOS MINNIE

FLITE DECK

CHANGES

were told it would soon be getting cold in the Sea of Cortez. Tim on *Talion* convinced us we should head south instead. This was just one of many valuable tidbits we gleaned from the Nada crowd.

I had thought the Baja Ha-Ha sounded



COVID impacts on their careers led to early retirement, allowing Bill and Katie to start cruising a year earlier than originally planned.

like fun, and when we decided to start our cruising life with visiting the Sea of Cortez, it seemed like the perfect way to start. Having never been farther south than Ensenada, we would be going with people who had cruised Mexico before, meet other cruisers who were continuing our way afterward, and Bill's favorite part, racing. (Oops, sorry, it's not a race — it's a rally!)

Our original plan was to go cruising in 2022, after I retired, but COVID changed all that. My airline was struggling with the downturn in business and offered early retirements. We decided we would both quit and go cruising now; we had the boat in charter and just needed to add a few (expensive) things. We decided to do the Ha-Ha in November, if it was still on. When it was canceled, *muchas gracias* to Patsy Verhoeven for picking up the ball and running with the Nada Ha-Ha! Because of the work she and her crew put into this, our loose flotilla of boats was

Nada friends crewed on 'Flite Deck' at the Banderas Bay Regatta (l to r): Erica and Paul of 'Atalaya'; Katie; and Peggy and Pat of 'Calista.' They won their division!



able to meet, sail, communicate, learn from each other and have a blast. We were given boat lists with names and emails, information about clearing in, anchorages, and an extremely cool *Latitude 38* Nada burgee. Having not been a previous Ha-Ha participant, I can't compare, but thought this trip was enormous fun.

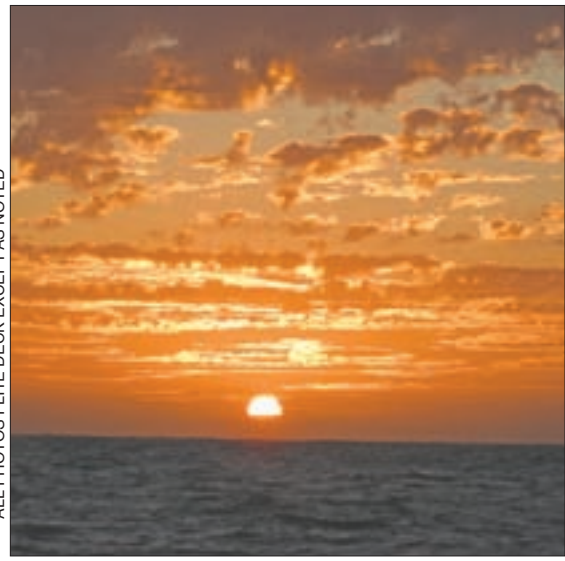
Preparing for cruising with a month to get ready was a lot more work than I'd imagined. I'm sure Bill is thinking that's an understatement, as he was the electrician, plumber, pack mule, and installer-in-chief. Then the refrigerator quit. And the batteries died. Sigh. But we made it out just in time to join the fleet.

Shoutouts to some of the interesting, fun and accomplished people we sailed with! We met Paul and Erica of *Atalaya*, the first cruisers we've seen who had the same model Seawind 1160 Lite as ours. The four of us had amazing times snorkeling, and with the occasional happy hour and lots of chatter on the radio about winds, anchorages and sailing techniques. We've kept in touch and will be seeing them again this week. While dinghying around La Cruz, we found Pat and Peggy of *Calista* and were able to catch up. (Thanks, Pat, for the limes when we couldn't find any back in December.)

To me, a person who has not done much ocean sailing, the long overnight passages were beautiful but overwhelming. Far from shore in the dark with huge swells and big winds, it was very comforting to know that out there nearby were *Atalaya*, *Sonrisa*, *Solamer* and others. While I was on watch alone at night, I would keep an eye on where they were and sometimes call to check in.

Bill has sailed and raced most of his adult life and owned many boats. I met him while he was living on a Seawind 1000, cruising the Caribbean. The first six times I visited went well, and ever since I've wanted to own a Seawind and go cruising someday, with him. Most of my boating has been on lakes on our Cal 22, and SoCal on *Flite Deck*. We did this

trip together (no additional crew) to test out our abilities, as our future plan is to end up in the Caribbean, by going either east or west. COVID will be the deciding factor between the Pacific or the Panama Canal, and thankfully it did not stop



ALL PHOTOS FLITE DECK EXCEPT AS NOTED



us from coming to Mexico. Yes there are hot spots here, but everyone is very conscious of masks and cleanliness, and we found it no different than being at home.

When the rally ended in Cabo, we continued up to La Paz and on to Isla Espritu. For me, the best part of cruising is stopping at villages to explore, finding a remote restaurant somewhere, and anchoring off beautiful beaches. Doing it without a schedule is awesome, as my life before was 12- to 48-hour layovers in places that I usually didn't want to leave. Well, at least most of them! But like airline



Above: 'Flite Deck' underway during the Nada Ha-Ha. **Top left:** Sunsets always seem more beautiful from a cruising boat — even photos of sunsets. **Center left:** The 'floating market' in Balandra Bay, north of La Paz. **Center right:** Nothing says living the dream like hauling your own laundry — a mile, in the heat. **Right:** It isn't all work.

life, the cruisers you meet for just a short time become your friends and family while you're with them, even if you don't see them again for a long time — if ever. On that note, to Lianne and Bill on *Rocinante*, whom we stopped by to say hello to, the next tequila night is on us! You haven't laughed until you see a catamaran person trying to dismount a monohull, onto a moving dinghy, in the dark,

after 'a few' tequilas and some mescal.

The highlights of Mexico so far: the people. I can't adequately describe how welcoming, gracious, friendly and hard-working everyone has been. Then there's the wildlife. We have blue transom lights and at night they would attract huge schools of fish of all sizes. Sea lions would stay and fish and do their water acrobatics for hours. Outlines of huge sea turtles

would float by. At Isla Isabel, we watched hundreds of frigatebirds and one blue-footed booby careening around. We saw whales from Mazatlan to Puerto Vallarta, with and without calves, fin-slapping and breaching. Jumping rays: Who can ever get tired of watching them fling themselves out of the water? And dolphins, lots and lots of dolphins, including those swimming with us at night in the bioluminescence.

And it's only been a few months!

— Katie Smith 6/1/21

Readers — Flite Deck did The Bash north in June. "I was so intimidated by the stories that we hired a delivery captain to go with us," says Katie. "Monte was a lovely man who said he wasn't necessary because, apparently, we had the easiest trip ever. We sailed a good portion of the time and it was a very enjoyable trip!" The boat is currently in San Diego, sailing locally and getting some work done. Bill and Katie plan to head back to Mexico around mid-October.

Element — Catana 471 cat Schmidt Family Tales of the South Pacific — Part 1 Vancouver

We introduced readers to the Schmidt family back in 2018, when their otherwise uneventful Pacific Puddle Jump turned pretty eventful: They towed a disabled 36-ft monohull named Vata almost 700 miles to safe harbor! Aboard at the time were owners Shaun and Sherrie, and their kids Paige (then 14) and Jordan (8), as well as Manuel and Nadia, German cruisers they had met and befriended the year before in the Med. Since then they have sailed more than 23,000 nm and visited — so far — 33 countries.

After towing Vata to the safety of the Marquesas in April, doing some exploring and meeting up with other sailing friends who had recently arrived from the Puddle

ERICA JOHNSON

CHANGES

Jump, we set sail for the Tuamotu atolls in search of gin-clear waters and uncrowded anchorages.



Sarong day in Bora Bora (l to r): Manuel, Nadia, Jordan, Sherrie, Paige and Shaun.

We visited five atolls, each of them leaving a special place in our hearts: the isolation, snorkeling and beach bonfires of Kauehi; the epic diving of Fakarava and Rangiroa; the hospitality of Valentine and Gaston on Toau; and receiving a guided tour of a retired couple's private paradise on a private *motu* in Apataki.

After a great sail from Rangiroa to Tahiti to provision and explore, we enjoyed the anchorage near the Hilton hotel of Moorea for more hiking, snorkeling, horseback riding and even a golf game at the Green Pearl Golf Club to celebrate our 16th wedding anniversary. With an early-morning arrival in Huahine, we were fortunate to grab the last mooring in deep water in front of the village, and after a good pull test with our engines, we set off to circumnavigate the island on rented scooters. It was so much fun, we did the same on Bora Bora, where we stopped to tie-dye our own sarongs. With our early-season timing, we were also able to take in the opening ceremony of the Tahitian dance festival in Bora Bora with the first few groups of competing performers.

(Note to self: Wait one extra day to leave on a passage after a Pacific weather trough passes through.) We departed Bora Bora for the small island nation

of Niue the day after a weather system passed through, and we were met with 4-meter waves just outside the lagoon entrance. With *Element* launching off the top of these waves at 11 knots, four of our six crew were feeling "unwell" only 15 minutes into the journey. I decided to change course northeast for the next 12 hours, allowing seas to ease further and the crew to feel more comfortable, before adjusting course for a sprightly passage with excellent fishing.

Niue turned out to be a hidden gem. As it is a steep rock-outcrop island with a deep mooring-ball anchorage, we did not expect much. We found out that the island is crisscrossed by numbered walking trails that lead to numerous caves and swimming holes with crystal-clear water for great snorkeling — this time with abundant and inquisitive sea snakes. Yes, they are venomous, but their mouths are too small to inflict a deadly bite should they feel threatened. We capped the island nation off by having sundowners at a beautiful resort we found driving around, and a fantastic dinner at their one and only Indian restaurant.

I do not recall anyone telling me in the sailing magazines how much cooler the water gets when you reach the Kingdom of Tonga! That first jump into the water to check the anchor was a shock to the system. So when we went on a guided excursion to snorkel with humpback whales, the wetsuits were definitely on!

Around this time, Manuel received a job offer from a company he had previously worked for, and he and Nadia decided to return to Germany. So after a couple more stops in the Vava'u and Ha'apai island groups, we set sail for Denarau, Fiji, for a seamless check-in and a heartfelt farewell to our friends, who had been sailing with us for the past nine months. I already miss rum and Cokes, and sunset banter around bonfires on the beach baking "stick bread." We were thrilled to learn Manuel and Nadia were married in Germany on July 2.

A rainbow (or two) at the Hilton anchorage in Moorea.



Timing can sometimes be everything. In my previous life, I worked as a civil engineering technologist, and one of my close colleagues, Shanil in Vancouver, Canada, was Fijian. Shanil and his family had just arrived in Fiji to visit his relatives, and we were graciously invited to have dinner with them at their home on a sugar cane farm. We loved it!

They had a neighbor join us, and together they prepared meals that allowed us to try Fijian and Fijian-Indian dishes, while our girls, both with sugar highs from chewing raw sugarcane, visited with the animals on their farm.

Fiji continued to amaze as we sailed to the tranquil Bay of Islands, finding a Pacific flying fox colony as we explored amongst the mushroom-shaped islets

ELEMENT

ELEMENT



Port Vila with its fresh market and its informative and sustainable chocolaterie, then joined them on a tour of a cocoa plantation and the processing and roasting facility for the absolutely divine Tanna coffee, whose beans are grown on the rich slopes of the



Tanna Volcano. (We got a bit misty-eyed when the 10 pounds of coffee we purchased there finally ran out a few months later.) A highlight of Port Vila was the local museum, where we learned how sand drawings were used to pass stories along through generations of islanders.

The next stop was the island of Tanna, where the big highlight was the active Tanna Volcano. Every 10 minutes or so, it would shoot microbursts of lava high into the air, each becoming brighter red as the sun set over the horizon. Less spectacular was the layer of ash that coated the decks of *Element* far below.

In New Caledonia, the crews of *Element*, *Enough* and our new friends, Robin and Claire (and daughter Iris) of the New Zealand-based *Dogstar*, set off to explore some of the surrounding anchorages, while the boat kids decided they would have a camping sleepover at one of the island parks. What they did not know — but soon found out — was that they would be kept up most of the night by very noisy birds that came to roost after sunset. Nearby, the quiet Isle de Pines was a personal favorite, with its crystal-clear waters and long, soft, white sand beaches set against the rocky outcrops covered in pine forests. It was stunning and unique in the Pacific.

With cyclone season quickly approaching, it was time for our passage to Southport, Queensland, Australia. Conditions had *Element* flying through the western reef opening at over 10 knots and rarely slowing below that for most of the 800-nm journey. In fact, for the final 12 hours of the passage, NE winds increased to 28 knots, gusting to 33, with the swell building to 9-10 ft. On a shallow, blazing broad reach, breaking waves would periodically crash over the starboard bow, drenching both of us at *Element*'s twin aft helm stations — something we had never

Above: 'Element' anchored off Apataki, Tuamotus. Top left: The arrival of duty-free boat gear was like Christmas in August. Center: 'Element' under sail. Right: Basking sharks apparently like their noses rubbed — Jordan obliges these two at Apataki. Inset: Sea snakes are generally shy and retiring, but don't make one feel threatened.

with the dinghy. The following week we visited one of the traditional villages of Fulaga, where we were hosted by Soki and Ba, who welcomed us into their home and community. We had them both aboard *Element* for their first Mexican taco lunch, where Soki really seemed to enjoy building up the toppings of his crispy tacos!

Next was a brief stop in Suva, anchoring amongst shipwrecks from past major cyclones to enjoy the outstanding bands playing at the Royal Suva Yacht Club.

As August rolled around, and with plans to upgrade *Element*'s electronics in Australia, Sherrie flew inexpensively

back to Canada while the girls and I explored the Yasawa Island group. Sherrie returned with a massive shipment of boat parts and electronics, duty- and tax-free (all labeled with our boat name and transit number), which would keep me busy during the cyclone season in Australia.

Torrential rain from the earliest-recorded cyclone in the South Pacific (Tropical Cyclone Liua at the end of September), just south of Papua New Guinea, greeted us in Vanuatu, where we met Jeff and Miriam of the Alameda-based *Enough*, and their two teenage boys, Horatio and Noah. Together we explored the town of

ALL PHOTOS ELEMENT

CHANGES

experienced previously.

With a double-reefed main and reefed jib, *Element* rocketed along at 16 to 17 knots, with the water exiting beneath the transoms emitting a jet-like whoosh. Conditions eased into an almost eerie calm as we approached the bight of the coastline early that morning. Sherrie and I looked at each other, a bit shell-shocked in the twilight as we put our sails away. *Element* had shown us she was a safe and comfortable vessel, even in the rowdiest conditions we have encountered so far.

— Shaun 7/7/21

Readers — Look for Part 2 of *Element's* South Seas adventure in the next issue — including boat work in Oz; sailing through the middle of Australian navy war games (oops, sorry!); an emergency trip home for Sherrie; and enlisting a Polish pickup crew for participation in the Sail 2 Indonesia Rally.

Cruise Notes

• Many cruisers' stories over the past year have reminded us of Alexander Graham Bell's famous observation, "When one door closes, another opens." A perfect



Erica and Luis missed out on the South Pacific this year, but love where they did end up.

hopping with buddy-boat buddies Erica and Paul of the Seattle-based cat *Atalaya*, "enjoying all the beaches, whales and tequila (at anchor of course!) along the way."

But when COVID dashed plans for a Puddle Jump to French Polynesia, Luis and Erica continued south toward a new destination: Ecuador — again with many stops along the way.

Then 'another door' opened. The last we heard from them, Luis and Erica were headed for the Galápagos "with our new friends Gianna and Juan de Dios, a

example is what happened to Luis and Erica Solarzano of the Bremerton-based Hans Christian Christina 33 **Solamer**. After last year's Nada Ha-Ha, they headed south along the mainland, harbor -

Galápagonian naturalist and founding ecologist of Wild GYE Initiative, to explore that archipelago and learn about the biodiversity that Ecuador has to offer." We hope to bring you more on this new adventure in a future *Changes*.

• "Teri and I found the boat, bought the boat, went cruising,"



CRAZY LOVE



After waiting for the remains of Elsa to blow over, Norman and Teri were headed for Newport.

wrote Norman Davant last September of the Catana 42 **Crazy Love** that he and Teri Moore purchased in Florida. After a

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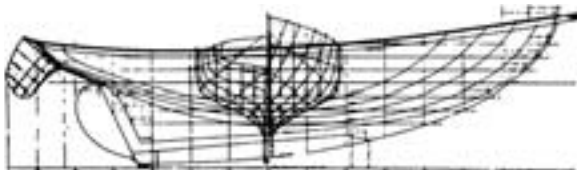
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10-week refit, it was off to the Bahamas, followed by the past few months of harbor-hopping up the East Coast — along the way checking in with many friends made over the years through his work as a sailmaker, owner of the brokerage

firm Sail California, longtime pro sailor, and regatta chairman of the Rolex Big Boat Series. At this writing, Norman and Teri were somewhere in the Chesapeake "waiting for the storm to go by so we can get to Newport." They'll eventually head back south to Florida, then back to the Exumas, then farther south where the boat will spend the winter.

• Steve Skolnik purchased his first catamaran, the Leopard 58 **Wine N Down**, a bit over five years ago in Fort Lauderdale. He's since put 4+ years and about 28,000 cruising miles under the hulls, ending up back home in Sonoma, where he has enjoyed sharing the big cat with family



Cap'n Steve (left) and friends Curt and Sheldon with 'Wine N Down's' catch of the day.

Now, finally, he says it's time to head south. "I'm signed up for my first Ha-Ha!" he says. The boat was scheduled to depart Marina Bay Yacht Harbor at the end of July, bound for San Diego "with many stops along the way."

• "Yay! I ran the Nada Ha-Ha, got the burgee — but how the heck do I get this 19,000-lb chunk of plastic back?" writes Matt Lane of the San Diego-based Hunter 37c **Zephyr**. "My crew had all flown back to their daily jobs as soon we got to La Paz, and I really hadn't planned much further than that."

"Truth was, I didn't want to go back. But the other truth was, I needed parts, bad."

and friends (and enduring COVID restraints). He's used some of that time to turn the boat "into quite the fishing machine," making regular overnight trips to Duxbury Reef, Rocky Point, Point Reyes and Bodega Bay.

Matt admits that the serenity of La Paz caused him to become a bit lazy, but he worked a bit on his YouTube video series (*Sailing With Vampires*) and planned some boat repairs. After "making some great friends and saving a little cash by



Like many cruising boats, 'Zephyr' is spending the summer in a boatyard in Mexico until Matt returns this fall.

eating 100-peso burritos," he decided it was time to head back to San Diego for a while — by plane. He left the boat on the hard in La Paz, where it will get a bit of fiberglass repair and fresh topsides paint. Matt plans to drive back in November, when it cools off — "with a truckload of

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CHANGES IN LATITUDES

parts and another friend in his van pulling a fishing boat. Should be a good run!"

• Solo sailors finishing the Singlehanded TransPac off Kauai's beautiful Hanalei Bay last month were once again greeted by friends, family — and Bay-based cruiser Dennis Maggard of the Crealock 37 **Pamela**. He had first headed over there ahead of the 2018 race to greet boats, help them find good holding, provide transport to shore, and other unofficial duties. And enjoyed it so much, he returned again this time. Like the participants themselves, he was all set to go last year — Solo TransPacs are scheduled in even-numbered years — but the 2020 event had to be postponed due to COVID concerns. By the time racers took off this year on June 19, *Pamela* was already in Hanalei and Dennis was well into chill-out mode.

"Arrived May 21 after 22 days out of San Francisco," he wrote in an email. Once the Solo fleet was in and secure,



Dennis once again singlehanded 'Pamela' to Hawaii to greet Solo TransPac finishers.

PAMELA

Dennis quietly upped anchor and headed back home.

• As most West Coast cruisers know by now, the 2020 Baja Ha-Ha cruiser's rally to Mexico was canceled due to COVID-19. A hastily arranged alternative was the Nada Ha-Ha, in which 31 boats participated with abbreviated stops and activities. Another 40 boats signed up but couldn't make it for a variety of reasons. One of those was James and Ali Shiers' 35-ft cat **AliKat**. The Arizona-based couple are hoping that, in this case, the second time is a charm, as they are planning to head south to join this year's official Baja Ha-Ha on November 1.

• Speaking of the **2021 Baja Ha-Ha**, as of this writing, current entries stood at more than 140 boats. If you want to join the fun, don't procrastinate too much longer — entries close on September 1. For more information, and to sign up, go to www.baja-haha.com.


• Have you ever wondered what it's like

to be a writer? Do you daydream about having your words and photos published? Would it be as cool as most people tell us it is for **your story** to appear in *Changes In Latitudes*?

Those things are not only possible, but likely here at *Latitude*. To say it another way, if you think the nice folks whose stories appear here every month are all hard-core wordsmiths — think again! OK, a few are, but many if not most are just regular folks who have never even attempted an article before. And we love it when we can con ... uh, we mean, *convince*... them to give it a shot. As long as it's cruising-related, all it takes is for you to put the words together, along with a few pertinent photos, and email them to us. Our editors may do a little buff and polish, then it's off to layout! We once again remind you that *Latitude 38* is an equal-opportunity publisher. We do not discriminate on the basis of keel shape, boat length, number of masts or how many hulls you have.


Want more specifics? Please send an email to *Changes* Editor John Riise at jriise38@gmail.com.


— *latitude/jr*



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9 FT WHITEHALL ROWING & SAIL DINGHY 2007. Whitehall first produced the Minto Dinghy in 1988. The elegant fiberglass, teak and bronze 'treatment' given to this classic makes it perfect for decks of sailboats, on transoms of motor yachts, or being towed smoothly along behind. It's also popular as a small rowboat on lakes and ponds across America. Impeccably hand-made by craftsmen in Victoria, BC, built to last 100 years. Learn more about the Minto at website. This rarely used jewel is in pristine condition and has been meticulously refurbished. Supplied with a pair of brand-new Barkley Sound Sitka spruce 7½-ft oars. Proceeds for this sale go to Lamorinda Sunrise Rotary Club projects and Project Healing Waters Fly Fishing-Martinez to help in healing disabled veterans. \$7,000. Lafayette, CA. davidlipscomb@comcast.net. (925) 787-1008.

2.0 FT REVERE 2016. Revere Off Shore Commander 2.0/4 Person Life Raft (Hard Case) W/Cradle. Both New. Never Used. \$1,400.00 West Marine RIB- 310 Single Floor Rigid Hypalon Inflatable Boat \$1,400.00 New \$1,400. Arnold, CA. chrishansh49@gmail.com 209.770.3030.

24 FEET & UNDER

CLASSIC C-LARK SAILING DINGHY. Hiking straps, centerboard, original trailer, main and jib. Fun boat. Rigging barely used since new 2013. Needs some flotation. In my family since late 60's. Up to 4 onboard. \$800. Cloverdale, CA. lucatiames@hotmail.com.



24 FT PACIFIC SEACRAFT FLICKA 1981. Much-loved Flicka in ready-to-sail condition. Be the envy of every megayacht you pass. \$18,000. Treasure Island, San Francisco, CA. michaellaguardia@netscape.net. (650) 520-6845.

18 FT MERCURY 1979. Race-ready Mercury #542. Two masts: keel- & deck-stepped. Two sets of competitive sails. Updated fittings, pole launcher. Custom Mercury trailer. Call Eric. \$3,200. Long Beach, CA. efconn@yahoo.com. (562) 439-7952.



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. Contact Mike. \$6,000. Santa Cruz mikefreinberg@sbcglobal.net. (831) 420-7606.



21 FT WILDERNESS 1980. Free to a good home. Project, needs sails, running rigging and TLC. Can deliver. \$1. Arnold, CA. gca@goldrush.com. (209) 795-5099



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. Alameda chadpeddy@gmail.com. (510) 499-9387



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. \$6,500 OBO. Valley Springs bonnielopezunr@gmail.com. (209) 772-9695



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24 FT J/24 1979. Freshwater only boat — Huntington Lake. 2 mains. 4 genoas, 1 blade, 2 chutes. Four Barient winches, Harken fittings. 4hp Yamaha outboard. Trailer. \$4,800. Fresno, CA. pbrad@reinhardtinsurance.com. (559) 285-5680



14 FT INTERNATIONAL 470 1964. Nice and clean, fresh water sailed only, new rigging, new harnesses, with trailer. Main, jib, spinnaker and spinnaker pole. I can deliver. \$1,400 OBO. Fresno, CA. (510) 381-9408. jasboco@gmail.com.

25 – 28 FEET SAILBOATS



26 FT C&C SR33 1975. 'Kuda Shuda' Great Club Racer complete sail inventory good condition. New Paint. Topsides, Deck, Non slid. 5hp outboard, autopilot. Great day sailor. Roomy cabin \$9,500. San Francisco (415) 203-6033

26 FT RANGER 1978. 1978 Kent Ranger 26 w/trailer. Good condition. This is a heavily constructed pocket cruiser with 6-ft 2-in headroom and enclosed head. Sails: main, 130 & 150 genoas and storm jib. Approx \$4000 in recent improvements including running rigging, bronze thru-hull & valve, custom stainless tabernacle and transom plate, SS hawsepipe, Ritchie compass, Porta-Potti (never used), bilge pump with auto switch, trailer bunks & wheel bearings. 7.5 hp Honda on. She's a beauty and gets compliments everywhere. \$8,500 obo. Nevada City, CA. r.cutuli@hotmail.com. (909) 936-6016

26-09 FT ERICSON 27 1977. Atomic 4 inboard. 2 sets of sails, full-batten main, oversize winches, bilge pump, cushions fair. Porta-Potti, 110 wiring and cord tiller. Survey Nov 2020. On the hard at Napa \$160 a month \$2,000 obo. Napa Marina pshrive@yahoo.com. (707) 994-6647



27 FT SANTA CRUZ 27 1978. Hull 101 on trailer. Really fun sailing boat, loves to surf. Has 2 mains, 1, 2, 3, 4, drifter, 1/2- and 3/4- oz spins for working sails that we always carried on boat. Well maintained. Kept in the water 12 years, M dock, Santa Cruz Harbor. Sailed regularly but not raced. Bags of extra sails. Trailer has new lights, new tires and rebuilt brakes. Available with Honda 4-stroke, 4 hp motor. \$8,000. Santa Cruz bobbartle@gmail.com. (831) 252-6125

28 FT CAL 2-27 1977. Good boat with lots of sails, equipment, new interior cushions, shades, foam. Atomic 4 runs well, new cutlass bearing, good running gear, lots of lines, spinnakers, jibs. Stand-up room below. Well kept-up boat. Bottom OK. \$5,500. Bethel Island, CA. joesheehy2@gmail.com. (415) 710-7902



25 FT CATALINA 250 WK 2004. Good condition with new jib, jib sock, and CDI roller. The engine, which starts easily and runs well, is a 2011 Tohatsu 9.8 hp with electric start and tilt. Newer Catalina factory mattress in aft berth that matches the rest of the upholstery. Dual batteries and onboard charger. More info and photos on craigslist Chico. "Average retail price" according to NADA Guide is \$15,350. \$14,000. Bidwell Canyon Marina, Lake Oroville g5teach@aol.com. (530) 514-7584

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. joesheehy@sbcglobal.net. (415) 710-7902

27 FT EXPRESS 27 1983. 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 e27richmond@gmail.com.



28 FT BRISTOL CHANNEL CUTTER 1978. Lyle Hess design, robust offshore/bluewater cruiser. 40 ft overall, 14,000 lb displacement. 6'4" headroom. Cruising dodger. Mainsail, staysail, 85% jib custom-built 2011 Port Townsend Sails, effectively one S.F. season use. 100% light wind jib. Asymmetrical spinnaker. Storm jib. Headsails all hank-on. Yanmar 3GM30F 27hp diesel 1994. Fixed 3-blade bronze prop. Interior entirely rebuilt 1994. Monitor windvane. PUR water-maker. Three anchors. Rigid but moveable solar panel. \$48,000 Vallejo, CA. quinthopter@comcast.net \$48,000. Vallejo, CA. quinthopter@comcast.net. (530) 575-8915

27 FT CATALINA 1976. Three jibs and main in good condition, Universal Atomic 4 inboard starts, runs great. Six-ft headroom in cabin! Must be moved soon from current location. Ready to sail, just needs water. \$3,700. Great Salt Lake Marina, UT donaldcrawford@mail.com. (515) 443-1526



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 nyesdiving@gmail.com. (925) 285-9704 https://youtu.be/V9MG3lByV0s

25 FT OLSON 25 1985. Clean ULDB ready to race. Full sail inventory. 2.5hp Torqeedo electric outboard. \$11,000. Sausalito cjpppr@gmail.com. (415) 850-4323

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 monkeyjack580@hotmail.com. (415) 244-3928



28 FT WYLIE 28 1976. We're sad to sell our Wylie 28, a wonderful, compact, and economical sailboat. Mexico and SoCal vet. Many upgrades — Wyliecat 30 rudder, Hood Vectran main and jib, radar, and more. Yanmar 1GM10 runs great. Recent haulout. \$9,000. Sausalito cogganbd@gmail.com. (860) 558-7888

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

29 – 31 FEET SAILBOATS



30 FT CAPE DORY 1983. Cutter rig (currently set up as sloop). Volvo diesel. Recent bottom and varnish. Self-steering, radar, other electronics. Solid Bay cruiser. \$33,000. Alameda mrlycan@jumpsystems.org (925) 389-0929

30 FT ETCHells 22 1992. Etchells 960, rocket ship, Bashford-built (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 lpulgram@fenwick.com.



30 FT SABRE 1986. Recently purchased boat with known bad transmission. Pulled engine and determined boat needs new engine and I don't have mechanical ability or time to replace. Boat has good-condition sails, newer AP, running rigging. Boat has no cushions or instruments. Good project for engine mechanic. \$15,000. Emeryville kermiatoak@aol.com. (510) 593-0729

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31 FT PACIFIC SEACRAFT MARIAH 1979. Classy bluewater beauty, rugged & safe. Well maintained, setup for cruising by a couple or single-handed. 30 hp Yanmar, Autotiller, Monitor self-steering. \$34,000. Treasure Island Pacificseacraftmariah79@gmail.com. (415) 683-0140

30 FT OLSON 1983. 'Spirit'. Lots of sails, outboard and trailer included. Excellent condition. In dry storage. Dwasick@gmail.com. (775) 720-4607



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 rsk.nautical@gmail.com. (415) 500-5468 <https://tinyurl.com/wajbu5f6>

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 henry.boland@comcast.net. (801) 556-9083 <https://tinyurl.com/wajbu5f6>



30 FT SANTANA 30/30 GRAND PRIX 1984. Overhauled, including rigging, repowered Yanmar 15hp, restored interiors, new race bottom, with complete race/cruise sails and all equipment plus dinghy. \$24,000. Marina del Rey, CA. dmheeb@gmail.com. (310) 560-2251



31 FT VAN DE STADT BLACK SOO 1968. ULDB 'Starbuck' 27.5 LWL 4500lbs. Symmetrical and asymmetrical spinnakers. ATN Spin sock. New Tohatsu 3.5. X5 and ST2000 autopilots. GPS w/AIS. E-rudder. Solar 95AH Lithium battery. Double-axle trailer. \$6,000 buckingham@sonic.net. (415) 647-7387

32-35 FEET



34 FT HUNTER 34 1985. Original owners. Berthed in Alameda. Well maintained. Roomy interior with lots of storage space. Sailed to Monterey, Drake's Bay and most of the Bay. Great Delta boat. Yanmar 3GMF diesel with new lift pump. Hood MPS sail, Garmin 547xs plotter, B&G V50 VHF with remote mic, battery monitor, 480 Ah house bank, Magma barbecue, Forespar extending whisker pole, Dutchman sail management, Dutchman boom brake, bimini, Electro Scan MSD and holding tank. Raymarine autopilot, Xantrex battery charger and West Marine battery combiner. Bruce and Danforth anchors with chains and rode. 2012 Boreas Race winner. PSS dripless shaft seal for a dry bilge. New coupling, shaft, strut and cutlass bearing. Newer Beckson opening ports. Hauled September 2019. \$25,000. Alameda sailzc73@gmail.com. (408) 833-5050

35 FT J/35 1983. Must sell. Bought a J/120 and can't own two boats! Racercruiser in Eureka. Spinnaker, two mainsails, one headsail. Hydraulic backstay. Martec folding prop. Sleeps 6. Yanmar 28-hp diesel. \$30,000 delivered to Bay Area. \$15,000. Eureka, CA. dsmullin@gmail.com. (707) 845-4237

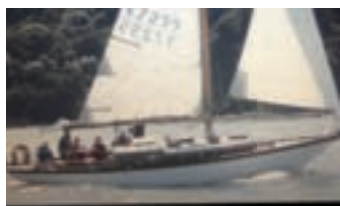
32 FT GULF PILOTHOUSE 1980. Fully equipped: radar color map GPS VHF. New autopilot, automatic built-in battery charger, modern 12V reefer, solar panels. 32hp diesel. two steering stations, roller-furling, extra genoa, 8-ft dinghy and outboard. All lines led aft. Stout offshore sailer includes all safety equipment and spares and tools. Long Beach slip. Exterior needs TLC. Owners moved out of state. \$32,000. Long Beach, CA. darordennis@hotmail.com. (562) 537-3720



34 FT PETERSON 1978. Beautiful boat. Very stiff, points high. Edson wheel steering, Harken roller furling, traveller, and adjustable fairleads. Lewmar rope clutches, Navtec hydraulic backstay adjuster, preventers, 10 Lewmar winches, 90% jib (2019), 120% genoa, 1-1/2oz spinnaker, 3/4oz spinnaker, spinnaker sock, lazy jacks, Raymarine GPS, chart, autopilot, radar and sailing instruments. Signet wind instrument. VHF Radio with cockpit speaker, stereo, Bose speakers. 3-stage battery charger (2017), electronic battery monitor, galvanic isolator, 15hp Yanmar diesel, Racor fuel filter, Raritan head (new pump 2018), Lectrasan, 2 automatic bilge pumps, 2 manual bilge pumps, 4 Marincos Day/Nite solar vents (2020), bare stainless lifelines with gates (2018), Marincos shore power cord. Selling As Is. \$20,000 obo. South Beach, SF jackmcneal@gmail.com 650-207-3673.



35 FT SOVEREL 33 1985. This boat is truly amazing. Built at PCX; great racer/cruiser. This is the only Sovarel 33 with sprit asym kites. Too many sails to list. Lots of equipment updates. New engine overhaul. Previous owner owned a rig shop. The boat is tricked out with fine tunes everywhere. Great club racer or ocean racer. Sad to see it go but moving forces sale. \$30,000. Alameda wine4boats@gmail.com. (435) 647-6601.



36 FT CHEOY LEE ROBB 35 1966. Fiberglass hull, wood mast/boom, 2030 Volvo/low hrs. In sailing condition - Racing/cruising classic, easy to handle for 2 or solo. \$17,000. Santa Cruz (415) 453-4319.



32 FT COLUMBIA 5.5 METER. 'Top Gun'. Call Jim. \$8,000 obo. Stockton Sailing Club jscodd13@gmail.com. (209) 482-0180.

36 - 39 FEET SAILBOATS



36 FT ISLANDER 36 1973. Classic S.F. Bay boat! Within last 2-6 years all new: mainsail w/Dutchman system, hull paint, standing/running rigging, winches, propeller, repowered to Yanmar 30 2012, starboard/port bulkhead issues repaired in 2007 & 2017. Ready to sail/party, sad to sell. \$27,500 obo. Tiburon tainaseaman@gmail.com. (415) 378-9658.



36 FT NONSUCH 1989. Cruise-ready, Spectra watermaker, newer electronics including radar, electric sheet and halyard winches, Pineapple sail, Sunbrella covers, 2000 hrs on diesel, enclosed shower, all upholstery and foam replaced, 55-pound Mantis, 250 ft chain, Lewmar windlass. \$95,000 obo. Ensenada, MX mlarchplastics@yahoo.com. (707) 494-9919.

37 FT CHOATE 1979. This boat is cruise- or race-ready and very well equipped. A few things are wheel, solar and wind generator, autopilot, heavy rigging, many sails, roller furling, 13 winches and all safety gear. The boat is located in San Diego. For pictures and equipment list call Rick. \$19,000. San Diego Rickwoodconstruction@gmail.com. (530) 318-1178.



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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 gdsherrill@yahoo.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. Hydrotrainer@yahoo.com. (925) 435-4322.

36 FT LANCER 36 SLOOP 1984. Project; model commissioned 1996. Bill Lee design with slip in Moss Landing North Harbor. Needs canvas in and out, engine work including finishing new ignition panel. Most rigging and sails are functional. \$22,500. Moss Landing, CA. sharonfreed@gmail.com.



39 FT WESTSAIL 39 1980. Bob Perry-designed rare and unique Westsail 39 for sale. Fast and sturdy ocean cruiser. Original Volvo MD17C runs strong. Needs some cosmetic TLC and is in solid and sailable condition. \$58,500. Tiburon DavidRMcGregor@gmail.com. (415) 940-5575.

39-FT FREYA, 'CANDIDE', 1978. 'Candide' is a Hawaii and Mexico vet. Yanmar diesel, ProFurl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. \$49,000. Brisbane hogancanoes@aol.com. (650) 728-9528 or (650) 773-3834



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. cliffw@att.net. (907) 602-3523



37 FT ROBERT PERRY VALIANT ES-PRIT 1981. If you're looking for a day-sailer, this is not your boat. 'Wild Goose' is an experienced ocean cruiser, with Monitor windvane, solar, wind gen, autopilot, watermaker, etc. She has crossed the Atlantic and spent seasons in Mexico. She's fast and stout, with a beautifully rounded stern. I bought 'Wild Goose' in 2018 for a new book project retracing the Steinbeck/Ricketts 1940 Baja expedition. I paid \$40,000 and spent another \$70,000 on upgrades, including new upholstery, new interior varnish, life raft, standing rigging, satellite phone, dodger, various electronics, and a new paint job. I need the boat this winter for research and writing but will be ready to part with her, reluctantly, in spring 2021. \$60,000. Gueymas/Loreto/La Paz jonwhite@rockisland.com. (360) 378-7517

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 ilchianti@gmail.com. (916) 995-7853.



40 FT PACIFIC SEACRAFT 1999. An impressive bluewater cruiser designed to cross any ocean in safety & comfort. 'Juniper' is fully loaded and outfitted for world cruising, well maintained; extensive spare parts inventories, tools, and gear. Full details on website. \$259,000. La Paz, MX crew@sailingjuniper.com. (415) 992-1429



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 svcriccket@hotmail.com. (831) 332-0920

40 – 50 FEET SAILBOATS



40 FT J/N 39 ONE TONNER 1984. This boat has been thoroughly rebuilt, with all wet core removed and professionally refinished. Engine is a Universal diesel, which runs well. 15 bags of North sails, some quite usable. Interior has not been refurbished and needs paint and varnish. GPS chartplotter, VHF, lots of engine spares, alloy Bariat self-tailing winches, triple-spreader Sparcraft fractional rig, the best of everything. The boat is a joy to sail with a tiller. Sleeps 8 in separate berths, forepeak wide open. More information at sailboatlistings.com under Wiggers J/N 39. All the hard work has been done on this boat! Toss it into the water and go sailing. \$6,900. St Joseph, MI jimschrager@gmail.com. (574) 258-4500



50 FT HANSE 2014. German-built Jude/Vroljik-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 \$450,000. San Jose del Cabo, Baja Sur, MX lanikai3@live.com. (805) 985-4532



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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 live-aboard: fully equipped galley (with refrigerator) and navigational instrumentation to cruise the California waters and beyond! \$110,000. Ventura Isle Marina, Ventura, CA. h2osloan@gmail.com. (818) 441-6883

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 maudej@yahoo.com.au (954) 235-2527. <http://guapasailboat.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 Seanellyson17@gmail.com. (510) 325-2570



46 FT J. BENFORD 1984. The s/v 'Isa Rana' is a steel-hulled gaff-rigged schooner, designed by J. Benford and handmade by the Benford Design Group. Currently moored in Puerto Aventuras, Quintana Roo, this sleek vessel is the perfect escape for a sailing enthusiast with taste for tropical waters. For the complete listing, contact information, and many more photos, please visit website. tinyurl.com/5ev699y6 \$80,000 obo. Puerto Aventuras, Quintana Roo njallison@frontier.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 rdubay@asiawoodltd.com. (503) 780-8582 <http://forevermore-c445.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 jamesrolfe@msn.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. Mazatlán, MX sailcub@yahoo.com. (626) 353-3858.



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. \$119,000. Ft.Lauderdale, FL pacific-hwy44@gmail.com. (340) 473-8597.

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 rpcart007@yahoo.com. (830) 431-1965. <http://www.hunter-legend.com>

50 FT HUDSON FORCE 50 1978. Center cockpit, Lehman 80, aft queen with windows, good condition. \$79,000. Berkeley Tcparfitt@yahoo.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 gstocker887@gmail.com. (707) 312-2452.



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. kimingram10@gmail.com. (805) 218-8204.



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 svlandsend@yahoo.com. (360) 632-8896.

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 emijr2017@icloud.com. (805) 795-0143.

51 & OVER



54 FT MAPLE LEAF 1979. Well-cared-for cutter-rigged pilothouse with center cockpit. We're the 3rd owners and sailed her from Washington to Panama and back to Mexico. She's resting in Puerto Peñasco currently, just south of Arizona. She lived from 1979-2016 in and around Vancouver, Canada, and only the last few years cruising south. Lots of upgrades, storage space, and spare parts, clean and dry interior. More photos and information on our blog (website below). \$145,000 obo. Puerto Peñasco, Sonora, MX cscottsy@gmail.com. (805) 863-2381.



52 FT TAYANA 52 1986. Sausalito slip possibly transferable. Fast & comfortable cruiser, center cockpit, wheel steering. 3 cabins, 2 heads. King-size aft cabin with new custom mattress. 110V Arctic marine AC, Perkins 4236 diesel 2886 hrs. Northern Lights gen 628 hrs. Double headsail, ProFurl roller furling. New North Sails fully battened mainsail, 3 reef points. New Vang-Master boom vang. Lewmar bow thruster. Anchor windlass. Bimini and dodger. Stainless davits and radar arch. Three solar panels. AB aluminum dinghy, 15hp Yamaha outboard. Swim ladder & platform. ECHOtec watermaker, fridge & freezer, washer. Icom 802 SSB & tuner, batteries 800 Ah. New 2019 Raymarine E120 chartplotter & radar. Autohelm 8000 autopilot. \$180,000. Sausalito Yacht Harbor, CA. Neil.michell@yahoo.com. (415) 937-4091.



57 FT RELIANCE KETCH 1990. Fresh Yamaha diesel, new sails, and roller furling. Located Spud Point Marina, Bodega Bay, CA. South Pacific vet. Contact William. \$100,000. Bodega Bay CA. (707) 890-7530.

CLASSIC BOATS



65 FT MONK SLOOP 1946. Monk Sr.-designed sloop. Built Vancouver shipyards 1946. Teak, yellow cedar and oak construction. Major rebuilding program nearing completion. Bronze- and stainless- fastened, lead keel. Photos, Survey, Blueprints available. Crypto OK. \$86,000. Port Ludlow, WA termiteatlarge@yahoo.com (808) 796-7777



27 FT ST. PIERRE DORY 1990. Near-Bristol condition, Yanmar diesel, teak decking, autopilot, GPS, new radio, new cover, etc. \$29,000. Oceanside Harbor, Slip 31D kjwilson8806@aol.com. (619) 994-3528.



35-FT WARNER YAWL, 1939. Low hrs Yanmar diesel. NEW: worm drive steering, SS fuel tanks, solar panels, air head, Simrad plotter and more. Completed extensive boatyard overhaul. Master Mariner race winner, Transpac vet. \$11,000. Owl Harbor sagiebeer@gmail.com. (206) 384-1175.

MULTIHULLS



33 FT TURISSIMO 33 1989. Malcolm Tennant design cat built in New Zealand by Pilkington Boatyard. Built 1989. Stored until 1999. Sailed approximately four years, then back in storage. Open bridge deck. Standing headroom. Sleeps 4. Light and fast 20-25. Easy to sail. Draft 12-in. Daggerboards. Includes customized 2-axle trailer, 3 sails, spinnaker gear, like-new Yamaha and nice boom tent. Can be viewed out of water. Needs some assembly. Sell as is, where is. San Diego Area optoprecision@msn.com. (760) 751-9222.



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. john@windtoys.net. (707) 696-3334



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 dry-sailed. Double-axle road trailer. 'HiPer' has a great ORCA racing record. \$45,000 OBO. Los Angeles, CA. davidcollins@mindspring.com. (310) 310-4914

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. mjpbboat6.2@gmail.com. (650) 924-0849 <https://tinyurl.com/5d4we8e6>

40 FT LEOPARD 2006. '4OurPlay' was an original four-cabin. Converted to three cabins. Starboard side forward converted to storage. Watermaker, Furuno plotter/radar, Furuno SSB, 11.5 AB dinghy with 25hp Yamaha, solar, newer main, lots of spare parts and equipment. Really great sailing and comfortable cruiser. Contact for more information and photos. \$225,000. La Cruz, MX Kevinpersson@live.com. (509) 899-0100



55 FT TRIMARAN, HORSTMAN-INSPIRED 1989. MUST SELL! Majestic comfortable liveaboard, 62 LOA X 27 W. New-ish sails: Norseman System main; furling genoa. Dinghy/outboard. 800W solar, Outback VFX2812. 15kW Westerbeke generator. Needs motor. Refrigerator, large freezer. Watermaker. 2 kayaks, Brownie's Hookah, fishing equipment. 3 heads, sleeps 6+. Custom SS lifeline, large brass portholes in V-berth, teak table in large covered cockpit. Custom deck box. Includes 20-ft Novurania Equator 600 w/trailer in dry dock. \$80,000 obo. Panama City, Panama bssevers@msn.com. (775) 350-4935 or (775) 782-7035

POWER & HOUSEBOATS

40 FT CHRIS CRAFT CONQUEROR 1960. Restored better than new. Awlgrip mahogany paint. No varnishing! Little maintenance. New canvas enclosure. New, upgraded hatches. New water lines and electric. Fresh paint above and below. Master berth redesigned for comfort. Repowered with newer 350 MPI Mercruisers. Sold fully furnished. Comes with a transferable liveaboard slip in Sausalito with the best spot. \$1,650/mo. Beautiful floating condo. More info/contact on website. \$95,000. Sausalito. <https://bit.ly/3hzAqkg>



23 FT 230 SLC 2016. 2016 Crest 230 SLC tritoon. This boat comes with a clean title; also comes with a trailer. The trailer has new rear lights, just installed. I personally have towed this boat about 400 miles with no issues. This boat has been water-tested and works fine at this time, and the engine is very quiet. This boat appears to be a freshwater boat; 333 hrs. Inside the engine and around it is very clean: no rust or corrosion. Stainless steel prop, onboard battery charger. It does have a charging station. \$28,999. Miami, FL AliciaCollison@sociologist.com. (407) 832-5387



50 FT BERTRAM 1988. Boat condo on the water. Three staterooms, 2 baths. Hot tub, washer/dryer. Permanent slip in beautiful Monterey. Subject to marina approval. \$735/month. \$250,000. Monterey, CA. gmerin2461@aol.com.



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. \$89,000. Stockton, CA. gmanov@sbcglobal.net. (209) 484-6621

PARTNERSHIPS

34.83 FT BENETEAU 351 OCEANIS 1994. Sausalito Yacht Harbor. 1/3 non-equity partnerships available. \$3500 buy-in/deposit. \$500/month. Well maintained boat in good condition inside & outside. Easy to singlehand. Autopilot. Electronics. For more info Call/text KJ. Sausalito, CA. Acts4healing@gmail.com. (510) 685-1512

DEHLER 34 FT 1986. Racer/cruiser, tiller, sound shape. Docked right next to the Giants' Oracle Park. \$175-300/month + annual maintenance (\$500-1000) depending on the flexible schedule option. Parking included. Stable no-equity partnership. Text/Call Val. South Beach Harbor valtaft@gmail.com. (650) 670-5300

TRAILERS

KEELBOAT TRAILER W/ BRAKES. Single-axle currently rigged for Moore 24. Riggering for your needs possible. Was used for hoist loading, so frame & rigging is very sound. New tires & has surge brakes. Best offer. Glenn (650) 476-1554 \$750. MORAGA Bayrenegade@gmail.com. com 6504761554

TRAILER. Trailer bunked for Santana 525 but easily modified for other boats \$995 Call Mike 510-457-6552 \$995. Alameda MrMike1230@gmail.com 5104576552

TRAIL-RITE. 2004, currently set up for Olson 25 - 4.5-ft draft. Adjustable supports. Dual axle. New tires. Has been at Lake Tahoe, mostly for dry storage in winter. Electric brakes. \$3,000. Redwood City arv555555@yahoo.com. (303) 667-3540

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TRYING TO LOCATE



FITTINGS FOR LAKE UNION DREAM-BOAT. ISO owner of a Lake Union Dream-boat bought at auction from Oyster Point Marina after she sank. I have fittings that I want to return. Peninsula Sheilaholmes@mac.com.

JAMES MCDOWELL. Trying to get your advice on one of the boats you previously owned. Thanks a lot for your time. saylor44@gmail.com. (650) 714-7777: <http://tinyurl.com/3z23tbfb>

BERTHS & SLIPS

36 FT SLIP AT PIER 39. Many attractions on the Pier, clean private restrooms with showers and laundry facilities. Discounted secure parking available. \$4,400. San Francisco sailingfearless@gmail.com. (415) 745-2292.

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REDWOOD CITY MARINA-SLIPS AVAILABLE. Slips 30'-75' at great rates! Amenities: parking, bathrooms, laundry, pump-out. Guest berths also available. Call for availability. 451 Seaport Court, Redwood City, CA. 94063 twagner@redwoodcityport.com. (650) 306-4150. <http://www.redwoodcityport.com/marina>

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CREW



CREW WANTED. Experienced, long-term/permanent. Individual or one-berth team. Classic, elegant, comfortable, fully-equipped, bulletproof 55-ft trimaran. 2021/22 itinerary California to Panama. mpearlston@yahoo.com. (707) 599-6202.

SOUTH PACIFIC VOYAGE. 57 ketch 'Rufavo' looking for two adventurers for a two-year voyage through the South Pacific. Bodega Bay, CA. johtoguy@live.com. (707) 890-7530. <http://tropics2021.com>

SOUTH PACIFIC TROPICS ADVENTURE? Seeking 1-2 crew for 2021 Baja Ha-Ha & Pacific Puddle Jump to join me in comfortable & seaworthy Cabo Rico 34 sailboat. For details visit website. cbatson3@gmail.com.

ADVENTURE SAILING. Join us for an ocean passage in 2021 andy@sailingbiz.com. (707) 953-0434.

GEAR

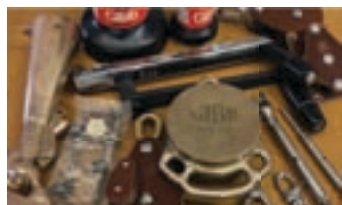
WATERMAKER. Rainman Watermaker System 115V Electric MKI power source. Compact R.O. Filters New. \$3,000. Arnold, Ca. chrishansh49@gmail.com.

10 SAILS, SPINNAKER POLES, GEAR. 10 sails (new to 50%). I = 46.3, J = 13.0, luff = 46.6, LP = 20.13, foot = 21.2. Carbon 16-ft spinnaker pole. Carbon bowsprit with SS hardware. New Lewmar handles, fits Beneteau 36.7. Make offer. Napa Valley/Vallejo ppatterson700@sbcglobal.net. (707) 291-0891.

50 FT & 40 FT ALUMINUM MASTS. Recently repainted w/white polyurethane paint 50-ft w/boom and 40-ft aluminum masts. I can sell them separately, \$2,200 for 50-ft and \$1,300 for the 40-ft. Hard to find on West Coast! \$3,500. Santa Cruz rags4jc2@gmail.com.



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NEW VOLVO D2-55F WITH TRANI. The real deal. New 55hp Volvo D2-55F with new MS25L-AA 2.27 transmission. Bought it for my sailboat but it won't fit without major engine bilge modification. \$12,800 obo. Ventura emijr2017@icloud.com.

JOB OPPORTUNITIES



SAILING SCIENCE CENTER - VOLUNTEERS. Volunteer docents wanted to staff educational science exhibitions. Volunteer or contract graphic designer wanted. Photographers and photography wanted. Ask about other volunteer positions. info@sailingscience.org (510) 390-5727 www.sailingscience.org.



ADMINISTRATIVE VIRTUOSO. The Canvas Works, a commercial sewing shop on the Sausalito waterfront, specializing in custom canvas fabrication for marine and other applications, is seeking an expert administrator to join our busy team. This position is full-time, weekdays 8:00 a.m. to 4:30 p.m. For the complete job description and requirements please email Lisa. No phone calls, please. \$65 lisa@thecanvasworks.com.

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ST FRANCIS YACHT CLUB SEEKS SEASONAL DOCK HANDS. St. Francis Yacht Club is seeking Dock Hands, who will assist the waterfront team. The ideal applicant for this position is one who likes working around boats and the water, has an aptitude for building things, and likes to work on new projects every week. Dock Hands perform all-around tasks from cleaning, washing and driving boats to assisting members and guests in docking their boats. If you are interested in joining a driven and progressive team specializing in service, please submit your résumé to the website address or to the noted email address for consideration. EOE. \$22 per hour, meals included, complimentary parking available, easy public trans. San Francisco, CA. pforgione@stfyc.com. (415) 563-6363. www.stfyc.com/careers

SAILING INSTRUCTORS WANTED! Pacific Sail in Santa Cruz is looking for ASA-certified sailing instructors to join our team! Part-time, midweek and/or weekend classes available. Can host instructors overnight on one of our sailboats. At least a 25-ton USCG license required. Santa Cruz, CA. info@pacificsail.com. (831) 423-7245. www.pacificsail.com

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VOLVO PENTA MD 7A. \$400 to remove and pick up Volvo Penta marine diesel. windnsalt@aol.com 510-815-8289.

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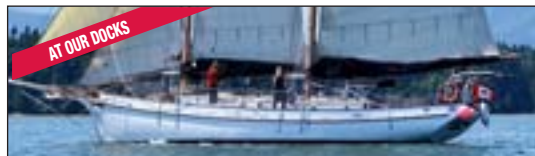
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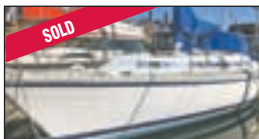
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