

Latitude 38

VOLUME 531 September 2021

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Baja Ha-Ha Profiles
Bay Area Sailors in the Fastnet
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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.

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Ho'okolohe finishes the 51st Transpac Race from Los Angeles to Honolulu. Owned by Cecil and Alyson Rossi of Novato, *Ho'okolohe* took first in Division 8 — and very nearly took the Barn Door Trophy after leading the fleet for nine days. See more on pages 58-62.

Photo by Stephen R. Cloutier

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Latitude 38

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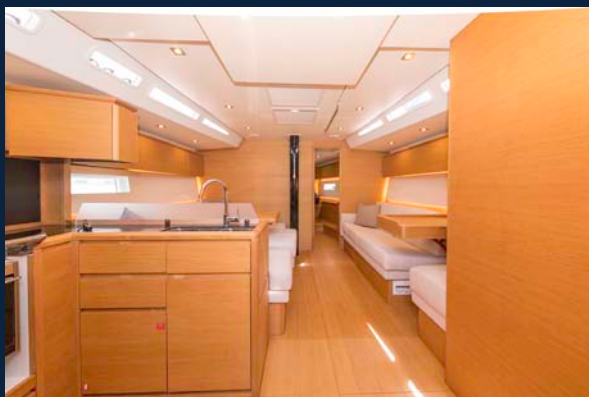
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CALENDAR

Readers — We've included here all of the events that we believe were still on each host's schedule as of August 20, but pandemic-related cancellations are cropping up again.

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

Non-Race

Sept. 1-29 — Wednesday Yachting Luncheon Series, via YouTube, 12:30-1:30 p.m. StFYC, www.stfyc.com.

Sept. 4 — California Free Fishing Day, statewide. Info, www.wildlife.ca.gov/Licensing/Fishing/Free-Fishing-Days.

Sept. 6 — Labor Day.

Sept. 9 — *Latitude 38* Fall Crew List Party, Bay Model Visitor Center (outdoors), Sausalito, 5:30-8:30 p.m. \$10. Info, www.latitude38.com/crew-list.

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

Sept. 18 — California Coastal Cleanup and Delta Waterway Cleanup. Info, www.coastal.ca.gov/publiced/ccd/ccd.html and www.delta.ca.gov/cleanup.

Sept. 18 — Marine Electrical Workshop, Spaulding Marine Center, Sausalito, 10 a.m.-2 p.m. With instructor Clark Beek. \$50 includes coffee & lunch. Info, www.spauldingcenter.org.

Sept. 18 — Online Sea Chantey Sing, noon. With Peter Kasin. Info, <https://maritime.org/events-home/chantey-sing>.

Sept. 19 — International Talk Like a Pirate Day. Info, www.talklikeapirate.com.

Sept. 20 — Full Harvest Moon on a Moonday.

Sept. 22 — Autumnal equinox, 12:20 p.m. PDT.

Sept. 25 — Sea Music Concert, live stream, 11 a.m. The Johnson Girls A Cappella Maritime Group. Free, but donations welcome. Info, <https://givebutter.com/JohnsonGirls>.

Oct. 2-3 — US Sailing/ISAF Safety at Sea Course with Hands-on Training, California YC, Marina del Rey. \$350. Info, www.sailaweighllc.com.

Oct. 3 — US Sailing Refresher for International Offshore Safety at Sea with Hands-on Training, California YC, Marina del Rey. \$250. Info, www.sailaweighllc.com.

Oct. 3 — Heart of San Francisco, over the Golden Gate Bridge, 2 p.m. Info, www.antenna-theater.org.

Oct. 3-11 — S.F. Fleet Week. Info, www.fleetweeksf.org.

Oct. 8-10 — Northern California Women's Sailing Seminar, Alameda (in person). Island YC, www.iyc.org/wss.html.

Oct. 11-13 — The California Association of Harbor Masters & Port Captains and Marine Recreation Association's Educational Conference & Trade Show, Hilton La Jolla Torrey Pines Resort. Info, www.harbormaster.org.

Oct. 16 — Welcome Cruisers Party, Downwind Marine, San Diego, 8:30 a.m.-5 p.m. Vendor fair, discounts. Sorry, no food this year. Info, (619) 225-9411 or www.sandiegomarine.com.

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

Racing

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

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

Sept. 4 — Cal Cup Windsurfing Series concludes. BYC, www.berkeleyyyc.org.

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

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

Sept. 4-5 — Finn PCCs. SDYC, www.sdydc.org.

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CALENDAR

Sept. 5, 19 — Fun Sail Summer Series #5 & 6. ElkYC, www.elkhornyachtclub.org.

Sept. 9-12 — Finn Masters NAs. SDYC, www.sdyg.org.

Sept. 11 — Summer Series #4/South Bay Races. YRA, www.yra.org.

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

Sept. 11 — Fall One Design. SCYC, www.scyc.org.

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

Sept. 11, Oct. 2 — Fall Races. SSC, www.stocktonsc.org.

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

Sept. 11-12 — Tahoe Laser Fleet Championships. Tahoe YC, www.tahoeyc.com or Rick, rick@tahoerick.com.

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

Sept. 12 — Baxter-Judson Series Race. PresYC, www.presidioryachtclub.org.

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

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

Sept. 12, 25, Oct. 10 — Fall Series, Shoreline Park, Mountain View. FSC, www.fremontsailingclub.org.

Sept. 12, Oct. 3 — PHRF Fall. MPYC, www.mpyc.org.

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

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

Sept. 18 — Jack and Jill. Doublehanded, family & friends, spinnaker, jib & main divisions. SCYC, www.scyc.org.

Sept. 18 — Moonlight Marathon from Redwood City to Treasure Island and back. SeqYC, www.sequoiayc.org.

Sept. 18 — Jerry O'Grady Singlehanded Race in the South Bay. CPYC, www.cpyc.com.

Sept. 18 — Autumn Regatta. HMBYC, www.hmbyc.org.

Sept. 18 — PHRF 2. ElkYC, www.elkhornyachtclub.org.

Sept. 18 — Mercury Homecoming Regatta. RYC, www.richmondyc.org or www.mercury-sail.com.

Sept. 18-19 — High School NorCal races. RYC, www.richmondyc.org.

Sept. 18-26 — Sacramento Sail Week, Bridgeway Lakes Park, West Sacramento. National championships for R/C 1-Meter, SeaWind, Canterbury J and Large J classes. Sacramento Model YC/Elk Grove Model YC, www.sacmyc.net.

Sept. 24-26 — Express 27 Fleet Nationals. RYC, www.richmondyc.org.

Sept. 25 — Doublehanded Farallones Race, with a start off Baker Beach. BAMA, www.sfbama.org.

Sept. 25 — Joe Logan for Mercurys/Fall Invitational. StFYC, www.stfyc.com.

Sept. 25 — Champion of Champions. SCYC, www.scyc.org.

Sept. 25 — Champion of Champions Regatta. BenYC, www.beniciayachtclub.org.

Sept. 25 — Shorthanded Races. TYC, www.tyc.org.

Sept. 26 — Fannette Isl. Race. SLTWYC, www.sltwyc.com.

Sept. 26 — Wosser Cup. SFYC, www.sfyc.org.

Sept. 26 — Fall SCORE #2. SCYC, www.scyc.org.

Oct. 1-3 — Express 37 Nationals. BYC, www.berkeleyyc.org.

Oct. 1-3 — USMRC Open. LBYC, www.lbyc.org.

Oct. 2 — Twin Island 3. SYC, www.sausalitoyachtclub.org.

Oct. 2 — Barth Memorial Regatta. SeqYC/CPYC, www.sequoiayc.org.

Oct. 2 — Champion of Champions. BVBC, www.bvbc.org.

Oct. 2 — Vice Commodore's Regatta. HMBYC, www.hmbyc.org.

Oct. 2-3 — Fall Classic & Moore 24 PCCs. SFYC, www.sfyc.org.

Oct. 2-3 — Multihull Invite. RYC, www.richmondyc.org.

Oct. 2-3 — Vanguard 15 Fleet #53 Championship, Inverness YC. Info, www.vanguard15.org.



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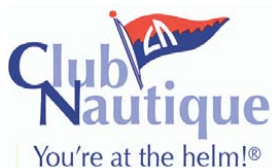
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CALENDAR

Oct. 2-3 — High School Keelboat Qualifier. StFYC, www.stfyc.com.

Oct. 2-3 — Mercury PCCs, San Pedro. LAYC, www.layc.org.

Oct. 3 — Fun Sail Fall. ElkYC, www.elkhornyachtclub.org.

Oct. 3 — RCRC Head of the Port Regatta, Port of Sacramento. LWSC, www.lwsailing.org.

Oct. 3 — Intraclub Race. RYC, www.richmondyc.org.

Oct. 9 — OYRA RC's Choice. YRA, www.yra.org.

Oct. 9 — El Toro Stampede. RYC, www.richmondyc.org.

Oct. 9 — Santana 22 Team Racing. SCYC, www.scyc.org.

Oct. 10 — Singlehanded/Doublehanded/Commodore's Cup. SeqYC, www.sequoiayc.org.

Oct. 16 — Oktoberfest. BYC, www.berkeleyyc.org.

Oct. 16 — Jessica Cup. StFYC, www.stfyc.com.

Oct. 16 — Classic Boat Invitational Series concludes. SYC, www.sausalito yachtclub.org.

Oct. 16 — Red Bra Regatta for all-female crews. SBYC, www.southbeachyachtclub.org.

Oct. 16 — Joan Storer Regatta. TYC, www.tyc.org.

Oct. 16 — Fall Shorteez Regatta. CPYC, www.cpyc.com.

Oct. 16-17 — Vallejo 1-2. SSS, www.sfbaysss.org.

Oct. 16-17 — J/24 Western Regional Championship. RYC, www.richmondyc.org.

Oct. 17 — Baxter-Judson Series Lady Skippers' Race. PresYC, www.presidiyachtclub.org.

Beer Can Series

BAY VIEW BOAT CLUB — Monday Night Madness: 9/6, 9/13, 9/27. Info, www.bvbc.org.

BENICIA YC — Thursday nights: 9/9, 9/16 (Talk Like a Pirate), 9/23. Info, www.benicia yachtclub.org.

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

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

THE CLUB AT WESTPOINT — Friday Fun Series: 9/17. Info, www.jibeset.net.

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

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

ENCINAL YC — Twilight Series, Fridays. Summer: 9/3. Info, www.encinal.org.

FOLSOM LAKE YC — Every Wednesday night through 9/1, or as long as the water lasts. Info, www.flyc.org.

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

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

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

LAKE WASHINGTON SC — Tuesday Night Windsurfing through 8/31. Thursday Night Summer Sailboat Series through 10/14. Info, www.lwsailing.org.

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

MONTEREY PENINSULA YC — Sunset Series, every Wednesday through 10/6. Laser Fridays: 9/24, 10/22. MPYC, www.mpyc.org.

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

ST. FRANCIS YC — Thursday Night Kites: 9/2, 9/23. Friday Windsurf & Wing Slalom: 9/10. Friday Windsurf Course: 9/24. Info, www.stfyc.com.

SANTA CRUZ YC — Every Tuesday & Wednesday night

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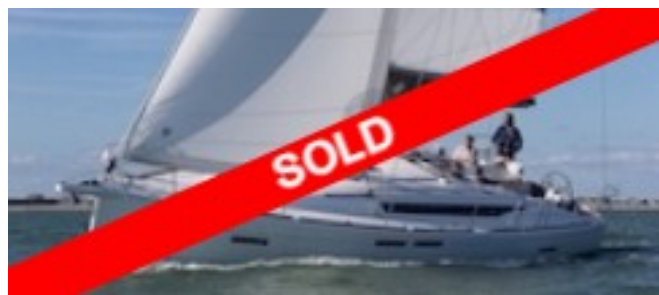
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CALENDAR

through 11/3. Info, www.scyc.org.

SAUSALITO YC — Tuesday night Sunset Series. Summer: 8/31. Info, www.sausalitoyachtclub.org.

SEQUOIA YC — Sunset Series, every Wednesday night through 10/6. SeqYC, www.sequoiayc.org.

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

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

TIBURON YC — Every Friday night through 9/3. Info, www.tyc.org or www.jibeset.net.

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

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

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

September Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
9/04Sat	0431/0.1	1137/4.9	1625/2.7	2221/6.1
9/05Sun	0505/0.2	1205/5.0	1702/2.4	2306/6.2
9/06Mon	0539/0.3	1234/5.2	1741/2.0	2351/6.1
	HIGH	LOW	HIGH	LOW
9/11Sat	0326/4.8	0843/1.8	1520/6.1	2150/0.4
9/12Sun	0442/4.5	0932/2.5	1608/6.1	2300/0.3
	LOW	HIGH	LOW	HIGH
9/18Sat	0416/0.3	1116/5.3	1625/2.1	2228/6.1
9/19Sun	0457/0.2	1150/5.5	1709/1.7	2318/6.0
	HIGH	LOW	HIGH	LOW
9/25Sat	0317/4.5	0822/2.5	1437/5.5	2116/0.8
9/26Sun	0420/4.2	0902/3.0	1512/5.3	2208/0.9

September Weekend Currents

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

date/day	slack	max	slack	max
9/4Sat		0212/1.6E	0606	0918/2.5F
	1242	1500/1.1E	1742	2106/2.3F
	2354			
9/5Sun		0030/1.8E	0648	0954/2.8F
	1306	1536/1.3E	1830	2154/2.6F
9/6Mon	0042	0342/2.0E	0724	1030/3.1F
	1336	1618/1.5E	1918	2242/2.9F
9/11Sat		0148/3.1F	0454	0730/1.6E
	1018	1348/3.3F	1624	1906/2.7E
	2318			
9/12Sun		0248/2.9F	0600	0830/1.2E
	1100	1442/2.9F	1712	1954/2.5E
9/18Sat		0212/1.8E	0600	0854/3.4F
	1206	1448/1.8E	1812	2100/2.8F
9/19Sun	0000	0312/1.8E	0648	0942/3.6F
	1248	1536/2.0E	1906	2154/3.0F
9/25Sat		0148/2.5F	0518	0748/0.9E
	1000	1336/2.5F	1618	1912/2.0E
	2312			
9/26Sun		0236/2.2F	0624	0836/0.7E
	1030	1418/2.0F	1648	1942/1.8E
	2342			

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

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LETTERS

PNW RACE WEEK RELEASED A STATEMENT ABOUT THE DEATH OF A SAILOR IN JUNE, AND OUR READERS REFLECTED ON THEIR MOB EXPERIENCES

My son suffered a similar fate 15 years ago, and not a day goes by that I don't miss him and replay those events. No matter how well prepared you and your crew think you are, you aren't ready for the chaos and panic.

Continually practice your man overboard routines. Have someone simply jump off the boat without warning to the rest of the crew and see what happens.

No one wants to live with that pain!

Ken Brinkley
Latitude Nation

Ken is commenting on the July 28 'Electronic Latitude: PNW Race Week Statement About MOB Sailor's Death.

PRACTICE AND RESPECT

Years ago, my crew and I recovered a MOB from another boat in the Newport to Ensenada Race. The sailor's boat became disabled in the confusion after he fell overboard. With no rudder and a line tangled in the prop, the boat drifted away while his crew radioed Mayday.

It was breezy with a lot of chop. I saw the MOB once at about a mile away when we were both on top of waves, then nothing until we were much closer. We rounded up right next to him and threw a horseshoe device with a line attached. He said, "I can't use my hands." We manhandled him aboard. Time elapsed: about 20 minutes. Later, I looked at the hypothermia tables. He should have been dead.

Lessons learned: Wear a PFD at all times when on deck; they are not that confining. Use a tether in rough weather. Practice MOB recovery (which we had done). One crew (in our case, me) should remain fixed on the MOB. And, respect cold water.

Robert Palmer



COURTESY KEN JONES

Our hearts go out to the family and friends of Greg Mueller, pictured here, who passed away on June 22 after becoming entangled in the spinnaker lines, falling overboard, and being dragged alongside a boat during PNW Race Week. The Seattle 'Times' said that Mueller "was considered a skilled sailor, [and] was a longtime member of the Washington Yacht Club who was known for his enthusiasm for introducing new people to sailing." He was 58.

MOB? JUST CRASH TACK

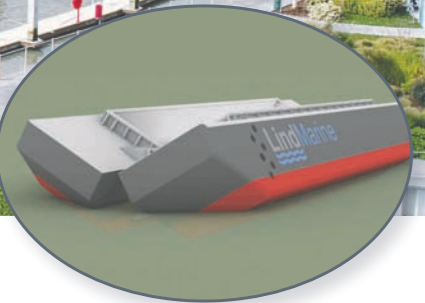
The most important thing when someone goes overboard is for the helmsman to do a crash tack — it's the very first thing you do after the man overboard call.

A crash tack is when you immediately do a 180° turn to windward without touching any sail control lines. This leaves you pointing directly at the person in the water. If you luff up to windward, you will be sailing away from the victim. Sails will be flogging and the whole crew will be distracted by

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LETTERS

the noise of flogging sails and people yelling in panic.

Crash tack when sailing to windward: Basically puts the boat in a hove-to situation where the boat becomes immediately stable. The boat can be sailed just fine with the jib backwinded very slowly in control. Don't try to complete the tack.

Crash tack with a spinnaker up: The boat will immediately stop going forward away from the victim. The spinnaker will be a flogging mess backwinded against the mast. Easier to take down and not a bunch of lines dragging in the water in case you need to start the engine.

You need to immediately stop the boat from sailing away from the victim.

The next time you are out sailing, do a crash tack. See why it should be the first thing you do. It may be you in the water next time. It takes no organization. It's also the first thing you do if you see someone fall off another boat. Just do it.

Dan O'Brien

Dan — Your first two paragraphs don't make sense to me. In the first you say do a 180°, and in the second you say don't luff up to windward. I think you need to start your thoughts with what point of sail you are on when there is an MOB, then describe your action.

I teach MOB methods, including the Figure 8, which, when correctly executed, is quick. However, I wouldn't want to do that with a person entangled with boat lines. (I wonder how quickly the crew realized the victim was really entangled or just went overboard.)

Doc H20

Dan — We agree with Doc, that it was sometimes hard to visualize the maneuvers you were describing without an initial point-of-sail reference. With that said, we hear you: Learn the crash tack (which will be referred to as a 'quick turn' in an upcoming letter). Needless to say, there is no one response, turn, maneuver or philosophy for a person overboard. Sailors must assess the danger to the POB, and have a number of tricks at their disposal for recovery.

DEFINING THE ROLES

Defining eight different roles in a MOB situation pre-supposes a crew of at least nine, counting the MOB — and that didn't include anybody handling sails. I would suggest boiling it down to the bare essentials that must be remembered in an emergency:

One person keeps eyes on the MOB, and nothing else.
Everything else is situational.

Tod Beebe

Tod — You make several excellent points. Every MOB incident is unique.

To keep eyes on, especially with limited crew, my preference has become the Quick Turn. I don't think this method gets the exposure and support it deserves for that very reason, and it only requires one person on the vessel. The other methods are fraught with unexpected problems and crew confusion.

Sadly, these basic precautions and crew instructions are rarely practiced, in my experience, including by me.

The author [of the July 28 'Lectronic] does all sailors a great service by writing the article. Now, all we have to do is put it into practice. The life saved could be ours.

Gus van Driel

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LETTERS

↑↓ ARMCHAIR CAPTAINS?

We can second-guess the skipper all we want, but we weren't there, so no amount of "Monday morning quarter-backing" will bring this person back. The fact that he had lines around his feet probably drowned him.

My only comment would be not to hail the race committee and call 911, but to issue a Mayday on the radio on channel 16. Not sure that a "documenter" is appropriate. All hands should be working to save the victim — it is extremely difficult to get an unconscious person back on board.

Mark Caplin

Mark — We're happy to report that this thread has been remarkably 'armchair captain'-free. It seems that nearly everyone recognizes the danger of any MOB, and has said variations of, "Be ready for anything, especially the raw chaos that can paralyze a crew; practice when least expected; wear a damn PDF, and respect, respect, respect the elements."

↑↓ CLASSES

US Sailing offers an online certification Coastal Safety at Sea class, and many races require one or more of the crew to have been certified. This is a stepped-down version of their Offshore Safety at Sea with required hands-on training. Lots of good info with a strong emphasis on wearing PFDs.

Linda Newland
Port Hadlock, WA



Practice makes perfect. We all say that we should practice our MOB skills, and we're all sincere — but few of us actually do. After reading these letters, will you?

↑↓ MY DAD, A LIFELINE, AND MY MOM'S REACTION

In 1971 my dad, Len Delmas, fell overboard at 11 p.m. while alone and taking the boat from StFYC to Marin YC. With the lifeline broken, he grabbed the mainsheet of his Cal 34 as he fell in; the main was up and the engine on. He dragged around San Francisco Bay for a little over two hours. With high freeboard, he pulled the stanchions off the stern, and could not climb back on board. Eventually, the boat ran into the dock lines of the Red and White Harbor fleet. My dad got the boat back to Golden Gate YC and furled the main; there was blood everywhere.

What was not told back then was my mom's reaction. Dad stood 6-ft 7-in and wore Mom's first fisherman's knit sweater. She screamed, "What did you do to my sweater?" The cowl neck was at his knees, one leg and arm bloody.

Another secret was that he'd had a DUI six months prior and rode his bike to work every day. He was in perfect health at 41 years old. I too have fallen overboard, and have humorous stories because Dad was driving. A lifetime of lessons. They all have one thread: Stop the boat!

Cinde Lou Delmas
Another Girl, Alerion 38
Point Richmond

↑↓ CONTROVERSY IN THE 112TH CHICAGO TO MACKINAC RACE

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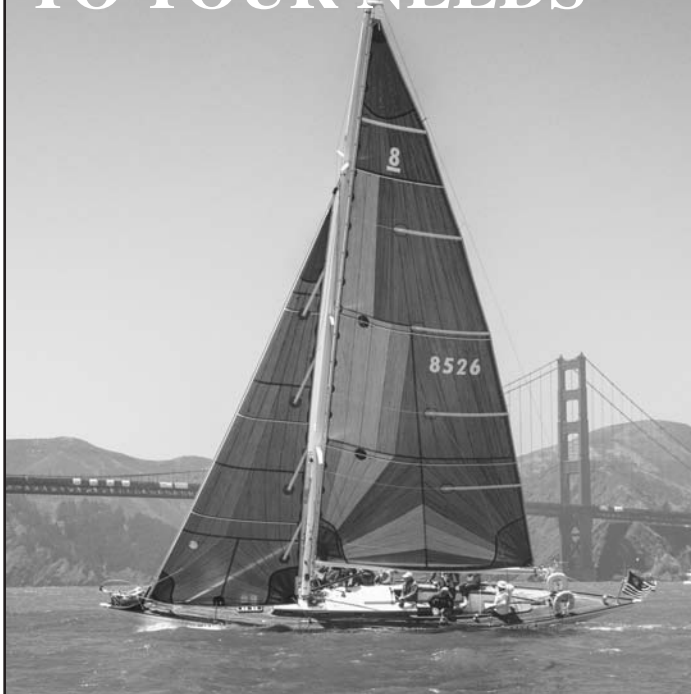
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LETTERS



MARK REID

It's always a good time in the TP52 fleet. That's 'Vesper' in the foreground in this year's Chicago to Mackinac race.

sailor on a competing boat accusing another of not following the rules. Let's set the record straight: *Natalie J* sailed in full compliance with their rating certificate. The paid professional should have checked his facts before making wild accusations. Shame on you, Mark Reid.

Philip O'Niel III

Philip is commenting on the July 21 'LL: Visiting with Vesper and Dawn Riley in 112th Chicago-Mac, by correspondent Mark Reid. In that story, Santa Cruz sailor Morgan Larson, who sailed aboard the TP52 Vesper, said the following: "We had a little dispute with [the TP52 Natalie J] because they used a masthead jib they were not rated for in order to get out to the wind line." Larson added that they probably weren't going to protest Natalie J over the sail. "They hoisted a staysail up from the bowsprit to capture the higher wind, which wasn't legal to their rating certificate. But, they sailed an amazing race anyway!"

↑↓ I'D LIKE TO SET THE RECORD STRAIGHT

Phil O'Niel, Bora Gulari and the entire team of *Natalie J* are great sailors, but more than that they are of the highest integrity. My comment to *Latitude's* reporter was expressing our congratulations on beating us. I mentioned it was "our opinion" that we didn't think they used a sail properly to their rating. The rating office has been behind in reporting certificates, and it's likely we had not seen the current one. Regardless if my comments were taken out of context or not, I owe the team an apology as they were the better boat/team and earned their victory fair and square.

Morgan Larson, Tactician
Vesper, TP52
Newport Beach

Philip — Morgan Larson is correct. In making his comments to me about observations on Natalie J, he went above and beyond to congratulate the team on their victory. As did Vesper's owner and other crew members. I look forward to following up with Natalie J to discuss their tactics and perhaps why the "opinions" were noted in my story.

With respect, it is not, "Shame on me." I did not make the accusation. I interviewed a sailor, whom I quoted, and as with all my interviews, recorded. It did not seem like a wild accusation and certainly was plausible. My observation would be: Prove that it didn't happen and that particular sail wasn't used in the way that was potentially observed. — Mark Reid

↑↓ THE 51ST TRANSPAC HAS COME AND GONE. HERE ARE SOME MEMORIES FROM RACES PAST

I just love the jibe in the Molokai Channel. This being the last jibe to the finish at Diamond Head, after more than



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LETTERS



SHARON GREEN / ULTIMATE SAILING

You just gotta love downwind sailing in the Molokai Channel, says Chris Nash. Raymond Paul's 'Artemis', a Botin 65, steamrolled her way to a second-place finish in Division 2 in this year's L.A. to Honolulu race.

2,000 miles at sea, and many, many jibes before it. You want to finish, but the swell and big beautiful waves drive the feeling that you like this and want more. Wave after wave and the last jibe, bang! and you are off to a few mai tais and a lei. Awesome. Do you wonder why they go again and again? Wave after wave for days.

Christopher Nash
El Gavilan, Hawkfarm
Point Richmond

Chris was commenting on the July 14 'Electronic: Is 46 Seconds the Magic Number in the Transpac?', where sailor Rod Morgan analyzed a number of Transpac finishes.

Chris — Thanks for the reply. You probably don't recall, but we sailed together on your mom's [Jocelyn Nash's] 'Farm many times. She took me on my first boat race, known as the Buckner, on *Moonshadow*, and then asked me to be her bow for the rest of the year, which started my career in the trade. I also did her 'Farm's backstay in the companionway mod. She was one of the few that treated a PTSD vet with kindness, before we knew what PTSD was. The best!

Rod Morgan

Rod — Wonderful story about Jocelyn, who was way ahead of her time when it came to personal understanding of how people cope. I am proud that we sailed together, and yes, the backstay lead to center front cockpit was perfect, since we still have it there. (I ended up with the boat before Joc's demise.) I was right behind you in '83 on *Montgomery Street*.

Greg Paxton does not miss on many jibes, but those channel jibes with those close troughs make it difficult.

I recall having a wave over our stern as the bow went into the front wave onto the deck, just below the bowman's butt, as I made it through that Molokai jibe. I stalled to relish the moment and listen to the boat and wave, hear "Made," and with a little kick, off we went on that last jibe. I can feel it now.

Fun writing with you Rod, and thanks for the memories of Mom. PS: I enjoy watching some of the kids I helped teach to sail, who are on their way to Hawaii right now!

Chris Nash

Chris — Jocelyn and Jim Jesse approached me at Chris Corlett's memorial, "I don't remember your name, but damn, I loved sailing with you, I wish I had helped you out in the



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LETTERS

trade more, you should have been a star."

I puddled the floor. Gosh, a lifetime highlight.

Paxton didn't blow the jibe [near the end of the 1983 Transpac, when the Olson 40s *Prime Time* and *Spellbound* were neck and neck in the Molokai Channel]. We put it off as long as possible, knowing that if Warren Seward and I left the transom for port side mast, we'd unload the rudder going forward, heel to port, and the keel knew just when to bite and finish the turn. Paxton couldn't — he was in the water, but the swells were long, wide, and far enough apart while in the trough that the boat surfed on her beam till we popped back up and took off. I would love to see the nonexistent video from *Prime Time*!

Yep, Joc has a place in my heart forever.

Rod Morgan

↑↓ A WORD FROM THE OWNER OF *SPELLBOUND*

Thanks for the story. *Spellbound* seems to like close finishes.

After the 2010 Pacific Cup, I was using the bathroom, and another competitor muttered about a lousy five minutes. Turns out it was the fourth-place boat in Division C. *Spellbound* was the third-place boat.

Bob Gardiner
Spellbound, Olson 40
 Sausalito

↑↓ DREAMING OF WARM, SUNNY LATITUDES

Since 1978, when I first read your fine publication, I have dreamed of one day doing the Transpac. But just reading about it might have to be enough; I'm 75 and in New Jersey. Thank you.

Tony Bindel



SHARON GREEN / ULTIMATE SAILING

Tony — It's not hard to dream turquoise dreams about racing from California to Hawaii. Above: We are 99% sure that this is John Raymont's Ker 51 'Fast Exit II' heading for the finish line in this year's Transpac. Read much more in our feature on pages 58-62.

↑↓ MIXED FORTUNES IN THE TRANSPAC

I was hoping to see some mention of another team with a notable father/son connection: Division 4 winner (and third overall) Jack Jennings aboard *Pied Piper*.

He repurchased and refurbished the Santa Cruz 70 his late father, Richard Jennings, had successfully sailed on the Great Lakes. Jack's current Transpac crew combined Midwest sailors from his father's generation with his own sailing peers. A wonderful legacy and tribute from father to son and son to father.

Gwyn Jennings



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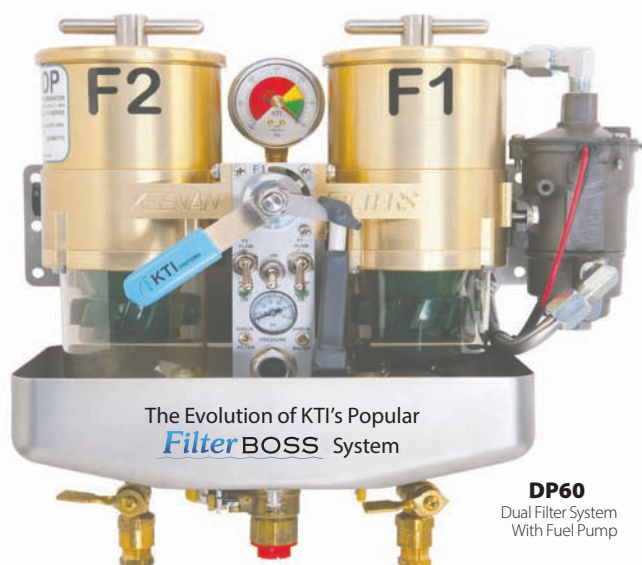


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LETTERS

Gwyn was commenting on the July 26 'Electronic Latitude with the same name as this letter.

↑↓ I CAN'T WAIT TO BE OUT THERE AGAIN

I did the 2019 Transpac on the Cal 40 *Highlander*. We had five crew and did a four-hour on, five-off watch. We stuck to this the whole race, unless we had an all-hands-on-deck event — which always seemed to happen at night.

The colder first week of the race was about staying warm and sleeping every off-watch. When it got warm, we were on deck more, where it was cooler than below. Spare sail bags at the bow became a great place to take a nap. We ran the engine for an hour or two at night to charge batteries, and it was noisy and hard to sleep with that going on, but it needed to be done.

I can't wait to be out there again. Pacific Cup, hopefully?

Greg Clausen
Pacific Northwest

Greg was commenting on the July issue's Max Ebb — A Lot of Bunk.

↑↓ WE NOW JOIN THE 2020 OLYMPICS

Sorry to say that Olympic sailing has not been one of our strong sports for many years. Even sorer is the very limited US TV coverage of it. The majority is of small class boats, most with a single crew member, that are hard to sail.

Steve Colitz



US team members Anna Weis and Riley Gibbs finished ninth overall in the foiling Nacra 17 catamaran Olympic class.

↑↓ PUSH

Nice job, US. Push hard and get the US back as medal contenders and win some gold!

Memo Gidley
Basic Instinct, Elliott 1050
Sausalito

↑↓ OLYMPIAN-LIKE EFFORTS TO FIND SAILING ON TV, AND ADVICE THAT MIGHT BE USEFUL IN THREE YEARS

It's been a bleak year for US Olympic sailing.

As for watching it, the NBC Sports streaming app has been awesome. It's a huge upgrade over years past. Broadcast coverage has sucked for decades. You only get 10-15 minutes of sports in an hour, and it's limited to sports where the US is likely to medal. The rest is commercials and human-interest features.

On the other hand, the streaming app lets you pick the sport you want and watch pretty much from beginning to



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LETTERS

end with limited commentary. The app has Gary Jobson commenting, and he's not bad. The only downside is they only cover one race at a time, so if there is competition on multiple courses they have to pick which one to watch.

Tod Beebe

Tod — Gary Jobson only rates as "not bad"? He has been the voice of sailing for more than 30 years! He is sailing's Al Michaels, Mike Emrick and Vin Scully. He's a legend!

↑↓ REGATTA SCORING PROGRAM JIBESSET TURNS 10

As a Jibeset prototyper, I've used Ray [Irvine]'s system since before it began. It's only gotten better! User friendly — for both race committees and racers. The upside is I can see all my successful races and tracks. The downside is I can see all the not-so-successful races! Nancy (the 'real' Nancy, not the boat *Nancy*) can follow me. I use my cell phone and it works just fine. It's free for racers. I can't understand why everyone doesn't use Jibeset. (An unpaid, unsolicited ad.) Happy birthday, Jibeset!

Pat Broderick
Nancy, Wyliecat 30
Sausalito

Pat was commenting on the July 16 'Lectronic Latitude with the same name as this letter.

↑↓ HURRAH FOR RAY FROM THE SSS

Ray has been available to us at the Singlehanded Sailing Society for years, writing code in order to include our racers who all have different trackers as they sail to Kauai — saving them money, but not a headache for himself.



When he's not writing code, Ray Irvine — the founder of Jibeset — races his Catalina 34 'Crew's Nest', which is leading the group above in a 2018 Golden Gate Yacht Club Midwinters race.

I remember meeting him on the GGYC dock during the Three Bridge Fiasco in 2010. He was sitting in a corner pecking at his laptop. When I asked him what he was doing he responded in typical Aussie/Ray style, "I'm writing a program to introduce some clarity for you lot."

Clarity? During the Fiasco? It just did not compute. Yet here he is, 10 years later, having introduced not only clarity, but much more. Thank you, sir. We of the SSS salute you.

Jackie Philpott
Dura Mater, Cal 2-27
Point Richmond

↑↓ US COAST GUARD RELEASES 2020 BOATING SAFETY STATISTICS

Thanks to the USCG for compiling this useful annual report. If you follow the provided link and look deeper into



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LETTERS

the actual report, there were very few accidents and deaths associated with sailboats in 2020; about 1% of total boating deaths. Sadly, some were kids and younger adults. Alcohol was not a major factor in sailboat accidents.

But let's all be safe out there, OK?

Peter Detwiler
Sacramento

Peter was commenting on a July 16 'Electronic with the same name as this letter. Go to www.uscgboating.org/library/accident-statistics/Recreational-Boating-Statistics-2020.pdf (or <https://tinyurl.com/2h8kzyv4>) for the report.

IT'S THAT TIME OF YEAR WHEN WE START TALKING ABOUT SAILING IN MAINE

Our entire family heartily endorses your recommendation to try sailing in Maine! We have been lucky enough to spend all or large parts of five summers sailing and cruising in Maine (1999, 2005, 2006, 2007, 2009), and we loved it every time.

We were typically based out of Bass Harbor, Southwest Harbor or Northeast Harbor, all on Mount Desert Island, which our daughters still refer to as our family's "home away from home." We cruised as far east as Roque Island, and all the way down the Maine coast when heading south.

Loved the sailing, islands, coves, small towns, local people and, of course, lobster. We still miss it!

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

David was commenting on the August 2 'LL: Have You Tried Summer Sailing on the Coast of Maine?

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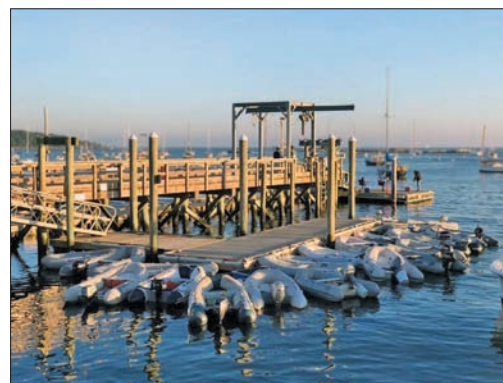
Maine is beautiful when you can see it. Many years ago, we left S.F. and sailed through the Canal and up the East Coast to Maine, as my wife wanted to see LL Bean in person. Great trip, but we ended up in Portland for over a week as the fog was so thick we could not see the bow of our boat.

Peter Bennett
Destiny, Swan 46
Bay Area

MY MAINE BOATS

One of the reasons I now live in Maine is the sailing. Earlier, I lived in S.F., Berkeley and Marin, worked at UCSF, the Oceanic Society and San Francisco Baykeeper, and sailed my Ericson 35 *Triton*, as well as my Cal 20 and other boats, sometimes cruising from Cabo to Juan de Fuca.

With my Maine boats — a Seawind 1000, Ericson 32, a cold-molded 34, and a Hobie Adventure Island Trimaran —



SCOTT DESAULNIERS

Cruising is alive and well in Kittery, southern Maine — just across the New Hampshire state line — as seen here in September 2018.

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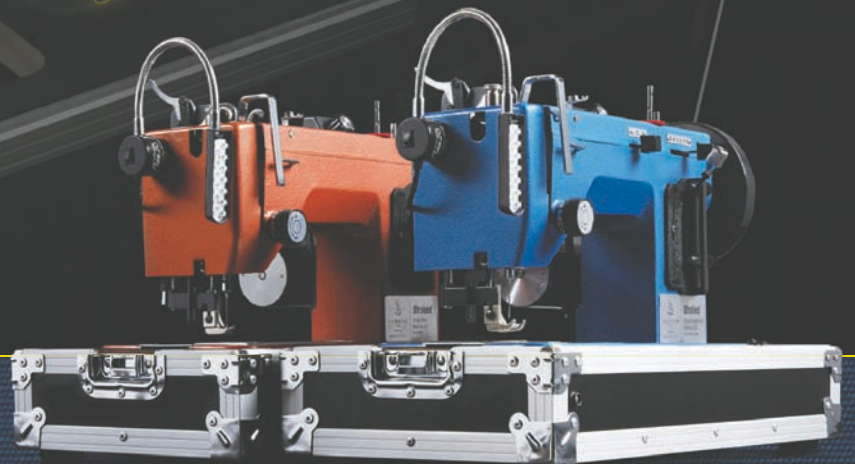
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LETTERS

I've sailed the Damariscotta River, Penobscot Bay, Bras d'Or Lake, Chesapeake Bay, and up to Nova Scotia and Cape Breton.

Although my sailing season is shorter now, cruising Pen Bay's 200+ islands and amazing anchorages, combined with the beauty of the Downeast and Maritime coasts, really lights my fire.



LATITUDE / JOHN

'Latitude' publisher John Arndt snapped this photo during an afternoon sail on Harpswell Sound, Maine, aboard his cousin's Pearson 32 'Voyager'.

Mike Herz

Flying Circus, Seawind 36 catamaran

Damariscotta, ME

Founder, SF Baykeeper

Past Commodore, Singlehanded Sailing Society

Mike was commenting on the 2018 'Electronic Latitude The New New England, Part 1.

↑↓ NORTHERN CALIFORNIA'S COVETED CRUISING GROUNDS: THE DELTA

I have been sailing the Delta since 2003. I believe it's one of the best-kept secrets in the Bay Area. I see many sailboats motor through on their way upriver, and then motor back.

Hello! It's one of the best downwind runs there is!



LATITUDE / CHRIS

Downwind to the Delta. That's John and Doreen Abbott's Catalina 30 'Shellback' near Pittsburg, in the company of Express 27s and Moore 24s, on their upriver journey during the 2017 'Doo Dah Ditch Run'.

All those folks who do the Delta Ditch Run every year sure agree. The trip back to the Bay can be a challenge; just be prepared to reef and get a great workout with lots of tacking.

Grant Kiba

Take 5, Ericson 27

Antioch

↑↓ A THOUGHTFUL DISCUSSION ABOUT THE MOVIE ALL IS LOST, BUT NOT BEFORE A MAJORITY OF SAILORS VOICED THEIR DISPLEASURE

Tried twice, didn't get past the first 20 minutes. I know it's Hollywood and we sailors should let some things slide, but it was terrible, and I highly *do not* recommend it.

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LETTERS

Captain Ron is more believable (and actually fairly accurate).
Adam Hauck

A monkey would have made better self-rescue decisions.
Worst sailing movie ever!

JC Dva

If you watch it with the idea that the main character has dementia, it makes perfect sense.

Christine Watson
Cal 36
Wickford, RI

Robert Redford is of course one of the all-time great actors. In the name of a Hollywood movie, I was willing to let a number of details slide, but there were just too many unrealistic scenes coupled with a series of ridiculous decisions to compound an already dire scenario. I'm guessing non-sailors may have gotten some entertainment value.

Andrew Kerr



LIONSGATE

Andrew — I totally agree. Did they not have at least one qualified sailor on their advisory panel? It got to be embarrassing to watch.

Latitude Nation was not shy about voicing its opinions on the 2013 film 'All Is Lost', written and directed by J.C. Chandor, and starring a mostly silent Robert Redford.

David Wagner

Andrew and David — A great actor could have at least acted like he knew something about sailboats and sailing!

Vallejo Yacht Club

I thought there should be a "Skipper's Cut" (instead of a Director's Cut), with a voiceover explaining how many things were wrong/improbable/silly. I watched it in the cinema with a friend who wanted to see it with me. She was happy it was a matinee, because I was laughing so loudly in some parts.

Elisa Williams
Alameda

This movie missed the mark horribly.

I have a friend who worked on this film, and he claims that Redford specifically didn't want any professional advice about sailing techniques.

It showed.

Redford was also very upset when he didn't even get a single awards mention — something about his movie was better than *127 Hours*.

The fact that so many panned this film confirms that he missed the mark completely with his "metaphor." Next time, Redford should pick a venue he knows a little something about.

It ain't sailing.

Jeffrey Matzdorff

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LETTERS

↑↓ **WAIT!, AND CONSIDER THIS . . .**

Guys! Before you call this movie stupid: This is *not* a sailing movie. Think about it: It's about man's life; any man's life.

You wake up one morning to discover that your boat (job, family, relationship, health, etc.) is sinking. You do what you have to do, but more is coming. Nobody hears you. (Broken radio is a metaphor, guys.) Society ignores you even when you are right there screaming for help. (The passing container ship is a metaphor, guys!) And when all is lost, it takes another human being, a stranger, who reaches down to you and saves your life.

Now tell me this never happened to you.

Giorgi Muchaidze

Giorgi — OK, I like the metaphor idea. But I would have liked it better if he would have reefed at night!

Svendsen's Bay Marine

↑↓ **WHAT'S REALLY BAD ABOUT THIS MOVIE**

I agree with the commentor who considers the movie an allegory on life. I look at it as a man who suffered some terrible loss and is running from his life. He literally knows nothing about boats or sailing — that's quite clear, and is what makes sailors hate the movie. Imagine, instead, you're a seriously depressed person who decides to run away with the first thing you see, be it a plane, submarine, spaceship — whatever. Just something totally outside your sphere. That's this guy.

What is bad about this movie is that, in making it, they wrecked three Cal 39s, and I didn't get to raid them for parts.

Bob Walden

Sea Star, Cal 39-3

Point Richmond



Another Cal 39 is sacrificed in the name of making art and telling stories.

↑↓ **LISTEN, LEARN, GROW**

Glad I'm a woman — and a sailor! Listen, learn, grow and evolve along the way! Nobody wakes up one day to realize they're losing everything unless they've missed a gazillion clues along the way and were too slow to address or acknowledge any of them.

Painful movie.

Metaphor or not, Redford was out of his realm when he approached this film without professional advisors.

Deirdre Collins

Moxy, Moore 24

Point Richmond

↑↓ **FIGURATIVELY, NOT LITERALLY**

I've been sailing since I was 12. It's a brilliant film — not a how-to manual.

Rob Allyn

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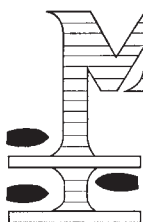
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LETTERS

↑↓ SMALL NOTHINGS

I enjoyed the movie precisely because it shows how "small nothings" take an outsized importance at sea, and how it's the accumulation of these little mistakes that leads to catastrophic outcomes. It was the best medium for me to explain to my family how we prepare for an ocean passage, so that we don't end up like poor Robert.

Clara Cambon-Thiébaud

↑↓ THE CHARACTERS YOU MEET

I found *All Is Lost* to tell the story of a man that actually does occur in boatyards around America. I often recommend this movie as a teaching movie. It is a textbook case of what *not* to do, and you can see in the photography some of the deficiencies of an old boat that should have been attended to before going offshore.

Not often, but every few years in my travels (around marinas and boatyards, by water and by land), I do come across that slightly unhinged gentleman who quite apparently had a successful past, but for whatever reason found a bad transition into a retirement without any family. He's got some style, but is by himself and away from his family that he worked hard for, and paid for, as they grew up. For whatever reason, suddenly he has nothing, except for some side money. He does the math, buys a boat and lives at the dock drinking and thinking about his situation, and after a while, decides he's lost it all and he's just going sailing, no matter what.

I know this is a different insight, and I didn't critique the plot or the nautical nature of the content, but this is what I saw the first time I watched the movie. (I did see it for free.)

I've spent my life sailing and coming and going from docks and boatyards. Not all of these characters get to the final stage of the "big sail," but they all turn out to be interesting people whom I'm better to have known, and I'm pleased when our paths cross once again.

Chris Johnson

↑↓ YOU DO EVERYTHING RIGHT, BUT . . .

The thing is there are lots of ways that he could have made the right decision all along and still wound up in that position through no fault of his own. That would have been a better sailing movie and as a metaphor. You do everything right, but you're still screwed. My \$.02.

Peter Kacandes
San Francisco

↑↓ MY REAL-LIFE EXPERIENCE WAS A LITTLE TOO SIMILAR TO THE MOVIE

I bought my current sailboat in San Carlos, Mexico, in May 2014; I left San Carlos one week after watching *All Is Lost*, and two weeks after Hurricane Odile. It was 62 hours to Cabo, and 82 hours to Turtle Bay. Someone told me, "Marcos, *big south wind mañana*."

I pulled up anchor and left. At 10 p.m. outside Cedros, the Raymarine autopilot wheel drive disintegrated. I hate giving up miles, so I cleared the north end of Isla Cedros and locked the steering wheel north by west and went to bed. At 6 a.m., I awoke to 27-ft waves with a long train. Then the wind came.

I was hand steering until 6 p.m., then dropped the reefed main, tied myself into the bunk, and was out like a light. At 3 a.m., I slid down a wave and *bam!* I was out of bed; there was no freaking moon and overcast, pitch-black skies. I saw nothing. I pumped the bilge and went back to sleep.

LETTERS

At 6 a.m., I unrolled the jib and returned 100 miles to Turtle Bay to order a new autopilot. It took five weeks for the mail, and I ended up being there for the Baja Ha-Ha. My old buddy Richard Spindler parked right behind me.

In Mexico, a south wind means it is blowing *toward* the south. Lesson learned. The autopilot finally came, and 62 hours later, I was in San Diego; 20 more hours to Ventura Harbor Boatyard, where we found chunks missing from my full keel, exactly eight feet center to center. I can only guess that it was a shipping container.

Mark Anderson
Windward Passage, Catalina 42 MkII
Gig Harbor, WA

⬆️ WORKING HARD AND FALLING SHORT

Rambo hardly talked either, and I wouldn't want to go sailing with either of these characters.

Seriously, when this movie was originally released, I posted that it was not only the worst sailing movie ever, but its existence set sailing as a pastime back 10 years. A friend who's friends with the writer's sister protested, citing that the director worked really hard on the film.

To which I said, "I visited the set of one of the worst movies ever made, and I can tell you that people work hard on terrible movies, too."

Dave Santangelo

Dave — It's true, even the worst movies, plays, songs, architecture and, ahem, sailing magazines have a team of hard-working, passionate and ambitious people behind them, giving it their all, and making what they believe to be good, or even great work.

We understand there are times when you think something is so bad that you just want to shake the person or people responsible and ask, "What the hell were you thinking?" We believe in being critical, in not haplessly swallowing whatever we're spoon-fed by the entertainment industrial complex, or any purveyors of substandard work.

But hey, man, at the end of the day, art is subjective. If we don't like something, we'll give a thoughtful critique, shrug our shoulders and say, "Not our cup of tea."

⬆️ MUSING ON 44 YEARS OF LATITUDE 38

I discovered *Latitude* in 1982 while working at Ford Aerospace in Palo Alto. If my memory is correct (doubtful), I picked up a copy across the street in Mountain View at an early West Marine. Five years later, I bought a Pearson 35 on Chesapeake Bay and moved aboard.

In 1991, I shipped s/v *Sun Po* from Annapolis to Redwood City (specifically Pete's Harbor), then later had the boat in Pelican Harbor and Pier 39. I sailed San Francisco Bay for 10 years and then headed over



LATITUDE/ANNIE

"You're not really writing about sailing," legendary boat designer Tom Wylie once told us. (We're paraphrasing here.) "What you're really writing about is 'the dream'. It's the dream of selling everything and quitting your job, untying the docklines, heading under the Golden Gate and sailing into the horizon."



NEW ENGLAND ROPES

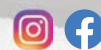


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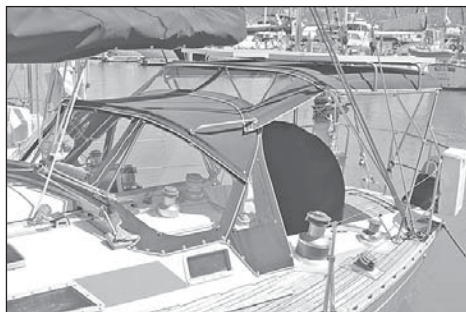


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LETTERS

to Hawaii. Longtime *Latitude 38* fan.

Dennis K. Biby
Sun Po, Pearson 35
Formerly in the Bay Area

↑↓ FIRST ISSUE MEMORIES

I remember that copy. It didn't have an issue number. I sailed out of Sequoia YC on a 1973 Ericson 29 with a suit of Pineapple Sails. Kame [Richards], Sally and Jake were great, providing advice and tips on sail trim.

Bill Reisinger
Past Commodore, SeqYC, 1979

↑↓ THAT COVER IS THE GREATEST THING I'VE EVER SEEN AND YOU, SIR, ARE A GOD AMONG MEN

Wow! That [cover] is a real piece of art! Brilliant composition, iconic simplicity, worthy of turning that into a poster. @spindlerrichard, that is a work of genius.

Tim Dick
Malolo, Lagoon 42
Mexico
Baja Ha-Ha Veteran, 2018

↑↓ JUST NOT AS GOOD

Latitude 38 is just not as good now without Richard [Spindler] at the helm.

Mark Anderson

↑↓ THAT'S, LIKE, YOUR OPINION, MAN

Richard always had an interesting point of view and a great voice in *Latitude* and is missed. All things evolve, and John and his team are doing a good job of expressing the *Latitude* point of view we all enjoy.

Gerry Douglas

Readers — We're not gonna lie, we took Mark's comment kind of personally.

We will be the first to admit that *Latitude 38* is not, and could never possibly be, the same magazine as it was under Richard Spindler, aka the Grand Poobah, aka the Wanderer. But we take seriously the torch we've been handed, and we pour our heart and soul into all things *Latitude*. But as we said in a previous thread, just because people work hard on something doesn't mean everyone will like it. We knew that we could never fill Richard's shoes, and that we would suffer simply by comparison. So we never, ever, tried to imitate him. We've just tried to be ourselves.

It wasn't just the man, it was the times: In the late 1970s, when *Latitude* was founded, sailing was in its gilded age. New marinas around the Bay offered low-cost slips for your 25- to 38-footer. Regattas were packed with hundreds of boats. Sailing had become middle-class — and how the people partied(!), which is to say half naked, whereupon they would send Richard the photos. Even as skin went out of fashion (or was relegated to darker corners of publishing), the

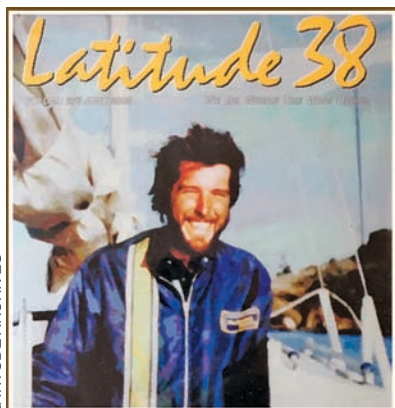


Richard Spindler, in some coastal town, somewhere in the world, some years ago.

LATITUDE ARCHIVES

LETTERS

LATITUDE ARCHIVES



magazine evolved into bigger, better versions of itself. In the pre-internet boom of the late '90s and early 2000s, an issue (or tome) of Latitude came in at well over 300 pages, thick with ads from a booming sailing economy full of thriving chandleries, sailmakers, boatyards, etc.

Don't hear us saying that Richard lucked into an auspicious time. He was — and remains — a superior writer and storyteller. His voice is boisterous and incisive; he can be irreverent and grumbling, he can be zen and self-reflective. Richard swashed and he buckled. He was, and remains, not just a participant at the party, but the party itself. For over a generation, hundreds of sailors have followed him south, as if a great flock migrating, instinctively following the leader of the pack.

His advice to writers back in the day was: "No meat and potatoes. Only the iconoclastic, something that challenges the status quo." Even his design of the magazine (we're talking to you, Sightings) was meant to break rules and create something unique. Even the bylines in Latitude are different; they come at the end of the story, rather than the beginning. Readers often wouldn't know who was speaking until the end of an article.

Keep in mind, Mark Anderson, that Latitude 38 has always been a magazine of, for and by the people. There's no question that Richard was the principal voice, visionary and editorial force behind the mag — the center of the Latitude galaxy — but the magazine has had tens of thousands of sailors contribute over the years, speaking in a singular, 'royal we' voice. And everyone brought their peculiar little niche to these newsprint pages.

Almost five years ago now, we started writing about our concern for the environment, local racing and Delta cruising. And we wanted to practice good journalism. Where Richard always led with opinion and then gradually found nuance, we've done exactly the opposite: We've strived to present stories from all points of view, and only then gravitate toward opinion. We're proud of, and have worked hard on, stories that we think are important to the sailing community.

But let's be honest: We'd all rather read something fun instead of a piece of straight journalism. We'd rather hear a fire-and-brimstone opinion (or a simple "fuck off") instead of a long, thoughtful analysis attempting to contextualize the issue. (You know, kind of like the one you're reading now.)

So WWRD? What Would Richard Do? What would Richard say to a comment like Mark Anderson's? We honestly don't know. All we can say, Mark, is that times change, and nothing lasts forever.

Latitude 38 has evolved again, this time beyond its brain-child. Latitude has become bigger than any one person — it's an institution. Maybe some day, when we're gone, another Richard will come along, and he or she will be the perfect person for the time. When that time comes, we'll be the first ones to line up for the new issue.

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

"First comes love, then comes marriage, then comes a sailboat in a baby carriage."

How did that not make this month's Caption Contest(!) comments? Perhaps there's a generation, or some other cultural gap, but ... never mind, moving right along. When you really stop to look at it, this boat is quite nicely done. And, we'd love to know what its name means. But as we don't have the answer to that question, we'll share what we do have. Ten great captions, and one that caught our eye above all others. Here we go ...



CREDIT: THE INTERNET!

Our favorite: "Lydia was very young when she decided to retire from her responsibilities and sail around the world." — Ed Neiman

And the next top 10, in no particular order. Except for the first one, as it came a close second to winning.

"Boaty McPramFace." — @nsm500.

"After reading the ad again, John realized the term 'trailerable yacht' was a bit misleading ..." — Mark McNearney.

"The Travelocity gnome decides to head out on his own, sailing his rubber baby buggy bumper ..." — Mark Caplin.

"The minuscule European Duchy of Grand Fenwick, launching their entire naval fleet against the United States. Prime Minister Count Mountjoy's crafty plan: Lose to the Americans." — Kelvin Meeks.

"Cap'n Nat was disappointed to learn that his latest design was faster on its test rig than it was in Narragansett Bay." — John Tennyson.

"Drought sailing! Climate change be damned!" — Rosann Allenbaugh.

"When I grow up I'm going to grow another mast and be a schooner!" — Dave Peterson.

"Wife: We need to sell the boat and get a car." — Jacob.

"Introducing The Galway Hooker Pram! It really gets around!" — Deidre Collins.

"Every few years these wind-powered baby buggies try to make a comeback." — Mark LeVander.

"I am the master of my fate, I am the captain of my soul." — William Ernest Henley.

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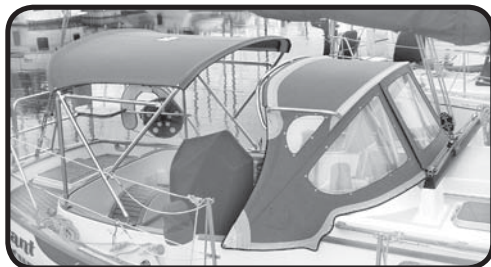
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sailing women take on ocean plastic crisis

Plastic is designed to last forever, but we use it for products that last for minutes. Worldwide, an estimated 11 million tons of plastic are dumped into the world's oceans every year. eXXpedition is a female-only sailing venture planned to circumnavigate the globe examining the causes of plastic pollution. Founded in 2014 and under the leadership of ocean advocate and skipper Emily Penn, the organization sponsors hands-on sailing expeditions to better understand the growing plastic disaster and look for solutions. In 2019, eXXpedition launched a three-year, round-the-world expedition that would include 30 voyages of 10-woman crews sailing a combined total of 38,000 miles.

With her sailing and science background, Santa Cruz marine biologist and sailor Rikki Eriksen was a natural fit for the project. She joined the

ERICA CIRINO



all-women team for the longest leg of the journey, from the Azores to Antigua, more than 2,200 miles. The crew, who would be in each other's pockets for the next five weeks, included an author, a photographer, a women's advocate, a government bureaucrat, a teacher, a scientist, a skipper, the first mate, a representative from the

plastic industry, and Eriksen, the marine biologist. They met as strangers and parted as best friends.

Their vessel was *TravelEdge*, a sturdy 73-ft steel ketch with the highest safety rating possible — MCA Category 0. She was equipped to sail anywhere in the world in any conditions, and specially chosen by the British army for an expedition to Antarctica. She kept the female crew members safe and secure, even during the two record-setting storms the Azores crew encountered late in the hurricane season. "We shared 17 sunsets and sunrises, ate 55 packets of biscuits, and conducted 300 scientific studies," Eriksen says with a laugh. "We danced, we cried, we braided hair, we laughed, and we cranked winches. We cleaned up beaches and met with ministers in different countries. Nobody ever yelled on the whole trip. We cooperated rather than competed. This was by far the best crew I've ever sailed with. The positive, supportive atmosphere was refreshing — it was magical how patient we were with each other. And of course, chocolate, midnight biscuits and singing at the moon helped.

"The ocean looked amazing," Eriksen explained, "but our surveys revealed a plastic soup — the water was filled with microparticles. We found a plastic spoon 1,200 miles from land. I did a back-of-the-envelope calculation after a baleen whale followed us for days. For each particle it ingested, only one in seven was actually nutritious food, the rest plastic. If the fish we eat are consuming plastic, then we will ultimately eat plastic. Some studies reveal we all have plastic in our systems."

Every piece of plastic that has ever been made still exists and will always exist. Over the course of the eXXpedition, the crew recorded half a million pieces of microplastic per square kilometer just on the top layer of water. The microplastic we see today is 30 years old, which means we still have much more floating around, breaking into smaller and smaller bits. "Plastic is not the enemy," insists Eriksen. "We designed it. We demand it. But that just means we need to take responsibility for it."

After five weeks with eXXpedition, Eriksen returned more on fire than ever about empowering women and protecting our ocean. In her work as director of marine programs for California Marine Sanctuary Foundation (CMSF) in Santa Cruz, Rikki focuses on ocean plastic, sea-level rise, protected areas, and offshore wind energy, providing leadership and outreach with partners statewide.

One CMSF team works on plastic along the West Coast. "We have a

continued on outside column of next sightings page

all the latest deets on

Latitude 38 is excited that the Crew List Party will return to the Bay Model Visitor Center in Sausalito on the evening of Thursday, September 9. However, a few details have changed due to evolving event protocols.

Most importantly, we will be holding the party outside, in the plaza in front of the Bay Model, and not indoors. (This is Sausalito — dress in layers!) Because the sun will set at 7:30 p.m., we've shifted the times a bit earlier. Instead of 6-9 p.m., we'll hold the party from 5:30 to 8:30 p.m.

Unfortunately, Dick Markie of Paradise Village Marina and Geronimo Cevallos of Marina El Cid have had to cancel their trip from Mexico to the Bay Area and will not present their cruising seminar that normally precedes the Fall Crew Party. There's a possibility that we may be able to share a virtual seminar with our attendees, but that's yet to be confirmed.

SOPHIE DINGWALL



Inset left: Dr. Rikki Eriksen. Above: The crew who crossed the Atlantic together in front of the Antigua Yacht Club. Below: 'TravelEdge', a steel ketch built for any conditions. Right: The crew enjoyed a contest in full costume made of plastic at the halfway mark across the Atlantic, but festivities were shortened to 20 minutes due to an approaching squall.

EXPEDITION



the crew list party

However, we do expect the San Francisco Sailing Science Center to be on hand with an entertaining and educational exhibit.

Call of the Sea's tall ship, the *Matthew Turner*, will offer tours on deck only (not down below) from 5 to 6 p.m. The brigantine is docked right out front.

There is a \$10 entry fee for the party, but that's waived for the captain and one crew from each boat officially registered for the 2021 Baja Ha-Ha. Parking is free.

We're working on booking a food truck to serve hungry sailors. Spaulding Marine Center will manage the no-host bar.

You don't have to be on a Crew List to attend the party, but it's a great way to get started. Find the lists on our website at www.latitude38.com/crew-list and use them for free.

We're requesting that all who attend be vaccinated, and we'll have masks and hand sanitizer available. We are closely monitoring

ocean plastic crisis — continued

team of specialists working with coastal agriculture, researching ways to reduce the amount of plastic from fields that could reach Monterey Bay. They work with rural communities and cities to improve water quality in rivers, creeks and storm drains," says Eriksen. CMSF also works with harbors and marinas to reduce the use of plastic, prepare for sea-level rise, and create a dialogue with anglers and boaters.

During the past year, Rikki set up her remote office from *Nari Nari* (the scientific name for the spotted eagle ray), a Hanse 44.5 in the Grenadines. When asked what she thought of the all-women crew, and now captaining her own vessel, Rikki lit up and said, "I've always been a decent first mate, but deferred to the wisdom, experience, and strength of male skippers and crew. There are so many strong, capable women out there, and it was just a neat experience to be a part of an all-women team. Women need to follow their dreams. I believe, as sailors, we are natural leaders, full of ambition, skill and passion. We may not be the strongest on deck, but as nurturers by nature, I think we have an ingrained commitment to protecting the planet for the future. But I admit the looks I get and the questions I get asked when boarded by Immigration are hysterical. 'No, I need to speak with the captain,' they demand. I dip below, don my skipper's cap, and pop into the cockpit with hand outstretched and reply 'Nice to meet you. Captain of *Nari Nari* here.'"

— rikki eriksen



genny tulloch takes a tack

Richmond resident Genny Tulloch's name became particularly well known in the sailing community and beyond when she was selected to crew aboard Roy Disney's well-publicized TP52 *Morning Light* some 15 years ago. Yet the Disney movie is but a small slice of her impressive sailing career. Both before and since her silver-screen debut, she's accomplished quite a few of the sport's bucket-list items. Furthermore, she's managed to transmute a professional sailing career into other arenas associated with both sailing and the Olympics.

Ask Genny about what events stand out in her career and you might want to sit down and take notes. "I think if you were to say what defines me

or makes me slightly different than other sailors, in some capacities, it might be the range or the breadth of my experience," she says.

When pressed, Genny acknowledges that winning ICSA's Women's College Sailor of the Year in 2004 stands at the top of her list. She was a sophomore at Harvard University, and attributes her win to her amazing teammates. The winning margin was slim, something like .07% over Anna Tunnicliffe. "It felt like verification of having just sailed an awesome year, and being rewarded with that title as a sophomore allowed me to set my sights a bit further and higher toward the Olympics after that."

Although the 2007 *Morning Light* experience ranks very high, "It wasn't a really difficult race tactically, and I wasn't involved in the tactics because I'd broken my arm and

I was sort of relegated to a trimmer/driver position on the boat, but not necessarily as much in the brain trust as I would have liked."

What really stands out for Genny was her experience aboard Chris Welsh's Spencer 65 *Ragtime* in the 2008 race to Tahiti. "I was a watch captain and kind of equal tactician to Chris. We made a really good tactical call at the beginning to go south through the doldrums early on when everyone else went farther west. We ended up kind of being propelled by tropical storms all the way to the finish. And unlike *Morning Light*'s flawless condition, *Ragtime* was an older boat and required daily attention. "We lost our engine on Day 5, and we were running off a generator after that. We were sailing by the stars, and it was just a really cool modern, yet old-school, way of sailing that I super-enjoyed."

Of course, who can bypass the Olympics as one of their top 10? Genny campaigned with Alice Leonard and Jenn Chamberlain aboard an Elliott 6m, reaching the trials for the 2012 London Olympics. It was likely a difficult time, not making it to the finals having spent two and a half years campaigning and living with her teammates, but competition was friendly and fierce. "We lost to Sally Barkow and Anna Tunnicliffe, whose teams went into the London Games."

Making a career change from professional sailing is challenging for most. Fortunately, the stars aligned for Genny when she got a call. "Sports commentating was just random. I wasn't looking to get into it. *Sailing Anarchy* knew me as a match racer, and at that time I was training for the London Games over in Europe." Seemingly in a matter of days, she was in Valencia working the America's Cup. Valencia led to further opportunities covering the AC45s about a year later, and opportunities started to fall into place after that.

Just weeks ago, Genny was working at the Olympics in Tokyo,

continued on outside column of next sightings page



crew party — continued

the global and local situation regarding COVID-19. We will adjust plans as guided by local restrictions at the time of the event and will notify all advance ticket holders of any changes. Payment will be refunded if the party is canceled due to COVID.

That said, you can still pre-purchase tickets online at <https://tinyurl.com/72f86xnv>. Or, you can pay at the door — just like in the good ol' days! Either way, we're really looking forward to seeing you.

We'll post updates on our Crew Party page at www.latitude38.com/crew-party and on *Lectronic Latitude*.

— chris

Inset left: Genny Tulloch with the Olympic rings in the background. Clockwise from here: an Airbnb promotional video; helming 'Ragtime' en route to Tahiti; aboard 'Morning Light'; the 'studio'; competing for Harvard University.



tokyo olympics

Although Team USA athletes won plenty of shiny metal at the Tokyo Olympics, none of them was competing in the sailing events. By now you know that American sailors came home from Enoshima empty-handed.

Among 'our' sailors, Riley Gibbs (Long Beach) and Anna Weis finished 9th in the Nacra 17; Stu McNay and Dave Hughes finished 9th in Men's 470; Pedro Pascual finished 9th in Men's Windsurfing; Stephanie Roble and Maggie Shea finished 11th in the 49erFX skiff; Nikole Barnes and Lara Dallman-Weis finished 12th in Women's 470; Charlie Buckingham of Newport Beach

continued in middle column of next sightings page

genny tulloch — continued

commentating for the Olympic Broadcasting Services. Public health concerns kept Genny in a hotel room, far from the sailing events at Enoshima. Realistically, commentators spend most of their time sealed inside a studio. "Ultimately, when you go live, you're in a booth with five dark walls and soundproofing," says Genny. "You're staring at a TV screen and trying to call it the same way that everyone who's looking at that screen is seeing it so that they understand exactly what you understand."

While in Tokyo, Genny was also working for Airbnb. Different from what might come to mind, she's heavily involved in their Olympian & Paralympian Online Experiences department. Individuals and groups can sign up for in-person Zoom calls with Olympians and Paralympians and participate in personalized question-and-answer sessions. The proceeds benefit the athletes. "It's my way of trying to support other athletes who are trying to make their dreams reality."

— ross tibbits



ALL PHOTOS COURTESY GENNY TULLOCH EXCEPT AS NOTED

finding and keeping awesome coaches

Sailing coaches are tasked with teaching our kids how to sail and — we hope — encouraging them to *want* to sail as a lifelong pastime. We chatted with three local (and highly regarded) coaches about how they coach and what the challenges are, specifically on the Bay.

Jack Barton grew up in Marin County as a successful youth sailor racing out of San Francisco Yacht Club. He started coaching as a teen, giving private sailing lessons and coaching at Tiburon YC. Barton, 25, is now a full-time sailing instructor at SFYC.

With an older brother she really wanted to beat on the water, Eliza Richartz was highly motivated as a junior sailor and went on to kick ass racing 420s nationally as a teenager. From Old Lyme, CT, Richartz sailed for Stanford University and is now studying veterinary science at UC Davis. She coaches part time for SFYC.

Growing up sailing in Hawaii at Kaneohe YC launched Adam Corpuz-Lahne's coaching career, starting with summer programs at KYC when he was 16. After college he was head coach/sailing director at Del Rey YC for three years, then managed a sailing program at the Marine Corps base in Kaneohe. He became a full-time coach at St. Francis YC in 2011 and is now the club's senior sailing director.

Barton, Richartz and Corpuz-Lahne are seasoned racers with many sailing days on San Francisco Bay. They unanimously agree that teaching kids to sail on the Bay, largely due to the conditions, is not easy, but by keeping it safe and fun, the learning does unfold.

"You want kids to love sailing, and you don't want to lose them by taking them out in gnarly conditions," Richartz said. "But the Bay is where we are sailing, so I try to instill that this is what it's usually going to be like."

She balances the reality of the conditions with a varied program to keep kids engaged. "Taking the focus off racing and keeping every practice simple — two to three concepts and a maximum of four to five drills — are strategies I like," she said. "I also get in the boats with the kids to facilitate certain learning techniques. They become really excited when you get in the boat with them — suddenly their competitive sides emerge, which really helps them engage."

COVID required that she modify her teaching style. She used to do a lot of meeting time and video, which wasn't easy to manage during COVID. Instead, she simply wrote the drills on a board outside and discussed them for five minutes before having the kids launch.

"It then became all about sailing time," she explained. "I didn't note any difference in the outcome, so perhaps it's a more successful approach, and more fun for the kids."

Working from a venue with limited beginner learning options, Adam Corpuz-Lahne starts kids in the small harbor adjacent to StFYC before venturing onto the Bay, making sure they are safe and comfortable in a boat from the outset. "High winds, current, ferries, tankers, fishing boats, recreational traffic — keeping track of all of that while on the water coaching is a big challenge here," he noted. "Safety comes first — especially in our venue, as things can go south very quickly."

With beginners and a safety-first policy, Barton starts with a lot of land-based drills, and on the water, drills he has control over. "We're not taking them out under the bridge in nuking conditions," he said. "We want to retain kids who are picking it up, as well as making sure they have fun to keep them motivated for the long term. It takes a lot of time in the boat and experience to get good at this sport."

However, like other local sailing organizations and clubs, SFYC junior programs are currently understaffed and having a difficult time finding qualified coaches. "We're having to train all levels together rather than having two groups, beginner and advanced," Barton explained. "We have some high school kids raised in the program who are now certified to coach, and we're lucky to have Eliza," Barton explained. "But outside of that we don't have any regular coaches, which is why I have been super-busy this year. We are looking to hire experienced sailors with a coaching background."

Corpuz-Lahne is also looking to hire suitable coaches, as his programs are compromised due to lack of help.

tokyo olympics

finished 13th in Lasers; Luke Muller finished 13th in Finn (the heavyweight dinghy's last hurrah at the Olympics); Farrah Hall finished 15th in Women's Windsurfing; and Paige Railey finished 37th in the Laser Radial.

Many events in other disciplines reminded us of X Games for young teens (lookin' at you, skateboarding), so we're especially looking forward to the foiling kiteboarding in three years — it will fit right in.

Evan Heffernan, whom we profiled elsewhere in this *Sightings*, hopes to be among the best and brightest in Marseilles in 2024.

Paul Cayard is looking even further

This page: "I started coaching because I loved racing sailboats," said Adam. "As I progressed as a coach, it became more about my interactions with my sailors and seeing them gain confidence in themselves, as well as spreading the love of sailing, not racing."



ADAM CORPUZ-LAHNE

— continued

ahead to L.A. 2028 — not as a competitor, but as executive director of US Olympic Sailing.

"This is more than a project; it needs to be a movement," wrote Cayard at the conclusion of the Tokyo Games. "That means broad support. I hope you are inspired to get involved. Support the junior program at your club, support an individual athlete who is dreaming big, or support the US Sailing Team. If you feel moved to contribute ideas, time or dollars, write to me: paul-cayard@ussailing.org."

Also see www.ussailing.org.

— chris

awesome coaches — continued

"We don't have anyone to take care of some of our race teams. Our 420 teams have fallen off, and my Nacra program has gone — there's been a lot of loss over the past 18 months."

He cites the area's cost of living and the fact that there's not a school or college near StFYC with a sailing team and qualified pool of talent to draw coaches from, as in other areas around the country.

"I haven't found anyone who has said, 'It's too windy, I don't want to come out there, so the conditions aren't the issue,' he said. 'We just live in an expensive place that's unaffordable for younger coaches, and we want folks who are comfortable operating within the boundaries of safety.'"

Barton is upbeat about his work and encourages others who may be considering a coaching career. "I am extremely lucky to be able to make a living spending each day having fun with a bunch of kids on the water. It couldn't be better."

— michelle slade

Near right: "I love coaching kids because I love sailing and the joy it has brought to my life," says Eliza. "I love knowing they'll have it as a lifelong sport, and it'll help them develop personally and professionally."

Far right: "I love coaching because I get to pass on my love for sailing and competing to a younger audience," says Jack. "I really love seeing kids get fired up and work hard."



GERARD SHERIDAN



SAN FRANCISCO YACHT CLUB



Jack Barton and Jim Harken.

evan heffernan — foiling to france

Evan Heffernan, 23, has launched a campaign for the 2024 Olympics. We first acquainted our readers with him in our March 2021 issue after he won the Florida portion of the new US Open Sailing Series.

Evan grew up in Santa Barbara. His parents weren't sailors, and he first went sailing when he was 6 or 7 with a Santa Barbara local, Pat Toole. "He flopped me in on his Laser because I was too young to sail with the Santa Barbara Seashell Association that my older brothers were involved with. From there I played water polo for a while and didn't really get into competitive sailing until age 14, in high school."

He studied computer science at Santa Barbara City College, which didn't have a sailing team. Surfing and sailing throughout high school, he "eventually put the two together and started training in kiteboarding, because I heard it was becoming Olympic. More recently I launched my Olympic campaign to go for it in Paris 2024, which will be the first year that formula kite will be added into the Games."

US Sailing, with sponsorship from West Marine, put together a national series of events to keep Olympic sailing active and busy here in the States. Three events in Florida during the winter were followed by three events in California during the summer. "Clearwater was the first event to include kites. We had a little training camp out there with the US kitefoil squad for a week and a half leading up to that." The series concluded in August with the San Francisco US Open Sailing Series.

"In late June, they had the San Diego event, which the kites weren't included in due to some logistical issues. But at the Long Beach event [July 9-11], we were included. Again, we had a little training camp there and then did the three-day event, keeping us all competitive. I came up second at that event with Markus Edegran taking first, which is awesome to see us kind of jumping around each other. Each of us moving up the leaderboard, and then someone improves in something, which allows everybody else to push a little harder in our team dynamic of training. When one person gets better, everybody else catches up pretty quickly and then keeps pushing the level up and up."

This summer, Heffernan also competed in the Kite Foil League California Triple Crown, also in its first year. The first regatta in that series was the Delta Pro in June up by Sherman Island. "It's a really great spot for kitefoil training, because it's really consistent, strong wind and allows you to get a lot of hours on the water. Leading up to that event, we camped there for a week and were all able to get a large amount of hours on the water, really put our training in, and push that leapfrogging. Then we had that two-

day event." The three-event series continued in Long Beach and concluded in Santa Barbara on August 21-22.

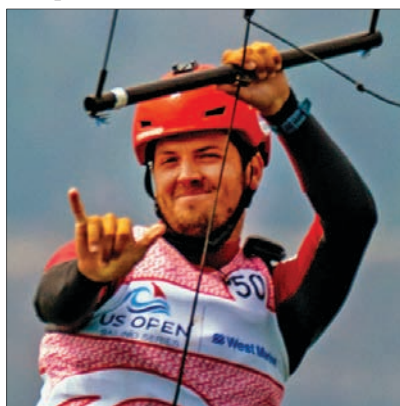
Heffernan won the event in June and finished fifth at the Seabreeze event in Long Beach in July. "I had some equipment issues," he explained. "My foil was starting to crack pretty badly, so I had to borrow a setup to get on the racecourse for that weekend. On the new setup, I was a little off pace from the group but definitely trying to stay in the hunt coming into the last event in Santa Barbara," his home waters.

At that event, the Leadbetter Classic, Evan finished second and placed second in the series after Markus Edegran.

"Being at home is always nice, and knowing the area is useful, but we've all trained together here, and many of the sailors have been here before. I think everybody knows the venue pretty well. It's really encouraging to see the leapfrogging happening within our group, to show that we're doing the right things. By the end of the quad, the ultimate goal is to have the US be on top, and the leapfrogging and group training will make sure that will

continued on outside column of next sightings page

SIMONE STAFF PHOTOGRAPHY



INSET PHOTO COURTESY EVAN HEFFERNAN

bradford island fire

A peat fire on Bradford Island in the Delta continues to smolder after almost a month. The island is built up on layers of peat; it's the peat that makes Delta soil so fertile for farming, but it also burns like charcoal.

During the first couple of days of the fire, thick brown smoke plumed out to the east and was easily visible for miles around. For most of August, it's been out of sight and out of (most) minds. This fire is small in terms of acreage and impact compared with the horrible Dixie Fire and the Caldor Fire. But people — plus livestock and pets — live on the island and had to be evacuated, though some stayed behind to fight the fire and protect their property. The island is surrounded by the San Joaquin River on



Left page and spread: Evan Heffernan kitefoiling in the US Open Sailing Series event in San Francisco on August 13-15. He placed fifth out of 17. Inset above: He's been a 'waterman' from a young age.

smolders on

the west and north, Fisherman's Cut on the east, and False River to the south. It is easily accessible by boat, and many a mast can be seen sticking out above the tules. The only vehicle access is via a ferry on False River. Bay View Boat Club has a summer camp there, with docks and structures. The docks are fine; some structures have burned. BVBC invited Delta Doo Dah sailors to party with them on Bradford Island in August the two years prior to the pandemic.

The island is not within a fire protection district, but the levee district has gotten involved.

Our source, who wishes to remain anonymous, reports that there has not been

continued in middle column of next sightings page

evan heffernan — continued

happen compared to the international fleet."

US Sailing helps support the athletes with coaching. "For the past few it's been Charlie McKee, an ex-Olympian in the 49er, but here locally I work with Willie McBride, who's also an Olympic coach in the 49erFX. He's a local and taught me sailing before his Olympic days, so I know him well and have been working with him on my personal side of the campaign."

He launched his Olympic campaign at the beginning of 2021. "2020 was definitely a hard year and put a curveball on everything. Normally it's a four-year campaign, but with the Tokyo Games getting postponed, I waited to launch it. In the background, I've still been doing the same thing: Training and trying to get as many hours on the water as possible. I launched in January 2021, working toward fundraising and trying to focus more on kiting full-time and putting my software development on hold. (I primarily do iOS development, software engineering.)

"Fundraising is definitely a hard task. It's a little bit of time management, and it's all slowly coming together."

Learn more about Evan and his campaign at www.evanheffernan.com.

— chris



SIMONE STAFF PHOTOGRAPHY

SIGHTINGS

experience good jibes wherever you want

A lot has changed since March 1977, when Richard Spindler's vision, *Latitude 38* magazine, first hit the docks and stores in print. It was the start of something special that continues today. The publication, with a circulation of 22,000 copies found in 700 locations along the West Coast, is dedicated to experiencing the world of sailing through the eyes of the West Coast sailor.

Over years of sailing my Cal 34 *Bingo* to and from Big Geiger Cove, Catalina Island, I've picked up many copies of *Latitude 38* on the waterfront. I first met publisher John Arndt when I was speaking at the US Sailing Leadership Forum in San Diego. His passion for sailing was as clear as tropical water on a sunny day, and his energy was magnetic. At that moment, little did I know our meeting would help launch a new podcast

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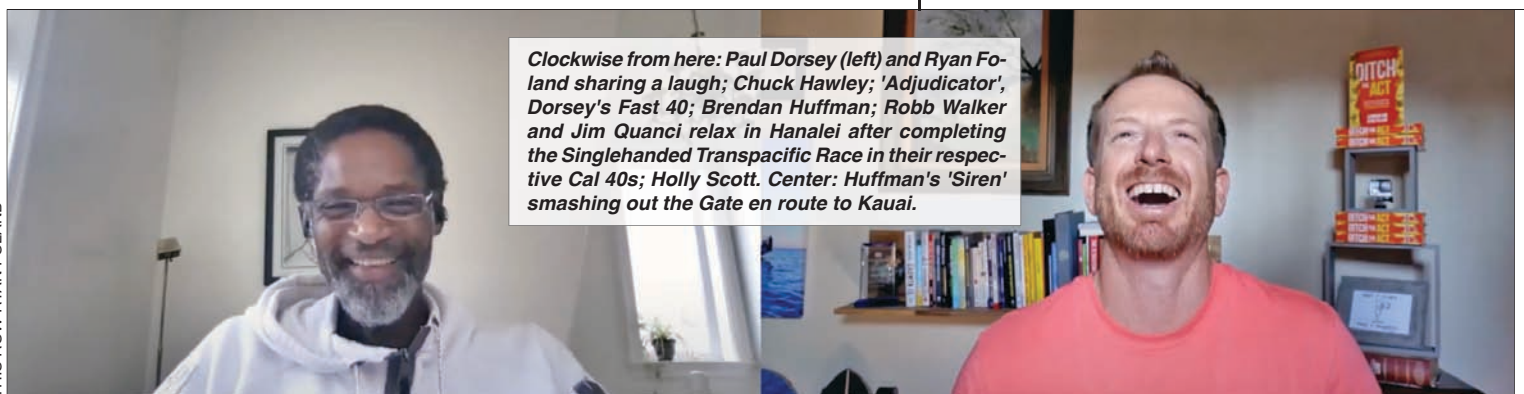
fire — continued

wholesale flooding of the island, but the levee district has been pumping water into the main canals and running a large water tanker on the levee district's easement roads. There have also been small (500-gallon) tanks hauled around by a contractor hired by the district.

The grass and berries are coming back, and the willows planted by BVBC members fared remarkably well. But flare-ups continue, and the 'plan' (if you can call it that) is to wait for rain.

— chris

THIS ROW RYAN FOLAND



Clockwise from here: Paul Dorsey (left) and Ryan Foland sharing a laugh; Chuck Hawley; 'Adjudicator', Dorsey's Fast 40; Brendan Huffman; Robb Walker and Jim Quanci relax in Hanalei after completing the Singlehanded Transpacific Race in their respective Cal 40s; Holly Scott. Center: Huffman's 'Siren' smashing out the Gate en route to Kauai.

COURTESY HOLLY SCOTT



news bytes from sailgp

In August, SailGP announced that they would not be going to New Zealand this winter after all, due to COVID restrictions.

For the Danish event on August 20-21, Sir Ben Ainslie returned from paternity leave to take the helm for the UK and broke a speed record, sailing at 53.1 knots. Peter Burling and Blair Tuke returned to the Kiwi team following Olympic silver medal success. Spain capsized just before the racing began. Australia won the event and tops the leaderboard. See www.sailgp.com for info.

— chris



ERIK SIMONSON / WWW.PRESSURE-DROP.US

BRENDAN HUFFMAN

good jibes — continued

dedicated to the same mission Richard started 44 years ago.

Driven by a desire to give more sailors a way to connect to *Latitude 38*, inspired by sailing-focused podcasts like *Out The Gate Sailing* (produced by lifelong sailor and adventurer Ben Shaw), and with the energy and drive of *Latitude 38* crewmember Nicki Bennett, we are excited to officially announce the launch of the sailing world's newest podcast, *Good Jibes*.

We see the *Good Jibes* podcast as a natural extension beyond our cherished print publication. We are setting our sails to maximize the digital trade winds by adding a new channel to connect West Coast sailors.

Each week, *Latitude 38*'s community will gain access to stories and tips from West Coast sailors who are cruising, racing, and just plain sailing. Whether you are listening to a podcast for the first time, adding the podcast to a long playlist, or are a sailing enthusiast, this new podcast is for you!

Good Jibes is supported by the Safe Boating Campaign, in partnership with the National Safe Boating Council and the US Coast Guard. We all know that a fun day on the water is a safe one. We are honored and humbled to be sponsored by these important organizations that keep us all afloat.

By helping us bring *Good Jibes* to life, the Safe Boating Campaign is a partner in sharing the message of safety with you, our sailing community. We encourage you to follow it on social media. When you share your sailing photos wearing your lifejacket, make sure you tag them and us and use the hashtags #SafeBoating and #GoodJibes. To learn more about our podcast sponsor, visit www.SafeBoatingCampaign.com.

A sampling of upcoming episodes includes a fun and informative episode with Chuck Hawley, recounting sea stories, offering safety tips, and sharing the joys that he finds in sailing. Chuck was chairman of the US Sailing Safety at Sea Committee, has sailed more than 40,000 miles on a range of vessels, and worked for West Marine for more than 30 years. He reveals how to find your community of sailors, chimes in on West Coast vs. East Coast sailing, and tells of an offshore race that started as depressing and turned into a joyful journey.

You can also listen to compelling stories from well-known West Coast sailor and licensed captain Holly Scott. She was the first female commodore of Blue Water Cruising Club and a recipient of the Peggy Slater Award for her outstanding contributions to the enhancement of women's participation in sailing. She owned and rewrote *Charlie's Charts Cruising Guides* and now runs Mahalo Sailing, doing charters and deliveries all over the world with her daughter, Katie Scott.

You'll hear on-location interviews like *Latitude 38*'s race editor, Christine Weaver, chatting with Robb Walker of the Cal 40 *Nozomi* and Jim Quianci of the Cal 40 *Green Buffalo* just after they finished the 2021 Singlehanded Transpacific Race. You can also listen to my interview with Brendan Huffman, in which I got a behind-the-scenes look at his seventh race to Hawaii in the same singlehanded race aboard his Santa Cruz 33 *Siren*.

We also bring you a candid conversation with Paul Dorsey about how he first experienced the ocean, his racing philosophy, his program for his Fast 40 *Adjudicator*, and a new program he's creating to help integrate more youth into the sailing culture. You have read about Paul and his Soto 30 *Gentoo* in past issues; now you get to meet him and hear the story of how he and his beautiful, green-hulled *Adjudicator* fell in love at first sight.

We see *Good Jibes* as an interactive extension of *Latitude 38*'s mission and vision, including our favorite pieces that you see in print. Listen to fellow sailors on the go while you drive to your next regatta, or while standing the night watch.

We plan to keep the same ethos and West Coast focus when it comes to whom we feature and the stories that we tell in *Good Jibes* podcast episodes. If you know a sailor you would like us to interview, or have a story to share, email us at editorial@latitude38.com and let us know! We see you all as navigators helping us chart our course forward. Head on over to www.latitude38.com/goodjibes to learn how to subscribe.

— ryan foland

TRANSPAC 51 —

The Farr 57 'Ho'okolohe' was the second boat to finish.



SHARON GREEN / WWW.ULTIMATESAILING.COM

As is often the case in life, it's only a very fortunate few who are able to well and truly capitalize on any given situation. That intrepid surfer who paddles out in big conditions while everyone else is on the beach or still in bed will almost surely score the best wave. When conditions get hairy, crowds thin out in a hurry. And, while the storm facing the 51st Transpac was more metaphorical than literal, only the most keen and devoted sailors made it to the starting line.

After the cancellation of basically everything in 2020 and a lot of races in 2021, a wave of uncertainty surrounded the race. Uncertainty that understandably weeded out a lot of the crowd. The fleet size in this Transpac may have been much smaller than usual, at just 41 boats, due to COVID.

Strong, consistent winds propelled the fleet from Southern California to Hawaii in very quick conditions that helped create the type of epic, full-send sailing and close racing for which the race has become famous. While no 100-ft canting-keel super-maxis or fast

multihulls entered to make a run at a course record this year, a turboed Volvo 70 made a phenomenal passage to the islands that included a 24-hour monohull race record. More importantly, this year's race saw many race stalwarts lay down

their fastest-ever passage times as well as personal 24-hour speed records, a clear indication of a very fast ride. While the fleet size was diminished, the racing, sense of adventure and camaraderie was as good as ever.

'Warrior Won' won first place overall.



SHARON GREEN / WWW.ULTIMATESAILING.COM

QUICK WORK IN A SMALL FLEET

On the third day of starts off Point Fermin, 'Pyewacket 70' owns the pin end.



DOUG GIFFORD / WWW.DOUGGIFFORDPHOTO.COM

Just seven entries were on the water for the first start on July 13, ranging in size from a pair of Express 37s to a 57-ft Farr design. Despite a forecast for localized thunderstorms, this Transpac proved to be blessed by the gods, as the skies cleared and a pleasant 10- to 12-knot westerly breeze filled in for the race's opening beat to Catalina's west end.

While a split high-pressure system was beginning to merge and strengthen — a development that would create this year's quick conditions — the bulk of the first wave of starters were able to reach the synoptic breeze quickly and make a relatively speedy escape from the coast, unsurprisingly led by Cecil and Alyson Rossi's Farr 57 *Ho'okolohe*.

The 57-ft boat had an 8- to 20-ft length advantage over every other boat in her start day. The question wasn't so much if *Ho'okolohe* would be the first Tuesday boat to finish, but more so by how much — and if they would be the first boat to finish, period. With a pretty wicked-up crew that included several Category 3 professionals and some very skilled and experienced amateurs, *Ho'okolohe* sailed well and was nearly halfway to Hawaii before the fastest boats even started on Saturday. The race

for first to finish was officially on.

Three days later, on Friday, July 16, the second wave of starters got underway, again in perfect Southern California conditions. With steady 9- to 12-knot winds and sunny skies, 15 boats set sail for the islands, with a nice mix of quick 40- to 52-footers. Unfortunately, one of the fleet's most anticipated entrants, William McKinley's Ker 46+ *Denali*³,

suffered a mast failure just minutes after the start. Breaking their carbon-fiber mast where two sections were spliced together, the team managed to keep the rig standing and nurse the boat back to port without any further incident or injury. Upwind past Catalina, the 14 remaining starters made quick progress escaping the coast and beginning the 2,225-mile journey to Honolulu.

The happy crew of 'Pyewacket 70'. That's owner Roy Disney holding the sign.



SHARON GREEN / WWW.ULTIMATESAILING.COM

TRANSPAC 51 —

VOLKER CORELL



USCG CUTTER OLIVER BERRY



Misfortune just after the start and just before the finish. Left: The Ker 46+ 'Denali's mast broke. Above: The Judel-Vrolijk 72 'Lucky's rudder broke. No injuries were reported on either vessel, and these were the only two starters to retire from the race.

On Saturday, July 17, the 19 fastest boats in this year's fleet began their journey to the islands in 10-15 knots of breeze that launched them away from Long Beach and up the leaderboard in the early stages of their race. The Saturday starters made excellent progress away from the coast and toward the northeast trades that would propel them to Hawaii. From the outset, it was looking like a very quick year. While they would certainly face an uphill battle in tackling *Comanche's* monohull course record of just over five days, Roy Pat Disney's turboed Volvo 70 *Pyewacket 70* had an outside shot at flirting with the record, or at the very least laying down an incredibly quick passage.

Behind the odds-on favorite to claim the race's fastest passage, it was beginning to look as if the overall winner would likely emerge from this fast group of yachts that comprised Divisions 1, 2, 3 and 4 and were benefiting from the quickest starting conditions of the race. Well ahead of these Saturday starters, the Friday starters were off to a quick start, and the slowest boats that had started on Tuesday were already beginning to sail downwind in strong and steady breeze that was making its transition aft — the race was well and truly on.

Pyewacket 70 wasted no time in

kicking it into high gear and quickly began working through the fleet. Byron Ehrhart's Judel-Vrolijk 72 *Lucky* was also impressively quick and managed to keep in touch with *Pyewacket*, while the 70-ft sleds and the TP52s and their variations were launching their assault on the overall leaderboard.

As is often the case in a Hawaii race,

the longest boat from the first day of starts and the fastest boat in the fleet would end up in a very poorly matched drag race coming into the finish to decide which would be first into Honolulu. With *Ho'okolohe* sailing toward the finish at 10 knots and *Pyewacket 70* at 20 knots, the race was on to see who would finish first. *Pyewacket* managed to sneak in ahead

Team 'Compadres' finished in less than eight days despite breaking their boom vang on Day 4. Then the mainsail ripped. They crossed the line with all the owners' hands on the wheel.

STEPHEN R. CLOUTIER



QUICK WORK IN A SMALL FLEET

of *Ho'okolohe* to claim the Barn Door Trophy for the fastest elapsed passage in the race and the prestige of being the first boat into Honolulu. Completing a very impressive passage of just 5 days, 16 hours, 53 minutes, *Pyewacket* finished second in Division 1 behind Tom Holthus's Botin 56 *BadPak*.

Ho'okolohe was the second boat across the line at Diamond Head Buoy, finishing

in less than 10 days elapsed time — very quick for a big cruising boat — while also claiming victory in Division 8.

Next into Hawaii would be *Lucky*, whose name proved to be a bit ironic. The 72-ft Mini Maxi suffered a rudder failure not far from Molokai's northwest corner, 'Ilio Point — just before they were to enter the Kaiwi Channel and its famed breeze-on run to the finish. In what was

surely a devastating blow to the team, they were just 40 or so miles from the finish of what would have been a victory in Division 1 and a very solid placing in the overall rankings before being forced to retire. Fortunately for the team, they got towed into Honolulu with no other damage or injuries reported.

With 'Ho'okolohe' sailing toward the finish at 10 knots and 'Pyewacket 70' at 20 knots, the race was on.

2021 TRANSPAC RESULTS

41 starters, 2 retired, 39 finishers

FL	CL	BOAT NAME	BOAT TYPE	OWNER/SKIPPER	ELAPSED	CORR.
DIVISION 1 (Started July 17)						
7	1	BadPak	Botin 56	Tom Holthus	06:17:55:29	08:02:56:28
16	2	Pyewacket 70	Mod. Volvo 70	Roy Disney	05:16:53:20	08:09:18:32
18	3	GoodEnergy	R/P 63	George Herschman/Mark Comings	06:16:41:09	08:12:00:24
36	4	Compadres	Andrews 77	El Hefe	07:23:22:36	09:23:23:35
DIVISION 2 (Started July 17)						
8	1	Peligroso	Kernan 68	Doug Baker	06:23:12:22	08:03:14:48
22	2	Artemis	Botin 65	Raymond Paul	07:07:51:03	08:13:55:17
24	3	Medicine Man	Andrews 63	Bob Lane	07:11:19:38	08:18:49:01
27	4	Zvi	R/P 55	Alan Lubner	07:17:50:48	08:23:03:42
DIVISION 3 (Started July 17)						
1	1	Warrior Won	Pac52	Chris Sheehan	06:16:18:14	07:17:19:38
2	2	Vitesse	R/P 52	Thomas Furlong	07:03:37:42	07:20:46:26
5	3	Callisto	Pac52	Kate & Jim Murray	06:22:37:55	08:00:36:36
11	4	Fast Exit II	Ker 51	John Raymont	07:08:07:10	08:06:18:38
19	5	Patches	TP52	Eduardo Porter Ludwig	07:15:14:58	08:12:08:24
31	6	Sonic	TP52	Marek Omilian	08:04:54:26	09:05:04:04
DIVISION 4 (Started July 17)						
3	1	Pied Piper	SC70	Jack Jennings	07:12:14:38	07:23:45:41
4	2	Grand Illusion	SC70	David Clark	07:14:07:41	08:00:08:42
9	3	Bolt	N/M 68	Craig Reynolds	07:18:14:27	08:04:03:21
13	4	Rock 'n Roll	Andrews 68	Justin Smart/John Sangmeister	07:20:41:40	08:07:45:07
DIVISION 5 (Started July 16)						
6	1	Bretwalda3	Rogers 46	Bob Pethick	08:03:48:09	08:02:35:19
10	2	Lucky Duck	Rogers 46	Dave MacEwen	08:07:39:33	08:06:13:18
14	3	Nereid	J/125	Standish Fleming	08:22:42:14	08:07:57:13
15	4	Rufless	J/125	Rufus Sjoberg/Jason Crowson	09:06:29:40	08:09:04:06
21	5	Rapid Transit	Antrim 49	James Partridge	08:13:43:59	08:13:03:45
29	6	Cazan	DK46	David Gates	10:00:58:33	09:02:33:54
DIVISION 6 (Started July 16)						
12	1	Horizon	SC50	John Shulze	08:23:25:50	08:07:31:54
17	2	Triumph	SC52	Steve Sellinger	08:23:46:45	08:09:34:51
20	3	Oaxaca	SC50	Michael Moradzadeh	09:06:29:09	08:13:02:35
25	4	Trouble	SC50	Tom Camp	09:11:28:52	08:21:10:21
28	5	J World's Hula Girl	SC50	Wayne Zittel	09:15:06:00	09:01:45:56
DIVISION 7 (Started July 16)						
23	1	Favonius	Dehler 46	Greg Dorn	09:22:48:04	08:15:01:00
32	2	Riva	J/121	Scott Campbell	10:18:14:48	09:05:45:23
35	3	Live Wire	Olson 40	Tim Jones	11:18:35:00	09:16:49:13
DIVISION 8 (Started July 13)						
26	1	Ho'okolohe	Farr 57	Cecil & Alyson Rossi	09:22:39:36	08:21:28:53
30	2	Spindrift V	Express 37	Andy Schwenk	12:04:56:14	09:03:17:34
33	3	Macondo	Beneteau First 47.7	Mike Sudo	11:10:10:36	09:08:31:24
34	4	Juno	Express 37	Dan Merino	12:14:54:32	09:12:12:42
37	5	Nalu V	Cal 40	Mark Ashmore	14:07:57:40	10:01:44:09
38	6	Knotty Boo	Beneteau 49	Jason Holloway	12:11:25:22	10:03:24:03
39	7	Mikmaks	Stevens 47	Justin Waite	14:04:44:16	10:14:25:44

2021 TRANSPAC PERPETUAL TROPHIES

King Kalakaua & Governor of Hawaii Trophy; Overall Corrected Time	Warrior Won
Barn Door Trophy; Overall Elapsed Time, Unlimited	Pyewacket 70
Merlin Trophy; Overall Elapsed Time	Warrior Won
Nash Family Corinthian Crew Award	Medicine Man
Storm Trysail Team Trophy	StFYC: Lucky Duck, Oaxaca, Ho'okolohe
E. Ben Mitchell Navigation Trophy	Pyewacket 70
Mark S. Rudiger Celestial Navigation Trophy	Mikmaks
Tail End Charlie Award	Live Wire
Ronald L. Burla Trophy for Media Excellence	Trouble



Jesse Osborn, navigator of 'Mikmaks'.

Just over three hours behind *Warrior Won* on corrected time, but a tick over 11 hours slower on the water, Tom Furlong's beautiful blue Reichel-Pugh 52 *Vitesse* romped to an impressive second in division and second place overall. Effectively an offshore and IRC-optimized version of a TP52, *Vitesse* (ex-*Meanie*) serves as another example of how brutally effective TP52s and their ilk are in virtually any offshore race. *Vitesse*

TRANSPAC 51



This is how Andy Schwenk (right) looked on August 17 when he docked at Richmond Yacht Club after a 16-day delivery from Hawaii. The Express 37 'Spindrift V's previous owner, Larry Wright, was there to greet him. This was Andy's 51st delivery. 'Spindrift' got pooped good late on the last night in 40-ish-knot gusts. Fishing was described as "harvesting."

is based in San Diego; her owner Tom Furlong is a Bay Area sailor who also owns the Swan 42 *Elusive*.

Third overall and first in Division 4 was Jack Jennings's Santa Cruz 70 *Pied Piper*, which beat out division rival and perennial Transpac contender *Grand*

Illusion, now owned by David H. Clark, by just over 20 minutes on corrected time. The top five boats in the overall standings started their race on the final day of starts, and an incredible eight of the top 10 boats started on Saturday, proving that the later starters won the weather lottery in Transpac 51.

The only two non-Saturday boats to penetrate the top 10 in the overall standings were the pair of Rogers 46s. Bob Pethick's Rogers 46 *Bretwalda 3* has backed up her strong third place overall in 2019 with a first in division and fifth overall. Dave MacEwen's upstart Rogers 46 program *Lucky Duck* finished second in division and 10th overall.

Another top Bay Area performer included Greg Dorn's Dehler 46 *Favonious*, which stomped their small fleet to win Division 7 by nearly 15 hours. Michael Moradzadeh's Corinthian YC-based SC50 *Oaxaca* grabbed a solid podium finish in Division 6. A Richmond boat, Rufus Sjoberg and Jason Crowson's J/125 *Rufless* made that program's Hawaii race debut with a fourth-place finish in Division 5.

See www.transpacyc.com for much more.

— ronnie simpson

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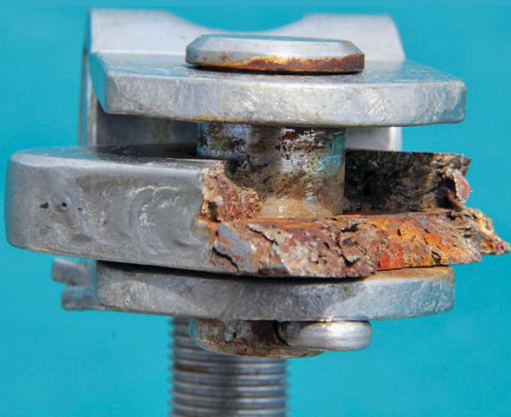
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BAJA HA-HA 2021



GRAND POOBAH

When the 2020 Ha-Ha was canceled we knew, in the future, it would be back. The future is here and now — and we're looking at who is doing the 2021 Baja Ha-Ha. As of this writing, 172 boats are signed up to participate. The vast majority come from California, but many are from Alaska, Washington and Oregon. Others are sailing north from Mexico just to sail south again with the Ha-Ha fleet.

The folks you see here are a sampling of the sailors who are signed up and raring to go. Their boats are ready to go (or getting there!) and they'll be in San Diego for the October 31 Kick-Off Party and November 1 start of the 750-mile rally to Cabo San Lucas. From there they'll go where the wind blows.

The Grand Poobah has assembled another great fleet and done his best to put this information together from what was available. These days all of life comes with an asterisk saying 'subject to change*' but isn't that how the cruising life has always been? We'll look forward to seeing these folks in San Diego and following their adventures as they head off cruising.

CODE:

* Each asterisk means there is a 'kid' on board. We define a 'kid' as someone who is chronologically, not just emotionally, 16 years or younger.

(W) Stands for white sails only, as opposed to sailing with a spinnaker or gennaker.

Years, such as (2013), indicate at least the minimum number of times the skipper or crew has done a Ha-Ha.

Cities: In cases where two cities are listed, the first is the boat's homeport, the second is where the owner(s) receives mail and most likely lives or used to live.

Triggers: When the words 'wife', 'husband', 'spouse', 'children' and such are used in this guide, they are terms of endearment and respect, not ownership or lesser status.

If the male's name appears first, it's because that's how it appeared in the registration form. In cases where only

the man's name was given, the Poobah, whenever it seemed called for, added the name of the wife/partner/significant other. More than a few of you guys 'owe' him.

Ages: The Poobah publishes the ages of the men when available, but doesn't publish the ages of women unless they are 35 or younger. This is sexist, of course, but the Poobah did it out of respect for women who are sometimes sensitive about their age.

Adios — Columbia 43 Craig Shaw and Neonta Bell Portland, Oregon (Seven Ha-Ha's)

Craig, 67, a longtime member of the Portland YC, is a rigger. In 2012, he appeared on the cover of *Latitude 38* while hanging from the top of Ha-Ha mother-ship *Profligate's* 90-ft mast.

Craig's parents bought *Adios* new in 1983, and he bought her from them 10 years later. Craig's parents did the '98 Ha-Ha on their Hunter 54, and again in '12. "The latter was the most memorable Ha-Ha of all," says Craig, "as Mom and Dad were 81 and 86 at the time!"

"In '14, I Bashed back to Portland for a freshwater rinse — and a new engine, new keel bolts, new steering cables, new batteries, a new custom fuel tank, etc. She's like new except she needs a paint job. But it's now way past my time to head south again.

"I met my girl Neonta, who owns a Laser, last November when she was houseboat-sitting on the Columbia River. Her house on the North Santiam River had burned the previous September in the Beachie Creek Fire. She is more than excited to do the Ha-Ha and spend the winter in Mexico. Although our dream destination would be Tahiti and the South Pacific, we'll bash back to Portland in the spring."

Eric Tabarly, French sailing legend, "of course," is Craig's sailing hero.

Craig approves of the quote, "Go ahead and complicate your life, you'll eventually learn how to simplify it."

Marionberry cobbler with vanilla ice cream is the dessert of choice aboard *Adios*.

Aloha — Amel Super Maramu 53 Steve and Liz Davis Honolulu, Hawaii

Steve, 65, a retired airline pilot, and Liz, a registered nurse, will be sailing

south with Cheryl Wolf, Steve's sister, a business consultant.

Steve started sailing as a teenager in Hawaii, but his cruising dreams were nipped in the bud when the banks decided that an 18-year-old surfer dude who wanted to go cruising on a 31-ft Taiwan-built beauty wasn't a particularly good loan risk.

A wife, baby, and 12 years later, Steve bought his first boat, a Ranger 29. Since then he's owned a Hobie Cat, a sportfishing boat, a Pacific Seacraft 25, a Downeast 38, a Hallberg-Rassy 42, and the Super Maramu. His boats have been berthed in places as diverse as Saudi Arabia, Guatemala, Annapolis, St. Augustine, Alameda, and Honolulu.



'Aloha'

Liz started sailing in '97 when she fell for Steve, the sexy pilot docked across from her liveaboard trawler in San Leandro. Twenty-four years, seven boats, 19 countries, and 20,000 cruising miles later, she reckons she picked the right guy.

The couple started full-time cruising in 2015, heading from the Chesapeake to the Caribbean, where they met Ha-Ha entrants Ben and Gayle of *Gayle Force*. Their longest passage so far has been 5,200 nautical miles from Panama to Hawaii, the last 1,100 miles of which required tiller steering due to a failure in the rack and pinion steering.

Crew Cheryl is a veteran of *Aloha's* 2020 cruising season in Prince William Sound, 2018 in Hawaii, and a terrible adventure in Martinique in 2016. Breaking her wrist meant she got to spend Christmas Day in the hospital at Fort-de-France.

BACK TO THE FUTURE

Black Crow — Morgan Out Island 41 **Tim Neumann** **Long Beach (2017)**

Tim, 54, retired as CEO of Cargo Control Systems, and will be sailing south with a crew of three. They will be Tim Ehrlich, 49, a general manager in the mortuary industry who did the '17 Ha-Ha; and two others not determined as of press time.

Tim has been boating most of his life, but is new to sailing. He's owned a string of powerboats, including the Egg Harbor 39 he's eager to sell now that he's taken up sailing. He bought the Out Island, a classic Charlie Morgan design from 1979, last September on San Francisco Bay, then sailed her south to Long Beach. It's his longest passage to date.

Black Crow has been extensively restored with new electronics, a new interior, and much more.

After the Ha-Ha, Tim plans to spend time in Mexico, and may eventually head to the Canal and the Caribbean.

'Captain Two-Boats' has a dream destination of French Polynesia, and dream boat of a Formosa 51 ketch. His favorite quote is from *Captain Ron*, and we don't even have to tell you what it is, do we?

'Captain Kirkland', as he's also called, likes New York cheesecake. Lucky him; that's always served at the Ha-Ha Kick-Off Party.

Bloom County — Mancebo 31 **Elliot James** **Tiburon**

Elliot, 31, is a construction estimator, and his Mancebo 31 is an appropriately young man's boat with a big, open cockpit. Although now almost 40 years old, she's got a lot of inherent speed but not much in the way of creature comforts. On the other hand, Elliot will be able to throw her onto a trailer and drive home from Cabo following the Ha-Ha. It's a fabulous drive, and the two-lane road is narrow. Shoulder? There's no shoulder on the Transpeninsular Highway.

Kyle Vanderspek, 30, a first engineer in the merchant marine, will be crew.

Elliot has been sailing for more than 20 of his 31 years, and has already owned five boats. He currently owns a 36-ft Albin trawler, a Melges 20, and *Bloom County*.

Having done a number of 20-plus-day Atlantic crossings aboard the tall-

ship *Concordia*, Elliot knows offshore.

Elliot has no dream destination, but hopes to do a proper circumnavigation one day, perhaps on a Santa Cruz 52. His sailing hero is French singlehander Jean Le Cam. (The Poobah and de Mallorca had dinner with 'Cam the King' in St. Barth once, and can assure Elliot that he's a fun-loving as well as worthy sailing hero.)

Elliot is right-handed and likes ice cream for dessert, although he's not going to be able to take much of that on the Ha-Ha.

Celebration — Beneteau First 38 **Stephen and Dianna Sweet** **San Francisco Bay / Chico**

Stephen, 64, is a retired clinical laboratory director, while Dianna is a retired criminalist. That sort of makes her sound like a career criminal, but it actually means Dianna used her science background to analyze different pieces of evidence in criminal cases. Their crew will be Mark Conry, 64, who is retired from software sales.



'Celebration'

"I learned to sail in Jamaica when I was 9," says Stephen, "and have always dreamed of sailing beyond. *Celebration*, a survivor of Hurricane Katrina in New Orleans, came to us in 2006. We rehabilitated her in our backyard, then trucked her to the Bay.

"Our plans after the Ha-Ha are to explore the Sea of Cortez and beyond.

"*Celebration* is our dream boat, but our dream destination would be the South Pacific. Our sailing hero is multiple solo nonstop circumnavigator Jeanne Socrates."

"When you have a choice, choose happiness and kindness," recommend Stephen and Dianna.

Clementine — Baba 30 (W) **Sophie J Everatt** **Sausalito (2019)**

Sophie, a 'sailor', did the Ha-Ha as crew in '19, and will have two others sailing with her. They are Nathan Bailey, 45, an electrician, and Eunice Cambridge, 30, a rigger.

"I've been sailing in my 'empty nest' years," reports Sophie, "which have been the last 10. During that time I've owned three boats. I bought *Clementine*, a classic 1979 Bob Perry design, in March of 2020."

She says the most unusual thing about her boat is the "tons of bright-work."

The Poobah isn't sure if that's a good, bad, or unusual thing.

While Sophie has sailed across the English Channel twice, her longest sailing adventure had been the 2019 Ha-Ha. Her dream destination is the "whole world," but she'd be willing to settle for Portugal. In the near term following the Ha-Ha, she'll head up to La Paz.

Cloudbreak — Hylas 42 **Rick Alvarez** **Los Alamitos / Fullerton**

Rick, 66, is a business owner. His two crew will be Brad Gulsrud, a project manager, and Allan Emas, a retired friend.



'Cloudbreak'

After 20 years of sailing on friends' boats of all types, a year ago Rick bought *Cloudbreak*, a classic Frers design from 1986.

Rick hasn't done a Ha-Ha, but he did the '15 Transpac aboard the Davidson 50 *Pipe Dream*.

"Any anchorage with crystal-clear warm waters is fine with us," says Rick, "and on my dream boat, which I

BAJA HA-HA 2021

fortunately already own."

Rick lives by his dad's motto: "Onward and upward, never back!"

Carrot cake is Rick's dessert thing, and he's secure enough to have no problem if you call him 'Ricky Ricardo'.

Cold Fact — Catalina 36 (W)

Owen and Sheila Fogel

San Pedro / Pasadena (2010, 2015, 2018)

Owen, 48, no occupation given, will be sailing south with his wife Sheila, 28.

"The idea to sail down to Mexico has taken root and won't let go," reports Owen. "The transition from full-time employment to part-time free-thinker and sailor has been a gradual yet steady one. The world beckons to be explored. The transformation of both man and boat has been a challenging yet rewarding process."

Owen's wife, Sheila Mae, is a former anthropology student who was eager to throw away her books for colorful vistas. She was headed to Japan for a two-year study abroad program when she was diverted by Owen and *Cold Fact*.

The couple are now making final adjustments in San Pedro to make *Cold Fact* and themselves ready for the November send-off. They have no definitive plans after reaching Cabo, but hope to explore "new places under new skies."

****Dakota — Hunter Passage 42**

Ryan and Christina Dixon

Coyote Point / Rocklin (2016)

Ryan, 45, is an airline pilot whose favorite destination is "anywhere my wife wants to be on the boat, so Mexico for right now."

Ryan's two sons — Elliot, 12, and Finely, 8 — will be doing the Ha-Ha, an event he himself has wanted to do for 30 years.

Ryan has been sailing since he was 10, during which time he's owned two cruising boats. He did the 2016 Ha-Ha with *Dakota*, but had to start a week behind the pack. But he continued on to southern Mexico and later sailed back to the Bay.

Ryan's aunt and uncle are his sailing heroes for having introduced him to sailing.

A brownie is Ryan's favorite dessert, and his dream boat would be a Gunboat catamaran.

His favorite quote comes from a surprising source: Saint Teresa of Avila, who was described in a papal legate as a "restless wanderer, disobedient, and stubborn femina who, under the title of devotion, invented bad doctrines, moving outside the cloister against the



'Dakota'

rules of the Council of Trent and her prelates." It was St. Teresa who said, "Accustom yourself continually to make many acts of love, for they enkindle and melt the soul."

Dances With Winds — Catalina 36 (W)

Eric Walker and Ana Bilboa

Channel Islands / Oxnard (2017)

Eric, 69, is a retired electronic engineer, and his wife Ana is also retired. Both did the 2017 Ha-Ha. "It was one of our greatest adventures, and the camaraderie and friendships we made were second to none," Eric says.

Ana will fly to Cabo this year with her girlfriend Rita, so Eric's crew will be Hans Enyedi and Jay Holman, good friends and experienced sailors. Ana and Rita will join Eric in Cabo for the crossing to Mazatlan, then south to Banderas Bay, Perula, Tenacatita and Barra de Navidad.



'Dances With Winds'

"Ana and I have lived on and around the ocean our entire lives," says Eric. "We previously owned boats separately, but have been permanent partners for the last five years. Ana is Cuban, so her Spanish is great. Mine not so much so."

"As full time-cruisers, our adventure began with the 2017 Ha-Ha, after which we spent six months in the Sea. In May we sailed down to Banderas Bay and became 'cruising residents' at Paradise Village."

"November through April normally finds us cruising the Costalegre from Banderas Bay to Z-town, with

Christmas at Barra. It might seem strange, but normally we spend hurricane season cruising Banderas Bay, with overnights at Yelapa, Punta Mita, Rincon de Guayabitos and La Cruz.

"When COVID arrived in spring 2020, our plans were impacted. La Paz immigration closed, so we couldn't convert from Temporary to Permanent Residents of Mexico. So we bashed back to Oxnard. But now we're not only heading back, we're closing escrow on a home in Barra."

"What's been our favorite spot in Mexico? Everywhere!"

Dulcinea — Pearson 36-2

Ken and Monica Grismore

San Diego / Escondido

Ken, 63, is a wind-energy project developer, while Monica is an inventory systems manager. They expect to have two other crew.



'Dulcinea'

The couple have been sailing for more than 27 years, and in that time have owned a 28-ft S2 and *Dulcinea*, which they've owned for nine years. Ken has done a number of races to Ensenada, but has done many longer trips, often overnight, to Catalina and the Channel Islands.

The couple plan to 'commuter cruise' in the Sea and mainland Mexico, as they want to stay close to their family back home.

Both are fluent in Spanish, as Monica is originally from Guatemala, and Ken has spent a lot of time working in Spain and Latin America.

"The Ha-Ha has been in the works for us for many years, and it's finally our year to go."

When it comes to desserts, Ken and Monica like "pretty much any combination of butter, flour and sugar." Their heroes are small-boat voyagers Lin and the late Larry Pardey, and Joshua Slocum.

— richard spindler

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BAY AREA SAILORS

Bay Area sailors Harmon Shragge, Mike Crandall and Dustin Wanco competed in this year's Rolex Fastnet Race aboard the VO65 *Sisi*, owned by the Austrian Ocean Race Project. The boat was

arguing with each other about not letting each country's sailors touch foot in the other's country (the race began off

We said, "Of course." He dropped us off; I got a beer and met a Clipper Race friend. Within three minutes I received a call that we had to get off the island right away. The water taxi was returning to pick us up immediately. I finished my beer and ran madly to meet the tender, which waited for me. We got back to the boat, and luckily we did not get in trouble. At least I got a beer.

Kraken Travel in England brought together a crew of 13 (five Americans, three Italians, one Swiss, German, Austrian, Irish and a Swede; three of them women) and put them under the leadership of *Sisi*'s supervising crew of three (skipper Gerwin Jensen, first mate Oliver Kobale and bowman Daniel Gaw).

Mike Crandall was ecstatic with the professionalism and all-around great attitude of the supervising crew. "Beginning with our first day of practice, we all gelled right away and the crew gave us the confidence to get right to work and to sail the boat to our highest ability. We were allowed to participate in any way we could, including helming, sail trim and changes. But when the boat's head got clogged, you know who we called."

Helming a VO65 and taking her to a

August 7 in the English Channel, transiting from Cherbourg, France, to Cowes on the Isle of Wight, when the waves and the weather hit.



'Sisi', photographed from a helicopter on the second day of the race, passing the Lizard Lighthouse and Land's End.

christened after the extremely popular Austrian Queen Elizabeth, who went by the nickname 'Sisi' and reigned in the late 1800s. *Sisi* (the boat) was the former *Vestas* in the Volvo Ocean Race 2017-18. This is not the hull that ran aground in the Indian Ocean; it's the one that collided with a fishing boat outside Hong Kong.

Readers may remember that Mike and I (Harmon) were in the process of sailing from Subic Bay to Seattle with the Clipper Round the World Race in March 2020 when we were quarantined and the race was aborted.

The Fastnet is the biggest offshore race in the world (this year marked the 49th biennial edition), and it was not about to be canceled due to COVID. Pre-Delta variant craziness, 450 boats were registered. By the time France and England stopped

Cowes, UK, and finished in Cherbourg, France), starters were whittled down to just under 350. Due to heavy weather during the first 24 hours of the race, fewer than 180 boats completed the extended 695-mile course.

I did set foot in Cowes. We left Cherbourg at noon the Saturday before the race and arrived in Cowes by 4 p.m. We moored the boat, and the skipper said we could take a water taxi to Cowes. The French and British had just made a deal to relax the restrictions and would allow English sailors to set foot in France. But those restrictions would be lifted Sunday morning. Of course, we thought that Saturday night would be OK. So the water taxi pulled up, and six of us headed into Cowes. The water taxi driver knew we had just come from France and asked us if we had permission to go onto land in England.



BILL LYONS

HARMON SHRAGGE

IN THE ROLEX FASTNET



COURTESY HARMON SHRAGGE

Left to right: Dustin Wanco of Reno, NV, Harmon Shragge of San Francisco, and Mike Crandall of Auburn.

fine-reach speed of 21.5 knots was an amazing feeling. Sisi is a beautiful racing machine. She is strong, well maintained and responsive to a light touch on the wheel. The interior, almost all black carbon fiber, felt more like the space station

No one on our watch wanted to give up the helm.

than a sailboat. We ate freeze-dried food that we prepared ourselves and slept on the high side. Many of us did not use the one head on board and took the advice of Daniel Gaw when he told us to "Go to the stern." (No further explanation necessary!)

At race start shortly after 12 noon on August 8, we took a defensive position on the outside of the pack. No need to mix it up in the confines of the Solent, especially with wind blowing 20, with plenty of wind waves and currents that would make San Francisco Bay blush. We kept our distance from the maxis and the

beautiful Ultime trimarans. We brushed elbows with the IMOCA 60s, but steered clear of the Class 40s.

Shortly after the start, the wind hit 30 and the seas picked up to 8 feet as we passed the Needles and entered the English Channel with wind against current. There was cross swell that would make a washing machine proud. The water felt surprisingly warm as it washed aboard.

Six of our crew of 13 were noticeably seasick, with two of them passed out for almost 48 hours. We made Land's End (the westernmost tip of England) by late morning. We decided to go inside the Traffic Separation Zone (TSS). Dustin (a veteran of several Big Boat Series) loved the changing conditions. Beating upwind for 36 hours, much of it in rain, wasn't something I looked forward to, but approaching Land's End at daybreak at the end of my watch was spectacular. In the dark of night we navigated toward the

lighthouse, being as careful as we could to avoid container ships, rock islands and the TSS. *Rambler 88*, which received line honors in the last Fastnet, did not miss the TSS this race and finished NSC because they "did not sail the course."

By the time we entered the Irish (Celtic) Sea on the afternoon of the 9th, the rain had stopped, the sun came out, and the seas settled down. Our two sickest crew crawled out from their bunks and joined their watches for the first time since the start (although one got sick again and re-treated to their bunk for another 24 hours).

We rounded the Fastnet at 6:30 the next morning with all hands on deck. We came about one last time and skirted the rock, coming within 100 meters of its edge. The sun was rising, the main was full, and we raised the J3 along with the MOH (our masthead Code Zero). We pointed a fine reach toward Cherbourg, and our plotter indicated that with about 350 miles to go, we could cross the finish in time for dinner and a hot shower the night after next.

The sailing was steady for the next 12 hours. None on our watch wanted to give up the helm, as conditions could not have been better. We were sailing 15 knots in 15 knots of true windspeed. We were triple-headed (three sails up) with a wind angle of 130° to 135° (we learned you never sail deeper than 135° triple-headed).

Harmon Shragge and Mike Crandall work the aft coffee grinder, powering the main sheet.



COURTESY HARMON SHRAGGE

BAY AREA SAILORS IN THE FASTNET

COURTESY HARMON SHRAGGE



Fastnet Rock, the turning mark, just after rounding on August 10.

Life was great, even as we saw the IMOCA 60s gradually pulling ahead of us.

Our major tactical error of the race was getting becalmed for one hour off the rocky coast of St. Anne Island off Guernsey at 10 a.m. the next day. Fortunately the current swept us past the rocks toward Cherbourg, but we watched helplessly as the *Hugo Boss* IMOCA crept past us toward the finish. We crossed the finish line at 12:49 on August 11, the 16th boat over the line right behind *Hugo Boss*.

I was especially proud of finishing ninth in our division and 44th overall. We were the first 'Corinthian' crew over the finish — it was only professionals in front of us. We beat *Skorpios* (the brand-new


Swan 125), which finished 11th in the division and 70th overall — but in fairness, it was their first race. (It was my first Fastnet as well.)

The race village in Cherbourg was fun and accommodating. You had to show proof of vaccination to enter. In Cowes there had been dancing, music, food, crowds — it was packed and a real scene. Cherbourg was quiet as a kitten: The race village had just opened that morning and was not even close to being in full swing — and it never was. They set aside a massive awards area that could hold a couple of thousand, but I never saw more than 30 people there at a time.

We all missed our British sailing friends and competitors, most of whom crossed the finish line in France and then set sail directly for Cowes, never setting foot in Cherbourg. Let's face it — France has incredible food and wine, and their sailors are world famous and absolutely insane. But there is nothing like a pint of bitters with your mates in a Cowes pub before and after the race.

— **harmon shragge**

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

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

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

The goal of every Ha-Ha is for everyone to have a great time sailing and meeting other cruisers while making a safe passage down the coast of Baja. If you have a boat and a hunger for adventure, think about signing up for this year's 27th running. Visit www.baja-haha.com.

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

October 31, 9 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.
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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. – 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 9, Tuesday – The surreal Bahia
Santa Maria Rock 'n Roll Beach Party

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 12, Noon Friday – Cabo San
Lucas Beach Party and "From Here to
Eternity Kissing Contest"

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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AN UNMANNED

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Every journey starts somewhere: The seed for a circumnavigation was planted for Barbara Euser when she read Joshua Slocum's *Sailing Alone Around the World* as a teenager; Kelly Gregory thinks she was born with the desire; and crossing the Pacific was on the top of Cristina Aggazzotti's long list of goals.

Latitude 38 helped make this crew connection in 2010. "When I was looking for crew to sail from San Francisco to Panama," said Barbara, "I checked the *Latitude 38* Crew List and found Kelly, who had expressed an interest in long offshore passages." Kelly is a Sausalito sailor, and Barbara is a longtime Richmond Yacht Club member who has been living in Greece. Barbara continues, "Kelly and I sailed from San Francisco to Acapulco nonstop in April 2010. We discussed our dreams of circumnavigating during that passage. Since then we have kept in touch." Those dreams materialized in March 2021, when the duo set sail from Panama aboard Barbara's 1975 34-ft Bristol *SV Islander*, embarking on a global circumnavigation.

"Why do you go to sea?" the crew was asked. This question has been pondered and attempted to be answered by any sailor who heads offshore. The question is as vast as the ocean itself. For Kelly, "My friends say I am married to the ocean, and I think that's right. I am in love with the pulse of the tides and the flux of the swell, the unblinking horizon and the freedom of movement." For Cristina, "Being on a sailboat out on the open ocean, away from land and all its complicated distractions, reduces daily life and interactions to a contained environment. Although small, this compact world is very rich, providing countless challenges and learning opportunities across a range of disciplines, ample time and space for reflection, and merciless access and exposure to nature." And for Barbara, "It's about being able to travel unrestricted by roads and designated pathways, untethered to land. It's been a 50-plus-year goal to sail around the world."

Adventure on the high seas abounds for the crew: snorkeling with gigantic turtles and whitetip reef sharks in the Galapagos; experimenting with cocktails; remote surf breaks and packraft land missions; hiking in French Polynesia; learning the ukulele; spotting star constellations; celebrating July 4th with a middle-of-the-ocean swim; and battling the occasional heavy weather, such as when 40-knot gusts hit beneath "the beauty of the lightning-filled sky."

Barbara notes, "In 2019, it seemed the timing was right. We planned to start in

spring 2020, but were foiled by the pandemic. This year, despite the complications caused by COVID still hampering free movement for sailors, we decided to do it." The crew have occasionally had to work harder to obtain permission to land at ports along the way, but patience and persistence have served them well. "If the pandemic taught me anything," says Kelly, "it's to pay more attention to the present and not get too far into the future. We are taking the journey leg by leg."

"Barbara and I originally set out from Panama with the intent of making the long stretch all the way to Fiji," said Kelly. "Anticipating the need for repairs along the way, the desire for another crewmember and the lure of the Pacific islands had us making pit stops. Through an offshore



Left to right: Cristina Aggazzotti, Kelly Gregory, and Barbara Euser tasting the good life in the South Pacific.

crew list, we connected with Cristina Aggazzotti, a native of Southern California, and she joined the team in the Galapagos. We were so lucky to find a top-notch sailor, amazing cook and genuinely positive person, raring and ready to cross the Pacific with us."

The three women describe their journey as a "multi-generational, short-handed women's voyage," and they embrace the character of their crew. "We've come to be known out here in the South Pacific as the *unmanned* vessel," says Kelly. "Like the other amazing women charting the waters before us, we'd like to keep expanding the sphere of offshore sailors, and to inspire other female-identifying folks to cross oceans. We hosted a lady sailors' night in Nuku Hiva and hope to continue developing a platform for women in sailing."

The crew are all experienced in offshore and coastal sailing. Barbara sailed the Singlehanded Transpac in 2004 and 2008, both of which were covered by

Latitude 38. Cristina is an adventurous offshore and itinerant sailor. Kelly grew up sailing on Lake Michigan, has sailed San Francisco Bay for the past 15 years, and has sailed up and down the California coast, all of which she says "prepared me quite nicely for this round-the-world lap."

A typical day starts with communal time at 1030, in which they enjoy cappuccinos and breakfast, have a show-and-tell of any emails they received, discuss the weather/route and adjust the sail plan accordingly, and work on projects. Kelly and Cristina split the afternoon shift, usually working out, tanning, playing the ukulele, reading, or just admiring the view. Evening communal time begins at 1600: They revisit the weather and route to set the sail plan for the night, indulge in a sundowner (either an original rum cocktail or some wine), and chat their way through dinner. Barbara and Cristina split the evening shift, then Kelly starts the night shift at 2030. She does her daily pushups, listens to an audiobook, or just focuses on the faint horizon. Barbara takes over from 2300-0200, often singing and writing songs in her head as she focuses on the course like a hawk. Cristina takes the wheel from 0200-0500, listening to music while working out, admiring the constellations, and looking out over the dark sea. The cycle begins again with Kelly on the sunrise shift until 0730 and Barbara closing out until 1030.

Somehow they always have more they want to do, and in the words of Barbara, "If only we had time to get bored." Of course, sometimes there are strong winds and heavy weather so "shifts reduce to a strict focus on hand-steering, cooking becomes an extreme sport, and downtime is devoted exclusively to trying to catch up on sleep," Cristina remarks. "But that's a type of fun too," Kelly adds.

Food is a key part of keeping crew morale high for any voyage. "We could write a whole article on our provisioning and vegetarian cooking on board," Kelly comments. They alternate galley duties so each crew member has two days of cleaning dishes and two days of cooking each week. Kelly has Syrup Sundays for her deliciously creative pancakes, Cristina makes her favorite food on Taco Tuesdays, and they all share Pizza Fridays. Occasionally Cristina barter, making

CIRCUMNAVIGATION



Taioha'e Bay on Nuku Hiva.

stovetop brownies in exchange for Kelly taking on her dishes day.

Not to forget the vessel's bar menu, which includes a variety of original cocktails. For example, they have created a signature cocktail that evolves with each new kind of rum they acquire and the resources they have access to. It started in Panama as The Islander — Abuelo (Panamanian) rum, fresh passion fruit, coconut water, and brown sugar all blended together — which transformed in French

Polynesia into Islander 2.0 — Tahitian rum, fresh passion fruit, coconut milk (because they couldn't find any coconut water in FP), and brown sugar all shaken together (because their USB blender broke), and will upgrade again in Fiji. They add, "Word to the wise here: Stock up on Abuelo rum in Panama because it is delicious, and unless you find the underground five-liter bags of homemade rum in Tahiti, alcohol is very expensive in the Pacific islands."

The crew are happy to 'talk shop' about the mechanical elements of the trip. For weather and communication downloads, they use the Iridium Go! in conjunction with PredictWind apps. For navigation they have paper charts, Navionics downloaded on all their mobile devices, and a chartplotter with all the Navionics charts, and they use OpenCPN for planning routes.

Islander is equipped with a watermaker to provide fresh water at sea and the

Left: Cristina Aggazzotti and Kelly Gregory venture out on a limb in Tahiti. **Center:** SV 'Islander' sets forth on the wide expanse of the Pacific. **Right:** Barbara, Kelly and Cristina with their good friend Ms. Monitor.



AN UNMANNED CIRCUMNAVIGATION



boat has had a Monitor windvane since 1993 that the crew affectionately refer to as Ms. Monitor. "She keeps us true to course and is a good friend to have on watch," says Kelly. "If we have to motor through a lull, we have a CPT autopilot that works great in those moments and gives Ms. Monitor a little break."

The sail plan is flexible. As of this writing in July 2021, Kelly updates that, "We are currently in Fiji and plan to get to Lombok, Indonesia, by late August. From

there we will see how it all shakes out. If we keep going this season, we need to get to South Africa by early November to avoid cyclone season in the Indian Ocean. We will then make the jump across the Atlantic in January/February to Trinidad and the final leg across the Caribbean back to the San Blas Islands by April 2022, where the journey began."

The three ladies say it's hard to describe the feeling of being in the middle of the ocean, "Surrounded by the bluest of

water, the densest of stars, when the closest people to you are those orbiting the globe in the International Space Station. It's a cosmic adventure, that is for sure."

SV *Islander* actively updates their blog with photos and log entries, and offers live GPS coordinates on the tracker site linked here: https://forecast.predictwind.com/tracking/display/SV_Islander — and the crew welcomes email at: islander@myiridium.net

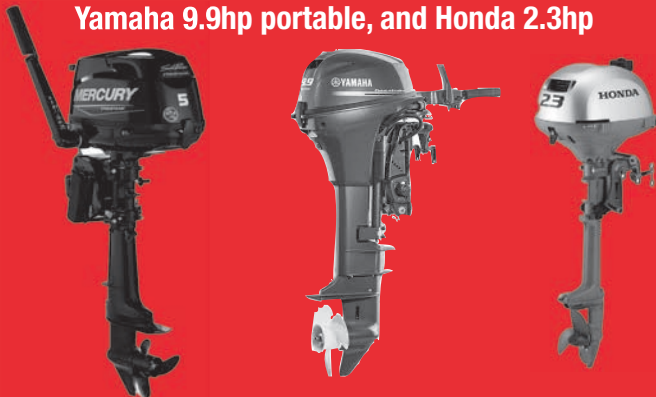
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I go to the Crew List Party every September because of the venue: Two years ago it was Spaulding Boat Works, this year it's at the Bay Model, which will be switched on for observation. Also, if you get there early, there's a deck tour of the *Matthew Turner*, Sausalito's latest historical ship replica.

"It's great to have another tall ship out on the Bay," I remarked to no one in particular as I stepped off the gangway onto the wooden deck of the ship.

"Aye," said an old salt in a peacoat leaning on the bulwark near the top of the gangway. "But this ain't no 'tall ship.' That's reserved for full-riggers, my boy. A tall ship means a real sailing ship with 't'gallant masts and skys'ls."

It had been many decades since anyone referred to me as "boy," but that was OK. My problem was trying to figure out if this was a planted character actor or someone who actually objected to the "tall ship" moniker.

"It is kind of under-rigged," I agreed, as my eye caught a display showing the sail plan, which did seem a little light on mainsail area for this type of vessel.

"That mule tops'l would be laughed off the water back East," the old man continued. "This vessel should have a gaff almost as long as the main boom, for a real mainsail. And then a proper tops'l over it to fill the space between the gaff and the mainmast."

"I had that thought also," I confessed. "But they say they have photos of original local boats of the same genre, showing the same small main and the same funny extra sail they fly to extend the leech. Is that what you're calling a 'mule' topsail?"

"Darn right. It's a sexless mongrel."

"Maybe back then, in the central Bay in the summer, boats like this had all the sail area they needed, without a gaff mainsail and without a normal topsail," I suggested.

"Or more likely," answered Lee Helm, who had suddenly appeared from around the other side of the chart house, "they have to limit sail area to be certified by the Coast Guard to carry passengers for hire. That's why they have a reduced sail plan that won't, like, cause too much wind heel."

"That might answer," the old sailor allowed, while sucking thoughtfully on a pipe that was apparently unlit in compliance with museum ship rules. "But let's not pretend these recreated utility boats are 'tall ships.' It ain't fair to the real thing."

"Sure," I sighed, "but we've got this living-language thing to deal with. These days anything with even a single vestigial square yard gets to use the term, and though there's nothing we can do about it, the *Turner*, on the other hand, does have some very functional square sails on the foremast."

The old salt looked as if he was about to spit over the windward rail, but was brought up short when one of the museum staff, on board to host the tours and answer questions about the ship, came within easy hailing distance.

"Ahoy Max! Welcome aboard, Lee!" he greeted us. "We're taking it out next weekend and have room for supercargo. Can I give you two a pair of VIP invites?"

"G'day, mate," the old salt interrupted as Lee and I were eagerly accepting the invitations. "I like the way you set

her up the traditional way, without the gaff. It's a regional rig, but it's truly authentic for the Bay."

"Thank you," said the staffer, as he turned back to talk to Lee.

"Smart as paint," added the old sailor, who suddenly had nothing but compliments for the rig. "I'll bet that topsail really powers her up in a smoky sou'wester of a sea breeze, can't wait to see it fly."

"Yes, we're very pleased with the *Turner's* performance under sail," said our host.

"I got a collection of old sextants from the tall-ship era," the old salt added. "I can bring a few of 'em out for a sail, and I'll have your guests ciphering latitude by noon sight before we're back at the dock."

"Can you really get a good noon sight inside the Bay?" I asked, thinking maybe I should run interference between this character and our host. "Don't you need a clear horizon for a celestial observation?"

"Hell, no," he answered. "A couple of miles of water in the true south direction will do, we just figure in the short horizon correction and Bob's your uncle."

"We'll talk," the staffer finally agreed, and they swapped contact info.

"I had a feeling it would be worth showing up for this," I said as we walked down the gangway and over to the Bay Model, where the snacks were out and the party was already in progress.

The mix of Crew List Party attendees covered the full range of sailor résumés: There were novice sailors looking for crew spots, retired racers who had switched to cruising, new racers looking for experienced crew, and sailors of all stripes looking for partners with more than sailing on their minds. But the most interesting category comprised new sailors who had recently spent way too much money on a boat that was way too new and way too big.

"We had a hull speed of 8 knots to windward!" boasted one sailor or whom I took to be a newly minted owner of a large, upscale cruising machine. "That was in 16 knots of true wind at an angle of 42 degrees."

"You can always tell a sailor who skipped

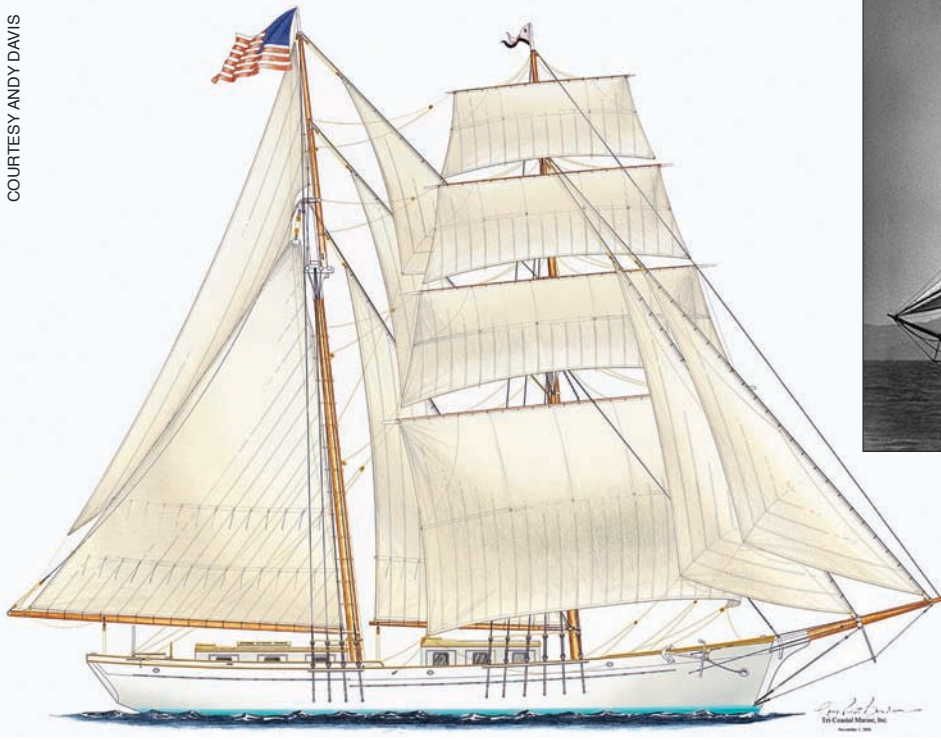
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COURTESY ANDY DAVIS



The sail plan of the 'Matthew Turner', showing the unorthodox main topsail. The rig is probably OK for San Francisco Bay in summer, but not enough mainsail area for light air. Inset: Photographic proof that this type of topsail was actually used at one time.

dinghies and learned onto a big boat full of fancy instrumentation," Lee whispered. "They only speak true wind angle and true wind speed, never apparent."

Lee did not have to explain her logic. A small boat has a masthead fly, and maybe some telltales on the shrouds, so all you get is apparent wind angle. A boat with instruments is using the measured apparent wind angle along with the boat speed and wind speed to calculate the true wind speed and angle, and unless both are well calibrated, which they usually aren't, the true wind readouts are wrong. Wind speed is particularly hard to measure accurately when the apparent wind speed is very low, as on a deep reach.

"And like, this newbie has no idea what 'hull speed' really means," Lee added.

"Don't be hard on the novices, Lee. They'll be looking up at the masthead instead of the instruments by the time they get to Cabo."

"If their full dodger doesn't, like, totally block their view of the sails. But I'd still sign on. I can handle trading two weeks of sailing lessons for two weeks of ceviche."

The second star of the show, after the *Matthew Turner*, was the Bay Model. This is a hydraulic scale model of the Bay and Delta system, built in 1957 to study tidal currents and the effects of dams, dredging and Bay fill.

"Amazing," said Lee as we gazed across the expanse of the South Bay, "that they built this simulation as a huge physical analogue."

"The digital models took over years ago," I confirmed. "Now this is just a tourist attraction."

Along with the crew seeking boats and owners seeking crew, among other attendees were a couple of racers who, we found out, just came to observe the current patterns in the model in preparation for Big Boat Series.

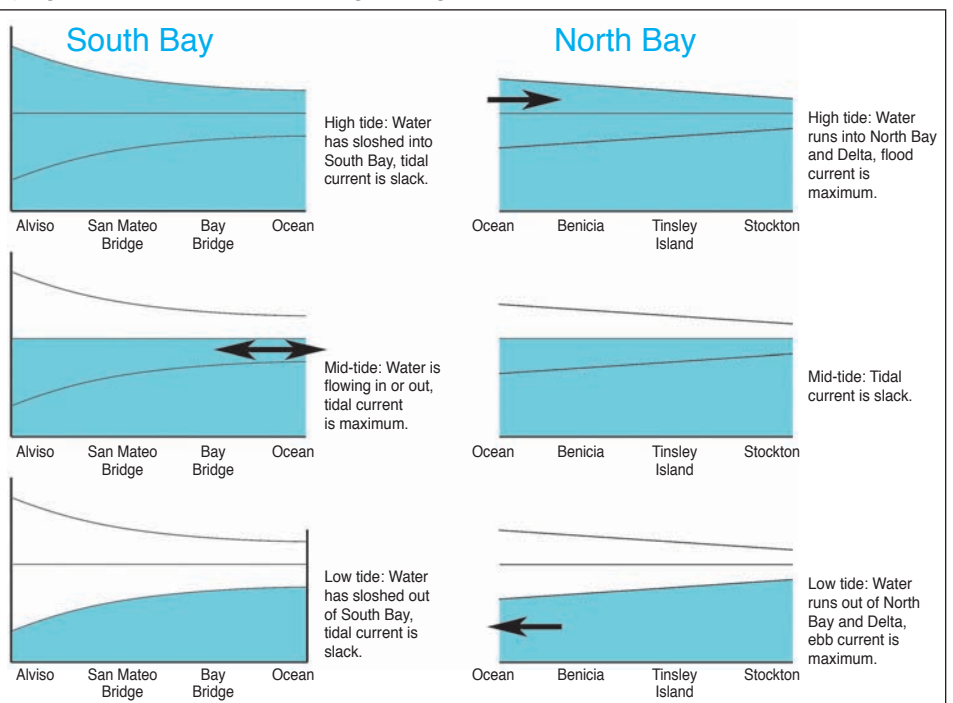
"See how the South Bay ebb begins while the North Bay is still flooding?"

one of them observed. "That's why the tide changes first along the Cityfront. There can be good tide relief in there long before it's slack at the Gate."

"Must be because the South Bay is so much shallower," suggested another racer.

"No, the North Bay is just as shallow," Lee corrected. "The difference is the tidal dynamics between north and south. The South Bay is like, in resonance, sloshing in and out like one end of a bathtub. That makes the current slack at high water or low water, and maximum current at mid-tide. Visualize the sloshing."

Theoretical behavior of the tides in South Bay compared with North Bay and Delta. The South Bay is a standing wave, like one end of a sloshing bathtub. The North Bay tides move upriver as a progressive wave, with water flowing in at high tide and out at low tide.



MAX EBB

"Just like the western end of Long Island Sound," said one of the racers, who had apparently learned to sail back East.

"But the North Bay doesn't slosh," Lee continued. "There's a lot more water in the Delta system. Think of an infinitely long trench. At high water in the ocean, the current flows in. At low tide in the ocean, the water flows out. Slack current is at the mid-tide level. But remember, in the South Bay, slack current is at the highs and lows. That puts the South Bay out of phase, leading by pi, or by one-quarter of the tide cycle."

"But a complete tide cycle," asked one of the racers, "is a little over 12 hours, so shouldn't the South Bay be turning three hours ahead of the North Bay if your math is correct?"

"It's closer to just one hour," said the other racer.

"For sure," Lee admitted, "the models are, like, approximations. But the theory explains the phenom."

"Maybe the model would be more accurate if it were correctly scaled," suggested another sailor. "The depth scale is a hundred to one, but the horizontal scale is a thousand to one. So everything

is ten times as deep as it should be." "That's on purpose," said Lee. "Because at small size and low speeds, viscosity



Even without a gaff mainsail, the 'Matthew Turner' seems to have plenty of sail power for cruising the Bay when the summer sea breeze is turned on.

has a much larger effect on flow than momentum. Increasing the depth by a factor of ten tries to compensate for this effect."

That seemed to answer the question, but Lee was not done.

"Reynolds number is the way this is

described," she continued. "It's basically speed times size. At the extremes, an airliner wing is very big and very fast; Reynolds number is high, viscosity is almost, like, entirely out of the picture and the wing is very efficient, behaving as if it's frictionless. Lift-to-drag ratio can be over 200. On the other extreme, a dragonfly wing is at such a low Reynolds number that it's dominated by viscosity, and the best wing shapes are strangely corrugated flat surfaces. They do well if they can get a lift-drag ratio of, like, ten to one."

We finished up with a pass through the new exhibits brought in for the event by the Sailing Science Center, where Lee was very much in her element. She naturally had the right answer to the Archimedes paradox, and we both had fun playing with toy anchors and chain in the anchor sandbox.

It was a productive evening; Lee ended up with a crew spot for Big Boat Series, I had a possible berth on a big new cruiser sailing to Mexico in the Ha-Ha, and we both scored an invite to sail on the "tall ship" *Matthew Turner*.

— max ebb



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THE RACING

*This edition we start big with the **YRA Encinal Regatta** and the **Estuary Extravaganza**. Then we downsize to the **Santana 22 Nationals**, the **Gracie & George**, the **Women's Match Racing Championship**, **J/70 Worlds** and **Pre-Worlds**, and the **Cal 20 Nationals**. The boats get smaller and the crews (mostly) younger through the **Chubb US Junior Championships**, **Youth Match Racing**, the **El Toro North Americans**, and the **Opti West Coast Championship**. **Box Scores** fills in the gaps.*

YRA Encinal Regatta & Estuary Extravaganza

"I was actually out of town for this race, so my teammate Jen Canestra took over as skipper and made me look pretty unimportant to the whole program," said the owner of the fastest boat in the YRA Encinal Regatta on July 31. Daniel Thielman's Melges 32 **Kuai** finished first and also corrected out to first place overall. The race formerly known as the 2nd Half Opener attracted 58 starters for the course out to Point Bonita, back into the Bay, and down the Estuary to a finish in front of hosting Encinal Yacht Club.

"The ebb made for a lumpy but fast upwind ride out to Point Bonita," reports Jennifer Canestra, who skippered **Kuai** for the race and also happens to be the commodore of Corinthian YC.

"We focused on staying in favorable water and keeping the boat moving fast through the choppy waters, especially outside the Gate."

The wind gets light and fluky around the Point Bonita buoy, but otherwise the fleet found consistent breeze.

"Once around Bonita, we set our kite and our eyes on catching the competition in front of us," said Jen. "The downwind ride to Encinal is always fast and exciting, and this year was no exception. We overtook the final boats in the run down the Estuary and managed to win both overall corrected and fastest elapsed time! The party at Encinal in the warm Alameda weather kept us going the rest of the night."

The 2nd Half Opener used to be a two-day regatta, with buoy racing on Sunday, but the decline in popularity of the second day led the YRA to discontinue it. In its place, three Alameda Estuary clubs, Encinal, Island and Oakland, stepped in and organized an Estuary Extravaganza, starting last year. The 2020 edition was particularly popular with sailors starved for action in pre-vaccine times. The numbers were down slightly this year, with 49 entries compared to last year's 65, but that's still a very healthy fleet size for a Sunday regatta.

EYC ran the startline and OYC the finish line for three races. Some of us got in extra practice negotiating the very short

starting line — the hyper-competitive and diverse Division Charlie needed three tries to successfully start Race 2, which sent the division to the back of the line to sail a shorter course than the race committee had originally intended. The breeze was consistent and sunshine warm — a lovely day on the Estuary.

— *latitude / chris*

YRA ENCINAL RACE, 7/31

PHRF 1 — 1) **Jeannette**, Frers 40, Bob Novy; 2) **Swift Ness**, J/111, Nesrin Basoz; 3) **Destin**, Landmark 43, Romeo Uriarte. (6 boats)

PHRF 2 — 1) **Kuda Wuda**, SR33, Craig Page; 2) **Stewball**, Express 37, Bob Harford; 3) **Basic Instinct**, Elliott 1050, Memo Gidley. (7 boats)

PHRF 3 — 1) **Azure**, Cal 40, Rodney Pimentel; 2) **Sea Star**, Cal 39, Bob Walden; 3) **Heart of Gold**, Olson 911S, Joan Byrne/Axel Menhert. (7 boats)

PHRF 4 — 1) **Neja**, Dasher 28, Jim Borger; 2) **Chesapeake**, Merit 25, Jim Fair; 3) **Pretty Penny**, Mull 30, Ted Hoppe. (5 boats)

SPORTY Js — 1) **Split Water**, J/88, David Britt; 2) **White Shadow**, J/88, Jim Hopp; 3) **Inconceivable**, J/88, Steven Gordon. (6 boats)

SPORTBOATS — 1) **Kuai**, Melges 32, Jen Canestra; 2) **Ragtime**, J/90, Trig Liljestrand; 3) **Nuckelavee**, Melges 32, Mark Kennedy. (4 boats)

ULTRALIGHTS — 1) **Medusa**, SC27, Nathan & Ros de Vries; 2) **Vitesse Too**, Hobie 33, Grant Hayes; 3) **Waterworks**, Soverel 33, David Bennett. (5 boats)

ALERION EXPRESS 28 — 1) **Allegro Non Tropo**, Bill Claussen; 2) **Zenaida**, Fred Paxton; 3) **Resilience**, Kersey Clausen/Mike Quinn. (3 boats)

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

August's racing stories included:

- Tokyo Olympics • Great Vallejo Race
- Mike Martin from 505s to Kite Foiling
- Dawn Riley Interview • Cal 40 #1
- Santana 22 Foredeck Position(s)
- US Open Sailing Series • Fastnet
- Transpac Thrills Aboard *Callisto*
- Previews of September Races, the Doublehanded Farallones, the Cal 20 Class Championship the Fastnet, and more.

EXPRESS 27 — 1) **Peaches**, John Rivlin; 2) **Magic Bus**, Eric Deeds; 3) **Wile E Coyote**, Dan Pruzan. (6 boats)

OLSON 25 — 1) **O'Mar**, David Scott; 2) **Synchronicity**, Steve Smith; 3) **Foul Air**, Claudio Brasca. (3 boats)

NON-SPINNAKER — 1) **Elan**, Beneteau 37, Richard Atkinson/Klaus Schumann; 2) **Maybe Baby**, Hunter 34, Mark Bird. (3 boats)

MULTIHULLS — 1) **Greyhound**, F-22, Evan McDonald/George Kiskaddon; 2) **Round Midnight**, Explorer 44, Rick Walton-smith. (3 boats)

OVERALL — 1) **Kuai**; 2) **Kuda Wuda**; 3) **Jeannette**; 4) **Swift Ness**; 5) **Azure**. (58 boats)

Full results at www.jibeset.net

EYC/IYC/OYC ESTUARY EXTRAVAGANZA, 8/1 (3r, 0t)

PHRF 1 — 1) **Jeannette**, 3 points; 2) **Good & Plenty**, Soverel 33, the Fennells, 7.5; 3) **Galleon**, Melges 24, Benjamin Ostroff, 9.5. (7 boats)

PHRF 2 — 1) **Finn**, Capo 26, Avd Racing, 7 points; 2) **Heart of Gold**, 9; 3) **Dream Catcher**, J/24, Steven Bayles, 14. (9 boats)

PHRF 3 — 1) **Osituki**, Cal 28, Rodney Pimentel, 4 points; 2) **Loki**, Santana 525, Tim Roche, 5; 3) **Tinker**, Wilderness 21, Matthew Beall, 13. (6 boats)

NON-SPINNAKER — 1) **Obsession**, Harbor 20, Kame Richards, 4 points; 2) **Loco2**, Mercury, Paul Mueller, 11; 3) **Loose Cannon**, J/22, Rick Duste, 13. (9 boats)

COLUMBIA 5.5 — 1) **Rogue Monkey**, Fred Gumbywhacker, 5 points; 2) **Carina**, Fat Lady Racing, 9; 3) **Roja**, John Davis, 9. (6 boats)

SANTANA 22 — 1) **Anemone**, Hank Lindemann, 3 points; 2) **Fun**, Chris Nicholas, 9; 3) **Three Fisted Rat Boy**, Giuseppe Lavelle, 10. (4 boats)

Full results at www.jibeset.net

Santana 22 Nationals

With 2020 restrictions clear astern, competition among Tunas returned with the 2021 Santana 22 Nationals, held at Santa Cruz YC on July 23-25.

A worldwide pandemic can't keep these classics from chasing each other around the marks for too long. The regatta this year featured boats from Monterey Bay and San Francisco Bay, alongside host club regulars. There were old boats with young skippers, old skippers with new (to them) boats, and, of course, old boats and old skippers — well, not old in spirit!

Practice racing on Friday in lighter winds gave way to three windward/leeward races on Saturday and two on

The Melges 32 'Kuai' took the YRA Encinal Regatta with Jennifer Canestra at the helm. Turn the page for more photos.



ERIK SIMONSON / WWW.PRESSURE-DROP.US

Sunday. Stefan Berlinski, on *Hamachi*, confirmed that an uncharacteristic monsoonal influence resulted in a slightly more southerly flow, and a delayed ramp-up of the usual breeze.

Monterey Peninsula YC's Zach Grover, one of the young skippers with an old boat (*Windsong*), won the first two races, but, ominously, Mark Langer and his crew on *Hot Tuna* stayed well ahead of everyone and finished first in the third race.

Following the evening's delicious fleet dinner and plenty of SCYC hospitality, Sunday's first race, delayed an hour to wait for wind and maybe recovery from the prior night's revelry, saw Ross Clark and the *Azor* crew get their first bullet ever in championship racing. There was much re-joining! Phil Vandenberg, who won the regatta's Oldest Skipper Award with *Maybe*, hull # 20, closed the championships out by winning the final race.

In the end, the trophy passed to *Hot Tuna*. Though they won only one race, the *Hot Tuna* crew won the regatta with consistency, never finishing out of third, edging out *Windsong*, which scored fourth in the fourth race when *Azor* snuck in front of everyone. *Maybe* came in third overall and *Azor* managed

an award for fourth. Local knowledge appeared to be valuable on the course.

Jan Grygier traveled down from San Francisco to sail *Albacore* in his first Nationals with the new (to him) boat, though both are no strangers to the races, and he delivered the trophy

crew managed to significantly close the gap by Race 5 and are poised for the competition next year. The fleets all decided to stay down in Monterey Bay for the 55th year (minus one) of racing, to be hosted by MPYC.

— kristen soetebier



KRISTEN SOETEBIER

Left: Mark Langer in the après-race Frog Pond competition on the pier at Santanarama, hosted by Stillwater YC in Pebble Beach on August 7-8. Right: Sharon Reeves and Mark Langer with the Nationals trophy at SCYC on July 25 (that's a big trophy for a small boat!).

from 2019's champion, Chris Klein on *Alegre*, who was unable to participate this year.

Jens Kaemmerer of MPYC recently acquired *Krash*. And though they firmly held the same position throughout the regatta, Jens and

SANTANA 22 NATIONALS, SCYC, 7/23-25 (5r, 0t)

- 1) *Hot Tuna*, Mark Langer, SCYC, 10 points;
- 2) *Windsong*, Zachary Grover, MPYC, 12; 3) *Maybe*, Phil Vanderberg, SCYC/UCSC, 13. (11 boats)

Full results at www.regattanetwork.com

THE RACING



Women's Match Racing Championship

San Diego YC hosted the US Sailing Women's Match Racing Championship on August 20-22. The event was sailed in J/22s right off the San Diego city front in San Diego Bay near the Grape Street pier.

Saturday's racing conditions included shifty winds that led to 11 course resets by the race committee, both before the start and during the races. Teams completed seven Round Robin races on Friday, and the final two races of that round on Saturday. The breeze was steady on Friday, with a low of 6 knots and a high of 11.

Nicole Breault of San Francisco and her team representing St. Francis YC — Molly Carapiet (San Francisco), Karen Loutzenheiser (Santa Cruz) and Julie Mitchell (San Diego) — won Sunday's Finals match-up against Janel Zarkowsky of Annapolis and her Scuttlebutt Sailing Club team. StFYC won 3-0, capping an undefeated regatta. Zarkowsky and crew had leads in Races 2 and 3 of the Finals, however, in both races they carried penalties that they could not overcome.

This marks Breault's fourth career win at the US Women's Match Racing Championship. She previously won this title in 2018, 2016 and 2015. Carapiet and Loutzenheiser sailed with Breault in all four championship runs.

The team was perfect in the Round

Top row, left to right: Making the run back from Point Bonita on July 31 are Eric Deeds' Express 27 'Magic Bus' and Mark Kennedy's Melges 32 'Nuckelavee'. Bottom row, Estuary Estravaganza sights, left to right: Yes, the 'Alley Cat' people did hand-paint the cat on the Capri 30's spinnaker; Stuart Engle's Tiburon 14 'Puffin' was the smallest boat in the fleet, with a rating of 264 — but check out the sails and rig; the varied — and aggressive — C Division attempts to start.

Robin stage that took place on Friday and wrapped up on Saturday. They won all nine of their matches and entered the Knock-out stage as the #1 seed. The team went on to defeat Marilyn Cassedy (California YC) 2-0 in the Quarterfinals. They followed that winning performance with another 2-0 win in the Semifinals over Bridget Groble of Chicago to advance to Sunday's Finals.

"Our teamwork sailing the J/22s has been refined over the years," said Breault. "We were solid and could get our heads out of the boat to account for a lot of the fleet-racing factors that happen in match racing. Transitioning from light to windier conditions and reacting to pressure was the key to speed.

"I love match racing because it's all or nothing," she added. "You feel the thrill of victory and agony of defeat. It's so intense, and being able to pull together as a team is a great experience."

By winning this event, Breault receives an automatic invitation to compete at the US Match Racing Championship, which Long Beach YC will host on October 1-3.

— latitude / chris

EYC Gracie & George

Deb Fehr and Cam Campbell won Encinal YC's Gracie & George Regatta overall, sailing the Santana 22 *Meliki* in the Spinnaker Division, on Sunday, August 15. Deb has now gotten her name on the perpetual trophy four times!

The race started in the South Bay off the entrance to Alameda's old Naval Air Station, proceeded to a couple of buoys on the San Francisco side, turned downwind, and made the run to the finish in front of EYC in the Estuary. The breeze was moderate at the start, strong and gusty over by San Francisco, and progressively lighter during the long downwind leg.

Prizes given out beside the pool at EYC were prosecco for third place, tequila *blanco* for second, and Bulleit bourbon for first. Caleigh Mandel-Brown took second skippering the Melges 24 *Galleon* while carrying a 'stowaway'. "Congratulations to the expecting Caleigh for starting a new sailor's career off right. We expect to see them in the Jack & Jill +1 in a few years," said EYC rear commodore Brent Draney.

— latitude / chris



LATITUDE / CHRIS



BRUCE DUKKEN / J/70



EYC GRACIE & GEORGE REGATTA, 8/15

SPINNAKER — 1) **Meliki**, Santana 22, Deb Fehr/Cam Campbell; 2) **Galleon**, Melges 24, Catherine Mandel-Brehm/Benjamin Ostroff; 3) **Harp**, Catalina 38, Linda Farabee/Mike Mannix. (10 boats)

NON-SPINNAKER — 1) **Slice**, Wilderness 21, Heidi & Aaron Stagg; 2) **Puff Mommy**, Harbor 20, Lisa & Theo Rohr; 3) **Zephyr**, J/109, Elizabeth & Matthew Dean. (3 boats)

Full results at www.jibeset.net

J/70 Pre-Worlds & Worlds

Hosted by Del Rey YC on July 31-August 1, 44 teams used the Pre-World Championship to tune up for the J/70 Worlds.

"Perfect summer weather greeted the Pre-Worlds racers," reports Betsy Senescu. "As Saturday morning's marine layer burnt off, temperatures rose to the low 70s, while the breeze climbed to the high teens. The sailors welcomed the slightly lighter conditions on Sunday, with the breeze peaking in the low teens in the second and third race.

"With single-digit finishes in all six races, including bullets in Races 2 and 4, Bruce Golison and the crew of *Midlife Crisis* captured the Pre-Worlds title. Chris Raab on *Sugoi* secured his place at the top of the leaderboard in the One Pro division by winning the last race. A father-and-sons team from Chile, Ducasse Sailing Team, topped the Co-

Clockwise from top left: Deb Fehr and Cam Campbell won EYC's Gracie & George Regatta overall; the StFYC team of Nicole Breault, Molly Carapiet, Karen Loutzenheiser and Julie Mitchell at the US Women's Match Racing Championship; old boats with crispy white sails at the Cal 20 Nationals sailed in L.A. Harbor in mid-August; the Area G team from Richmond YC — (left to right) Charlotte Versavel, Elsa Simenstad, Wesley Seifers and Chase Englehart — won a Sportsmanship award at the Chubb US Junior Championships.

rinthian fleet."

On August 15, Betsy reported that, "Peter Duncan's *Relative Obscurity* has prevailed over 60 other teams and challenging wind conditions to capture the 2021 J/70 World Championship title at California YC. In a five-day series that tested the skill and patience of top-notch competitors from 11 nations, Duncan — sailing with Willem van Waay, Morgan Trubovich and Victor Diaz de Leon — secured a top-five position in the beginning of the regatta and never let go."

Going into the final race, any one of four different boats could have won.

"We have a lot of fun onboard — joke and laugh and keep it light — and that worked in our favor when we had to grind through," said Duncan. "Everybody knows what their job is, and these guys do them exceptionally well."

Duncan also won the J/70 North Americans in Annapolis and the 2017 Worlds in Porto Cervo, Italy. *Relative Obscurity* hails from Rye, NY. *Midlife Crisis* took second and was the top California boat.

— latitude / chris

J/70 PRE-WORLDS, DRYC, 7/31-8/1 (6r, 0t)

OPEN — 1) **Midlife Crisis**, Bruce Golison, SDYC, 12 points; 2) **Savasana**, Brian Keane, Beverly YC, 15; 3) **Relative Obscurity**, Peter Duncan, American YC, 27; 4) **Stampede**, Bruno Pasquinelli, Fort Worth Boat Club, 27; 5) **Surge**, Ryan McKillen, Coral Reef YC, 30. (44 boats)

ONE PRO — 1) **Sugoi**, Chris Raab, NHYC/StFYC, 49 points; 2) **Good to Go**, Douglas Rastello, NHYC, 56; 3) **Threatening Minors**, Jordan Janov, California YC, 71. (8 boats)

CORINTHIAN — 1) **Ducasse Sailing Team**, Andres Ducasse, CNP, 75 points; 2) **D.J.**, Ryan Cox, Ventura YC, 84; 3) **3 Big Dogs**, Pat Toole, Santa Barbara YC, 98. (12 boats)

Full results at www.dryc.org

J/70 WORLDS, CALIFORNIA YC, 8/7-15, (8r, 0t)

OVERALL — 1) **Relative Obscurity**, Peter Duncan, USA, 42 points; 2) **Midlife Crisis**, Bruce Golison, USA, 46; 3) **Dark Energy**, Laura Grondin, USA, 47; 4) **Savasana**, Brian Keane, USA, 49; 5) **Catapult**, Joel Ronning, USA, 50; 6) **Eat Sleep J Repeat**, Paul Ward, GBR, 72; 7) **Surge**, Ryan McKillen, USA, 105; 8) **Empeiria**, John Heaton, USA, 103; 9) **Ducasse Sailing Team**, Andres Ducasse Soruco, CHI, 104. 10) **Noticia**, Jose Maria Torcida, ESP, 108. (61 boats)

THE RACING

ONE PRO — 1) **Threatening Minors**, Jordan Janov, USA, 126; 2) **Good to Go**, Douglas Rastello, USA, 141; 3) **Sugoi**, Chris Raab, USA, 157. (9 boats)

CORINTHIAN — 1) **Ducasse Sailing Team**, CHI, 104 points; 2) **Dime**, Mallory & Andrew Loe, USA, 119; 3) **It's All Good**, Jay Golison, USA, 140. (26 boats)

Full results at www.calyachtclub.com

Cal 20 Nationals

A great turnout of 37 stoked Cal 20 crews, coupled with a variety of weather conditions, resulted in a fabulous regatta on August 13-15. Cabrillo Beach YC hosted the racing inside Los Angeles Harbor. Conditions included light air to full-on Hurricane Gulch conditions on Saturday. Peak winds of 25 knots were recorded on Saturday the 14th, with average breeze registered in the high teens. The 1960s-vintage Cal 20 design was targeted to handle windy conditions, and most boats held up, though three suffered breakdowns.

Locals Mike Burch and Kenny Dair were in a strong position to take the championship, winning four of the seven races, but they suffered a disqualification on a protest on Saturday, which knocked them down to fifth place. The Cal 20 Championship rules of conduct stipulate that no throwouts be allowed, which places added emphasis on consistency. Multi-time Cal 20 champions Keith Ives and crew Chuck Stevens claimed their fifth Cal 20 Class Championship. They did not win any races,



MARY LONGPRE / LONGPRE PHOTOS

but managed to sail with single-digit scores in each race.

The youth team led by 14-year-old Noah Stapleton of CBYC came in third (missing out on a tiebreaker for second place to Steve George). Noah previously won the 2021 CFJ Nationals and out-sailed many who have decades of experience on the helm of these keelboats. Cal 20 Class president Richard Welsh from CBYC has been actively recruiting junior sailors to helm Cal 20s to attract more youthful sailors to the class.

The Cal 20 has successfully hosted a Bronze fleet for intermediate and beginning-level racers to provide skill and experience-level diversity. William Dimpfl earned four firsts in the four-race Bronze series to capture first place.

— *volker corell*

ULLMAN SAILS CAL 20 CLASS CHAMPIONSHIPS, CBYC, 8/13-15

Left to right: Marbella Marlo, Max Mayol, Daniel Pegg and David Wood take a victory splash after winning the 2021 Youth Match Racing Worlds in Newport Bay.

GOLD — 1) **Rubberdog**, Keith Ives/Chuck Stevens, ABYC/LBYC, 37 points; 2) **Magic Bus**, Steven George, ABYC, 46; 3) **Kraken**, Noah Stapleton, CBYC/ABYC, 46. (29 boats)

GOLD MASTERS — 1) **Magic Bus**, 46; 2) **Trixie**, Mike Van Dyke/Peter Frazer, ABYC, 60; 3) **Sluggo**, the Schopps, CBYC, 73. (13 boats)

BRONZE — 1) **No Worries**, William Dimpfl/Steve White, CBYC, 4 points; 2) **Bullit Proof**, Deb Kelly/Mike Whalen, Shoreline YC, 10; 3) **No Name**, Clint Stayton/Ken Schoffstoll, Shoreline YC, 12. (7 boats)

Full results at www.cbyc.org

Chubb US Junior Championships

More than 100 young sailors converged on Marblehead, MA, for the tripartite Junior Championships on August 11-12 (the lack of wind on the

MERCURY HUNTINGTON LAKE REGATTA, 7/24-25

1) John Ravizzo/Chris Boome, 5 points; 2) Doug & Mike Baird, 8; 3) Jim & Kathy Bradley, 9; 4) Jeff & Chris Lanzafame, 16; 5) John Hansen/Tony Basso, 18. (20 boats)

SANTA BARBARA-KING HARBOR RACE, 7/30

PHRF A — 1) **Uhambo**, Fast 42, David Chase; 2) **Buena Vista**, Olson 40, Dwight Rowe; 3) **Zimmer**, Pacer 42 CR, Michael Gebb. (8 boats)

PHRF B — 1) **Ruca**, J/105, Eric Schlageter; 2) **Armida**, J/105, Thomas Bollay; 3) **Tigger**, J/33, Fred & Suzanne Cottrell. (11 boats)

PHRF C — 1) **Midnight Run**, Catalina 320, John Dean; 2) **Epic**, Laser 28, Vance Newell; 3) **Squall**, Catalina 34T, Gary Brockman. (5 boats)

ULDB A — 1) **Warrior**, J/125, Laura Schlessinger; 2) **Chronic**, Farr 400M, Lonnie Jarvis; 3) **Flyingfiche II**, SC50, Zellmer/Wacker. (10 boats)

ULDB B — 1) **Sundowner**, MC31, Dirk Freeland; 2) **Titanium**, J/111, Mike Drammer; 3) **Mexican Divorce**, 1D35, Neil Fraser. (10 boats)

ULDB C — 1) **Captain Sluggo**, Hobie 33, Rick Yabsley; 2) **Sam**, Col32C, Jerome Sammarcelli; 3) **Flying Dutchman**, Hobie 33, Jason Herring. (7

BOX SCORES

boats)

ULDB D — 1) **Double Down**, J/92, Brian Kerr; 2) **Blue Star**, Olson 30, Larry Spencer; (3 boats)

CRUISING — 1) **Scarlet Fever**, Jeanneau Sun Odyssey 509, Paul Hofer; 2) **Beletmoi**, Beneteau Oceanis 41, Peter Kiesecker; 3) **Seahorse**, America 49, Robert Knox. (5 boats)

ORCA — 1) **Chim Chim**, Gunboat 62, John Gallagher. (2 boats)

Full results at www.sbyc.org

CGRA COLUMBIA GORGE ONE DESIGN REGATTA (C-GOD), 7/31-8/1

MELGES 24 — 1) Geoff Fargo, 12 points; 2) Keith Hammer, 15; 3) Manfred Schmiedl, 27. (13 boats)

505 — 1) Mike Holt/Rob Woelfel, 9 points; 2) Mike Martin/Adam Lowry, 11; 3) Eric Anderson/Nic Baird, 20. (10 boats)

MELGES 15 — 1) Kyle Navin/Ripley Shelly, 7 points; 2) Brian Savery/Scott Wilson, 14; 3) Josh LaCroix/Will Huerth, 24. (8 boats)

LASER STANDARD — 1) Dave Leuck, 15 points; 2) Paul Swan, 16; 3) Andrew Haliburton, 20. (12 boats)

LASER RADIAL — 1) Hanne Weaver, 14 points; 2) Nicholas Mueller, 18; 3) Dieter Creitz, 21, 4) Kai Vurno, 26; 5) Sam Bonauto, 28. (23 boats)

RS AERO — 1) Dalton Bergan, 7 points; 2) Michael Karas, 13; 3) John Renahan, 18. (7 boats)

Full results at www.cgrra.org

NAPLES SABOT NATIONALS, MBYC, 8/2-5 (6r, 1t)

GOLD — 1) Sophia Devling, Balboa YC, 21 points; 2) Jacob Posner, Seattle YC/Coronado YC, 21; 3) Maddie Nichols, Balboa YC, 22; 4) Kingston Keyoung, Bahia Corinthian YC, 23; 5) Caleb Everett, BCYC, 26. (35 boats)

SILVER — 1) Luke Roe, Balboa YC, 15 points; 2) Charlotte Carmichael, NHYC, 34; 3) Cash Espinoza, NHYC, 35; 4) Lincoln Betz, NHYC, 43; 5) Katharine Stone, BCYC, 46. (35 boats)

BRONZE — 1) Cody Painter, MBYC, 16 points; 2) Luke Oxfeldt, MBYC, 19; 3) Zak Stone, Coronado YC, 36; 4) Jack McGhie, LBYC, 40; 5) Jett Miller, MBYC, 43. (35 boats)

BOB BETANCOURT



The start of the Dutch Shoe Marathon.

13th shortened the regatta; the scores after eight races were final). The West Coast was well represented. In the Smythe Trophy singlehanded class, which sailed ILCA 6 dinghies (aka Laser Radials), Zoey Ziskind of Santa Barbara placed third. Morgan Pinckney and Kennedy Leehealey of Newport Beach captured the Bemis Trophy in the doublehanded Club 420.

In the quadruplehanded Sears Cup competition, the San Diego team of Peter Busch, Cam Spriggs, Peter Joslin and Kole Kammerer took third sailing RS21 keelboats.

The Sportsmanship awards all went to West Coast teams, and a crew from Hawaii won the Seamanship/Ship Shape Award in the quadruplehanded class.

For results, see www.ussailing.org.

— latitude / chris

Youth Match Racing

If one just looked at the results of the various stages of the Governor's Cup International Youth Match Racing Championship on July 26-31, one would think that winner Jeffrey Petersen of the host club, Balboa YC, dominated the competition. But for those watching, it was far from that. Emil Kjaer (Royal Danish YC) won the first race of the first-to-three finals against Petersen in what experienced match racers agreed was one of the best match races they had been in or seen. There were five lead changes in that race, and Kjaer prevailed over Petersen by about a foot.

Petersen struck back by winning the start of the second race, and as had been the case all week, was tough to pass once ahead. After a couple of penalties on Petersen in Race 3, the score now was 2-1 Kjaer, and the next race

was crucial for Petersen.

He quickly evened the score at 2-2 with a better start and the same consistent, excellent crew work from Max Brennan and Scott Mais. Kjaer and crew made the only real mistake of the day by hitting the windward mark, becoming tangled in the mark's anchor line as Petersen jetted away to a half-leg lead.

After almost five days of racing, Gov-Cup would be decided in the final race in conditions much breezier than typical for Newport Beach in the summer — 10-17 knots instead of the usual lighter 6-10.

David Wood, Balboa YC's other contender for the Cup, joined the live commentary team for the final races. He and commentator (and two-time Gov-Cup winner) Andy Rose predicted that Petersen would try to avoid fouls and be sure he had more speed off the starting line than Kjaer for a small lead, which he could increase. He did just that, and in one of the largest leads of the finals, won the race and the Cup.

Petersen and Kjaer had a rematch in the Youth Match Racing World Championships, along with six other competitors, on August 9-16, also hosted by Balboa YC. But it would be David Wood who peaked at just the right time. Wood came out on top with a 3-1 score, after Petersen had won the Rose Cup and the Governor's Cup.

Kjaer had to settle for fourth place, after Italian Riccardo Sepe.

— latitude / chris

IRON — 1) Lorelei Heim, SDYC, 9 points; 2) Joe Smith, SDYC, 15; 3) Kyren Shirar, BCYC, 22; 4) Camryn Homer, BCYC, 29; 5) Zac Correia, SDYC, 32. (41 boats)

Full results at www.mbyc.org

SEFYC SUMMER KEELBOAT REGATTA, 8/7-8

J/105 — 1) **Arbitrage**, Bruce Stone, 9 points; 2) **Blackhawk**, Ryan Simmons, 14; 3) **Ne*Ne**, Tim Russell, 16. (16 boats)

J/24 — 1) **Evil Octopus**, Jasper Van Vliet, 5 points; 2) **Little Wing**, Robin Van Vliet, 11; 3) **Flight**, Rosanne Scholl, 17. (5 boats)

J/70 — 1) **Rampage**, Tom Thayer, 8 points; 2) **Flotek**, Justin Foox, 16; 3) **No Name**, Caspar Lenz Anderson, 18. (5 boats)

Full results at www.sfyf.org

SCYC BIG BROTHERS BIG SISTERS, 8/8

DIVISION 1 — 1) **Octavia**, SC50, Shepard Kett; 2) **Buona Sera**, SC70, Edward Marex; 3) **Animal**, Sydney 38, Matt Lezin. (7 boats)

DIVISION 2 — 1) **Kasatka**, SC27, Rachel & Mark Voropayev; 2) **Pegasus**, Moore 24, Philippe Kahn; 3) **101**, Moore 24, Mike McCarthy. (8 boats)

NON-SPINNAKER — 1) **Mayan**, Alden Stay-

sail Schooner, Beau & Stacey Vrolyk; 2) **Geronimo**, Wilderness 40, Niels & Jack Kisling; 3) **Patricia J**, Express 34, Jason Lauer/Royce Fletcher. (14 boats)

MULTIHULL — 1) **Hobie 18 Worlds**, Hobie Cat 18, Dwight Manning; 2) **Smoked Fish**, Hobie Cat 18, Christopher Warren. (2 boats)

Full results at www.scyc.org

US OPEN SAILING SERIES, StFYC/SFYC, 8/13-15 (13r, 2t)

OPEN FOIL — 1) Kai Calder, StFYC, 19 points; 2) Markus Edegran, SK Shapes YC, 24; 3) Johnny Heineken, StFYC, 24; 4) Will Cyr, BVYC, 35. (17 boards)

IQ FOIL 9 — 1) Adrien Gaillard, Cozumel YC, 33 points; 2) Cristobal Hagerman Haro, Club de Yates de Yucatan, 34; 3) Alexander Temko, Clearwater Community SC, 36. (15 boards)

IQ FOIL 8 — 1) JP Lattanzi, Kaneohe YC, 13 points; 2) Bryn Muller, Clearwater Community SC, 19; 3) Danicka Sailer, Kailua Wind Club, 29. (8

boards)

420 — 1) Jack Murphy/Sawyer Bastian, HPC, 8 points; 2) Sophia Devling/Oakley Cunningham, Balboa YC/MBYC, 8; 3) Alex Van Kerckhove/Dylan Murphy, HPC, 9. (8 boats)

Full results at www.ussailing.org

RS TERA NORTH AMERICANS, RYC, 8/14-15 (8r, 1t)

PRO — 1) Akira Sophie Bratti, StFYC, 9 points; 2) Justin Turcotte, PYSF, 16; 3) Abel Toth, PYSF, 26. (13 boats)

SPORT — 1) Wyatt Dalby, Dana West YC, 13 points; 2) Xyler Yee, DWYC, 16; 3) Leon Blaine, PYSF, 23. (11 boats)

Full results at www.rsterana.org

SCYC LASER NORCAL CHAMPIONSHIPS, 8/14-15, (6r, 1t)

LASER — 1) David LaPier, NoYC, 9 points; 2) Lance Kim, RYC, 11; 3) Conor Gallagher, MBYC, 14. (8 boats)

RADIAL — 1) Julian Soto, DRYC/ACSC, 5 points; 2) Walt Spevak, StFYC/Okoboji YC, 11; 3) Toshinari Takayanagi, RYC, 14. (10 boats)

Full results at www.scyc.org

BOX SCORES

THE RACING

El Toro North Americans

Half Moon Bay YC needs to be thanked endlessly for the great organization, committee work and sailing venue we experienced July 30-August 1 for the El Toro North American Championship, also called the Nationals. The four days of sailing/racing were run in flat water, moderate winds and not-too-cold weather. This California coastal town can be plagued with fog, but we experienced more sunshine than expected.

We are very lucky to be able to hold this event after the COVID-19 restrictions had been lifted and before the Delta variant took hold with new restrictions and an uncertain fall/winter sailing schedule.

Mornings greeted 14 Senior and 6 Junior El Toro sailors with fog and 8-10 knots of wind from 160 to 170 degrees. The wind lightened to a steady 8 at 190 degrees with broken cloud cover for the noon start.

With two courses and starting lines — Senior and Junior — set side by side, the fleets had all day to try to find the favored side of the bay for the upwind legs. Downwind was straight-line to the leeward gate. Both fleet marks were placed right in front of the club spectator gallery. Neither mark seemed to have been favored, because the fleet split rounding these. All five course options were used during the series. The course changes kept the sailors thinking of advantages.

No boat dominated in either fleet. By Saturday evening, two Seniors were tied on points with almost no clear way of breaking the tie. The Junior fleet was in the same position.

COVID kept El Toro sailors out of their boats for almost 20 months, but the fleet learned quickly. Tom Burden finished the first race with one boat behind him, but finished the ninth race in second place after leading the fleet for most of the race. He finished the series in fifth.

Tied going into the last day were Art Lange and Gordie Nash. But Sunday separated these two. Art got trapped at the committee boat end of the line. After escaping, Art took off to the right. Gordie had found a left shift, and rounded the first weather mark in third with Art in eighth. The second race start was almost a repeat, with Art needing to sail fast to climb from behind to pass all but one boat to finish second behind Gordie.

The Juniors ran 11 races, with Evan Sullivan in the lead after the first two days. On Sunday, Garrett Koontz pulled ahead for the championship. Almost ev-

ery Junior shared a first-place finish in one of the races.

Next year the El Toro Championship will be sailed on Lake Washington, West Sacramento. It is a warm, freshwater lake, with moderate wind and small waves.

— *gordie nash*

EL TORO NORTH AMERICANS, HMBYC, 7/30-8/1

SENIOR (9r, 0t) — 1) Gordie Nash, 10 points; 2) Art Lange, 18; 3) Chris Sullivan, 30. (14 boats)

JUNIOR (11r, 0t) — 1) Garrett Koontz, 21 points; 2) Evan Sullivan, 23; 3) Yasmine Kennedy-Crum, 28. (6 boats)

Full results at www.hmbyc.org

Dutch Shoe Marathon

There's nothing quite like the sight of the Dutch Shoe Marathon: 200 Sabots parade in sequence for 7.2 miles down San Diego Bay, with loud cheering and fists in the air when the 8-ft prams pass under the Coronado Bridge.

All the junior sailors agree: This race is long. (Oh, and bring snacks!) After a year off in 2020, this race probably seemed even longer.

At noon on Friday, July 23, four divisions (A, B, C and Seniors) started out of La Playa Cove at San Diego YC and finished at Coronado YC.

C Fleet dominated the top of the scoresheet. Finishing first in the regatta was Clare Steinemann.

"The upwind from the Coronado Bridge to the finish line was the most challenging part of the day," explained Steinemann. "I really like the start of the race the best."

Olivia Barelli made her way through the finish line in second-place overall. "Big waves were coming through in the current. In the light wind it was hard to keep the sail steady."

Fenton Wallace was B Fleet winner, finishing 10th overall. This was Fenton's first time sailing in the Dutch Shoe. "The most challenging part was sailing next to the aircraft carriers. The best part about sailing is going fast and having fun."

First place in the A Fleet, 33rd overall, was Kousei Hatter. This is Hatter's first time sailing in the regatta. "The best part of the race is the last leg of the day when you pass under the Coronado Bridge."

The winner of the Secretary of the Navy Award was Connor Herron in the Senior fleet. "The Dutch Shoe is a rite of passage. The last-place finisher is most likely the most worried and confused



BOB BETANCOURT

Dutch Shoe Marathon winner Clare Steinemann with Coronado YC commodore Chris DeNardi.

person in the fleet. You watch the whole fleet finish in front of you. There's nobody else. That's why I went back to go find that person."

The winner of the Senior Fleet was SDYC's Chuck Sinks. "It was great hanging out with the kids. The conditions might have made this the most difficult race I've sailed. Inside Glorietta Bay really got challenging," said Sinks. "It's so great that the youth invite the old people to join them," he joked.

A notable mention goes to the doublehanded sibling team of Indigo Craig (14) and River Craig (6), who completed the race in the C fleet, as did their brother Lyon, while their dad Damien was navigating across the Pacific in the Transpac aboard the J/125 *Nereid*.

— *latitude / chris*

SDYC DUTCH SHOE MARATHON, 7/23

C — 1) Clare Steinemann; 2) Olympia Barelli; 3) Steven Ashton; 4) Celeste Oder; 5) Austin Van Patten. (92 boats)

B — 1) Fenton Wallace; 2) Colin Krebs; 3) Kaden Miller; 4) Finley Morton; 5) Vance Khamsi. (29 boats)

A — 1) Kousei Hatter; 2) Anton Schmid; 3) Shane Tillson; 4) Kevin Cason; 5) Owen Fretwell. (32 boats)

SENIOR — 1) Chuck Sinks; 2) Danny North; 3) Matt Hecht; 4) Barb Tillson; 5) Chuck Eaton. (40 boats)

Full results at www.sdy.org

Opti West Coast Championship

King Harbor YC in Redondo Beach, in partnership with King Harbor Youth Foundation (KHYF), hosted the USODA West Coast Championships on August 7-8. This is the opportunity for West Coast youth to qualify for 2022 team trials in Oyster Bay, New York. Team trials select the US sailors who compete internationally.



VOLKER CORELL

The 44 youth, ages 8 to 15 years old, came to San Diego from as far north as San Francisco YC to compete.

Saturday saw variable winds around 8 knots with gusts to 14. The four races were competitive and close throughout the day. After a long day on the water, KHYF hosted a BBQ and a raffle.

Sunday's wind started out of the southwest, gradually moving to typical prevailing winds out of the northwest.

Opti West Coast Championships on August 7-8.
Inset: Overall winner Cooper Keeves.

The fleet started off a little feisty with two general recalls in the first race. Then they settled down and got three races in.

Cooper Keeves from Del Rey YC won first overall with four first-place finishes. Katlia Sherman from California YC and William Stratton from DRYC tied for second, with Gage Christopher from ABYC taking fourth.

A second racecourse was set for rookie racers. Green Fleet kids are just learning the complexities of competitive racing, and the events are set purely for educational and enjoyment purposes. Five Green kids experienced perfect conditions for the duration.

The smiles on our youth sailors' faces after two long days on the water were priceless. Learn more at www.khyf.org.

— erika lieser

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WORLD

*This month we hear from Dave Bernard, who shares memorable moments of visiting "back home" at the south shore of **Massachusetts** and the ripe summer cruising grounds of southern **New England**.*

ALL PHOTOS COURTESY 'WINONA' CREW

A Trip We Will Certainly Never Forget

As the doldrums of winter 2020 slogged on, the reality of my recent sale of my Hunter Legend *Soupy Twist II* (don't ask) set in. Newly boatless, I needed to book a sailing trip! Somehow, the scheduling gods at my employer blessed me with a couple of weeks off from late July into early August. This would be a great time for my wife Krista, my daughter Alyssa and me to visit "back home" — the south shore of Massachusetts and the ripe summer cruising grounds of southern New England.

Swift Yacht Charters has a great mix of privately owned yachts varying from about 32 to 50 feet in various marinas throughout southern Massachusetts, Rhode Island and Connecticut. My biggest desires were modern electronics, a bimini/dodger and a dinghy, and all were met and my expectations exceeded when I booked *Winona*, a 2019 Jeanneau 419 for seven nights at an excellent price. Quahogs, oysters and lobster rolls, here we come!

The months and weeks inched toward summer, and it looked as if the COVID debacle was firmly in the rear-view mirror. As we neared the charter date of July 25, Hurricane Elsa crept up the East Coast, dragging what seemed to be the entirety of the moisture in the USA behind her. Halfway through July, Massachusetts had rain nearly every day of the month. Surely with the wet start to the month, we were due for some blue skies! Or not ...

The crew also included my sister Jess and brother-in-law Andy, and we were all in good spirits as we motored south along the Sakonnet River

A classic schooner shows off in the mooring field.



toward the Atlantic. Apprehension quickly started to mount as the chop grew larger and more frequent, and the wind fought the outbound current. I assured the crew that once we entered the ocean, we'd be making a 90-degree turn for Cuttyhunk, and the wind and waves would be mostly behind us, making for a "smoother" ride (which wasn't really an outright lie). We made 7 knots with



Captain Dave Bernard dresses like a local.

a second reef on a broad reach at 15-20 knots apparent, but the 6-foot-plus waves bashing the stern quarter turned the crew a darker shade of green. We toughed out the last 15 miles to Cuttyhunk, with Alyssa taking a motion sickness-induced nap.

Less than two hours later, we glided into Cuttyhunk, the harbor that's been my desktop screensaver since I booked this trip back in March. A perfect anchorage that blocks the prevailing southwest wind with a small hill dotted with modest, but surely not inexpensive, harbor homes calmed our nerves. As sunset approached, we dinghied ashore, got the requisite T-shirt, and hatched a plan to have dinner on *Winona* after a brief walk around the few shops and docks. We hailed the famous floating Raw Bar on channel 72, and within minutes, our fresh oysters and shrimp cocktails arrived via a skiff staffed by teenagers. Dinner and wine followed, and soon we settled in for our first night of sleep at sea.

We had a great night's rest and rustled up the crew for some poorly made (my fault ...) percolator coffee and a quick dinghy trip ashore. Cuttyhunk is a beautiful,

laid-back place, and we'd have loved to spend some more time here, but we decided to press ahead to Martha's Vineyard, as Jess and Andy's time aboard was short. To get from Cuttyhunk to the Vineyard, we traveled east a few miles to pass through Quicks Hole, a wide passage between the Elizabeth Islands and Martha's Vineyard, and the preferred passage in any tide other than slack. The passage was timed well, for as we entered, we were rewarded with 9-knot plus SOG and were soon in Vineyard Sound.

The fog hadn't entirely burned off, and the visibility dropped to ... um ... the minimums prescribed in my charter contract. It quickly became clear that most of the commercial fishing boats aren't AIS-equipped, so we pulled into Tarpaulin Cove on sparsely inhabited Naushon Island. Most of the Elizabeth Islands are privately owned, with only a few homes each, and all we saw in this half-mile-long cove was a quaint New England lighthouse, one home, a moored fishing boat and us. Signs lined the beach every couple of hundred yards, which I assumed said "You're not welcome here!", so we dropped a lunch hook in 15 feet of water, swam, and had a sandwich as we waited for the fog to lift. After a bit, we were underway again toward Vineyard Haven, with a clear view of the island and 10-15 knots behind us, making great time under full sail. We grabbed a ball, headed ashore, made a beer run, and had a nice fried seafood dinner with my old friend Josh, a resident here whom I'd met over 20 years ago. Cuttyhunk, our point of departure that morning, felt like a week ago.

You definitely need at least a couple of days to fully appreciate Martha's Vineyard. I finally figured out how to make decent coffee with the percolator, and the hot sun lured us into a morning swim, which was unfortunately cut short when my sister was certain she saw a shark! (It was actually a surfacing sea bird!) We slipped our mooring and motored a few miles away to Oak Bluffs. A bunch of my high school buddies and their kids planned to meet up to spend a day on the beach — and O.B. is the place to be to keep the kiddos occupied. We anchored off the beach and dinghied ashore, which, judging by the fact that I was the only boat that did this, I'm not entirely sure is legal. I didn't attract

OF CHARTERING



Inset: Cuttyhunk, after the first day's run, restored balance and smiles for Andy and Jess Tamulynas, and Alyssa, Krista and Dave Bernard. Below: Dinner delivery at sea!



any law enforcement, and the kids had a great time riding the carousel, visiting the toy shops, and playing on the beach.

Most of my high school buds, as well as Jess and Andy, headed home via the ferry, and my friend George and his 9-year-old daughter Violet joined us on *Winona* for the evening. The wind was perfect for the quick sail back to Vineyard Haven, and George got his turn at the helm.

Vineyard Haven is old-boat heaven. Dozens of sloop- and ketch-rigged wooden boats zigzagged through the mooring field, and there were a couple of three-masted schooners sailing in and out on their sunset cruises.

After breakfast ashore the next morning, we drove George and Violet back to Oak Bluffs in the Jeep I'd rented for the day for a completely unreasonable fee. They departed on the ferry and we explored the island as a small family of three. We headed toward Edgartown, over the famous "Jaws Bridge" from the 1975 movie that was filmed here, and out toward the Katama Airpark. I'm a sucker for grass runways and old airplanes — we stopped for a minute and

watched as they loaded up a restored Waco biplane for a quick scenic flight. Across the field is South Beach, where Krista and I got engaged 15 years ago — a mandatory stop!

From South Beach we drove almost an hour to the west side of the island to see Gay Head Lighthouse and cliffs. Perched a couple of hundred feet above the ocean, the visibility was spectacular, and we could almost see as far as Block Island. After a few family photos, we headed to Menemsha, home of the marina where they filmed the *Jaws* dock scenes. This sleepy corner of MV is pretty touristy, but only has a few seafood shacks, a beach, marina, art gallery and a used book store with some very old sailing books. Take my money! I picked up a 1928 copy of *Yacht Navigation and Voyaging* for my dad's upcoming 70th birthday.

I had hoped that we could sail all the way to Block Island,

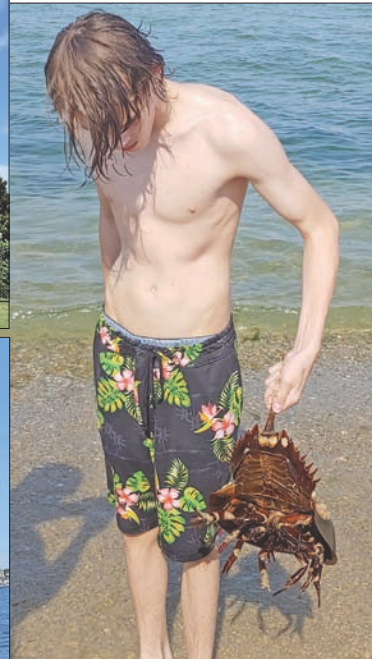
but a small craft warning forecast put the brakes on that idea. We did have good weather to get to Newport, so we left Martha's Vineyard as the sun rose to catch the current all the way out of Vineyard Sound. The current here can peak over 4 knots, so good timing is essential. We sailed about 35 of the 40 miles to Newport on a close reach in 10-15 knots of wind in the open ocean with little waves and swell. Our first jibe of the trip brought us through the east passage into Newport at about 1 p.m., eight hours after leaving Martha's Vineyard.

Gay Head Light and cliffs.



WORLD OF CHARTERING

ALL PHOTOS COURTESY 'WINONA' CREW



Left: Gay Head Light. Top center: On the mansion tour at The Breakers. Bottom center: S/Y 'Columbia' at rest in Newport Harbor. Right: Horseshoe crabs predate dinosaurs by 200 million years!

Mooring balls here are first come, first served, and while many were presently unoccupied, the harbormaster informed me that they were indeed all taken. The wind was up, so I preferred not to anchor, especially since the anchorage was quite crowded and we'd be leaving *Winona* unattended for lots of sightseeing. I had a slip reservation at Westwind Marina, and a quick phone call got me in a day early. However, this was not without its challenges: My assigned slip was an immediate 210-degree turn from the entrance, with a turning area much less than a boat length. All marina tenants watched me embarrass myself, and with all fenders deployed, including Krista with a roaming fender just in case, we headed in. After cleaning up the boat and a deserved

Dave's dad, Rich Bernard, gets time at the helm.



cold beer, we poked around Newport and had an excellent dinner downtown before retiring early for the night.

Mandatory is a mansion tour with Newport's Gilded Age Mansions Trolley Tour. The next day we boarded the nicest trolley I have ever been on and our guide, Troy, glided us around Newport historical sites and through the neighborhoods of dozens of mansions built by the tycoons of the American Industrial Revolution era. Our tour included a guided tour of The Breakers mansion, an unapologetic display of the wealth amassed by Cornelius Vanderbilt.

My parents made the 45-minute drive from my childhood home to join us for a sailing lunch and peek into how the other half of the sailing world lives! We saw megayachts with their "garages" for multiple tenders and jet skis, plenty of 12-meters, modern racers, and 100-ft-plus cutters in addition to hundreds of other yachts that riffraff like myself sail.

We departed Newport around 10 a.m. destined for Third Beach, on the other side of Aquidneck Island, opposite Newport, and halfway back to *Winona's* home of Portsmouth. We were treated with the replica of the 1937 America's Cup winner, the 135-ft *Ranger*, filling her spinnaker and making way toward Martha's Vineyard. We feasted on the remaining food and beer on the boat and watched the sunset on the bow.

The final day came too soon, although it felt as if we'd been on board

for a month! After a quick snack, we weighed anchor and motored the final eight miles up the Sakonnet River. Once tied up to *Winona's* mooring, we cleaned up the best we could, hopefully leaving her in better shape than we'd found her.

The cruising grounds of southern New England are a truly magical place to explore via sailboat. There are dozens more anchorages that we didn't experience — when I'm a full-time cruiser, I'll definitely be spending an entire summer here. Oh, and don't forget to visit Naushon Island — it turns out the signs on the beach said "Visitors Welcome" after all! Thanks to Hope at Swift Yachts, Tom, and *Winona*, and the weather's cooperation, this was a trip we will certainly never forget!

— dave bernard

Alyssa, chillin' out max, on the last day aboard at Third Beach, RI.





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CHANGES

With reports this month from **Sierra Wind** on supplementing the cruising kitty with a different sort of cruise; **Cool Change** on life choices and the right time to go; Part II of **Element**'s wide-ranging South Seas cruise before COVID hit; followed by scattered **Cruise Notes** toward morning.

Sierra Wind — S2 11.0 (36 ft) Eitan Zur and Amanda Hi-c A Different Sort of Cruising San Diego

After appearing on the cover of the April 2021 issue of *Latitude 38*, the crew of *Sierra Wind* is once again at latitude 38°N, but this time on the East Coast, in



Eitan and Amanda are hoping to do a puddle jump this year — COVID permitting.

Annapolis, Maryland. In November 2020, we were the youngest boat on the Nada Ha-Ha, with plans of crossing the Pacific in early spring as the first leg of our attempt at a circumnavigation. Due to COVID-19 travel restrictions and country closures, we begrudgingly decided, along with many other boats, that the crossing would have to wait until 2021. With those plans thwarted, two of our crew decided to take to land and backpack across Mexico. Eitan and I decided to wait out the year, exploring the Sea of Cortez and the Pacific coast of Mexico, and appreciating the extra space aboard our 36-footer.

Lost in translation: After months of smelling-the-roses cruising, steering from an air-conditioned pilothouse seems a bit ... removed.



Although we were saddened not to cross the Pacific, it allowed us to travel at a much more relaxed pace and enjoy more places with cruising friends, both old and new. We sailed along the Mexican mainland south, to Zihuatanejo, then turned around to head back north. We enjoyed the French bakery in Barra de Navidad, tequila tasting in Tenacatita, and the Full Moon Festival in Manzanillo. While returning to Puerto Vallarta, we got to reconnect with other boats we'd met during the Nada Ha-Ha, including *Atalaya*, *Kismet*, *Sauce-Sea*, and *Bohemia*.

Since Eitan has a 500-ton captain's license, he receives regular solicitations for deliveries and private charters. With our newfound downtime, he began exploring short-term captain opportunities. He was contacted by the owner of a Nordhavn 68, a luxury, trawler-style motor yacht, to travel up the East Coast of the US from Florida, and spend the summer in New England. Although the owners were only looking for a captain, they were willing to include me as a deckhand/stewardess. So, we spent our last few weeks of April on *Sierra Wind*, sailing back up into the Sea of Cortez, hauling out at Marina Puerto Escondido, and boarding a flight to Fort Lauderdale.

Although I had put my career on hold in October 2020 in hopes of taking a couple of years off to circumnavigate, it seems I was already out of my mini-retirement and back to work. Except now, I was working even more hours and making a small fraction of my former salary. But being a 'deck stew' didn't seem like much work at first. I found myself listening to audiobooks and podcasts as I detailed the interior, washed linens, and aided in meal prepping — all things I was used to doing in my free time.

The first month, while waiting for contractors to finish work on the boat, Eitan and I did the weekly washdown and continued to ready the boat for departure from Florida. Although working on a luxury yacht is glamorized by shows like Bravo's *Below Deck*, I quickly realized it's primarily just cleaning, laundering, doing dishes, and more cleaning, even for a comparatively small, 68-foot yacht.



We finally departed Florida in early June and headed north along the Atlantic coast. I was used to the steady, rolling swells of the Pacific, but the Atlantic was an entirely new feeling with short, choppy waves. Although the boat has hydraulic stabilizers to minimize rolling, I found myself feeling a little seasick, which I had never felt on a sailboat. I attributed the seasickness to the disconnection from the elements. On a motor yacht, most of the time underway is spent in the climate-controlled pilothouse, where you hardly have a sense of the wind or sea state. Due to this, combined with the artificial movement of the stabilizers, my body had a

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ALL PHOTOS SIERRA WIND

'Sierra Wind' en route to Zihuatanejo. Top left: The boat's Nada Ha-Ha crew were featured on our April cover. Abbey and Connor (at left) are currently backpacking through Mexico and Central America. Top right: With apologies to an old Honda ad campaign — you actually meet the nicest people while cruising. These are the crews of Nada boats 'Sauce-Sea', 'Atalaya', 'Bohemia', 'Kismet' and 'Sierra Wind' enjoying happy hour in PV. Inset: Eitan and Amanda spent three months aboard a Nordhavn 68 luxury yacht. They are happy to be heading back to cruising under sail.

tough time adjusting.

As we motored north, I continued to realize the differences between cruiser life on a sailboat and working on a motor yacht. I enjoyed the luxuries that come with continuously running a generator, like having air conditioning, multiple refrigerators and freezers, washing machines and a dishwasher, being able to blow-dry my hair, and having access to

AC power to charge my computer. We also got to enjoy the hot tub on the flybridge a few times and were able to take long, hot showers. But something about this new way of living felt too much like home on land, and oftentimes I would get a sense of vertigo, completely forgetting I was on a boat.

I missed the connection to the ocean, wind through the hair, and occasional

salty spray to the face. An air-conditioned pilothouse is nice but you can't gaze up at the full galaxy of stars during night passages, or hear the dolphins splash as they race along the hull. I missed the hot afternoons in Baja, where we dropped the sails to go for a mid-passage dip in the deep ocean just to cool off. Most of all, I missed the days of endless exploration, whereas now, we couldn't leave the boat with the generator running, so we spent most of our stops on board as the owners did the exploring and sightseeing. I remember hearing the lifestyle of yacht crew referred to as a 'golden prison.' Now I knew what that meant. Is living on a multi-million-dollar yacht worth it if you can only see each new destination from the deck?

At each anchorage, Eitan and I would stare out at the cruising boats nearby and long for that lifestyle again. We joked about how, if we were those cruisers, we would most certainly be annoyed at the presence of a motor yacht dropping anchor nearby and constantly running their noisy generators. But we were "those people" now and we noticed the social separation as we dinghied through the anchorage.

We made it to Annapolis on July 4, in time to enjoy the fireworks. With our time off, Eitan and I rented a Rainbow 24 day-sailer and enjoyed cruising around the East Coast latitude 38. The marinas were full of sailboat eye candy and we drooled at both the new and classic boats, dreaming of which ones we would choose if we had unlimited funds. Then, we remembered that back in reality, we already have a boat we love, and the one thing you can't buy is more time. We discussed plans for the future and decided it was time to head back to *Sierra Wind* to, once again, plan for the Pacific crossing come spring.

While it's nice to have the option to work on other boats from time to time, nothing beats the freedom of cruising on your own. We will spend a couple more weeks on the East Coast, then back home in California before heading back to Mexico to splash *Sierra Wind* in September!

— Amanda 7/31/21

**Cool Change — Gemini 10.5 cat
Ed and Cindy Neiman
Time for a Cool Change
Homewood, CA**

In 2015, my good friend and neighbor, Roger Lamb, gave me the privilege of buying into his dream of sailing the Baja Ha-Ha. We left San Francisco Bay in the fall on *Kiki*, a Hunter 46, and took our time making our way down to San Diego. We were joined by a great crew member, Don Deglau, and for part of the trip, my

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wife Cindy. We sailed out of San Diego Bay with the Ha-Ha fleet the last week of October and made our way toward Turtle Bay. What a great experience! The smell of the ocean breezes and sailing close to but separate from our fellow Rally friends



It's looking as if Cindy and Ed's third attempt to join the Ha-Ha will be a charm.

was an experience that will be treasured forever. Experiencing the silent beauty of being on watch at 2 a.m. and observing a giant full moon rising over the Mexican coastline was a lifetime moment. And just when you think the moment can't get better, you hear the following musical refrain on the VHF:

I'm being followed by a Moonshadow (click)

Moonshadow (click)

Moonshadow (click)

I never found out which fellow Ha-Ha'ers sent that out, but would like to thank them for giving this guy a big grin early one morning sailing down the Mexican coast.

Arriving in Turtle Bay, we found an-

Getting 'Cool Change' into the holiday spirit last Christmas.

other advantage of the Ha-Ha floating village. We had torn the clew off our mainsail and needed to repair it. Another Rally participant, a sailmaker, brought us over a Speedy Stitcher and gave us lessons on its use. After many hours — and more blood loss than we have ever had outside a plasma donation center — the sail was stronger than new.

This great experience went on for months after the Ha-Ha, as the *Kiki* crew explored the Sea of Cortez, often in company with other Ha-Ha boats. Eventually, we brought *Kiki* home to Alameda, where Roger found a buyer for the boat and the story came to an end ... or did it?

My desire to return to the Sea, and Cindy's amazing support, turned into a dream to return. We had countless conversations about whether we were too old — or too young — to take off on our own adventure. My friend Roger, of course, was pushing me along as he thought it was "my turn." In the long run, time and 'being sensible' convinced us that the time may have passed, and we should concentrate on work and family.

Then, in the early spring of 2019, we went to a concert ...

Sitting on the grassy knoll at a winery (with another full moon, wouldn't you know it?), we listened to great music by Firefall and Ambrosia. The last group was Little River Band, and they ended their first set with the song *Cool Change*:

*"If there's one thing in my life that's missing
It's the time that I spend alone
Sailing on the cool and bright clear water.
There are lots of you, friendly people
They're showing me ways to go
And I never want to lose their inspiration.
Time for a cool change
I know that it's time for a cool change
And now that my life is so prearranged
I know that it's time for a cool change."*

Damn!

Cindy reached over and gave me a loving, sympathetic pat that said, "I know this talks to your heart but we have discussed this and ..."

At almost that exact moment, a man a few feet behind us had a massive heart attack and fell onto the sidewalk. Despite courageous attempts by paramedics, he succumbed and was taken away in an ambulance.

Cindy and I did not have to speak. We looked at each other, both realizing that life is short and nothing is guaranteed. We knew that it was "time for a cool change." We went shopping for boats the next week. In Alameda, we found a 2008 Gemini 10.5 catamaran. An offer was made and



accepted and, suddenly, we were boat owners without a lot of knowledge of what we were doing. But we knew quite well our dreams. After giving sufficient homage to all the sea gods, we rechristened our new girl *Cool Change*. And then we started learning her temperament and dumping a lot of upgrade money into her. (Funny how that happens.)

We started preparing *Cool Change* for cruising with our eyes on the 2020 Baja Ha-Ha. Of course, along came COVID, and that did not happen. But we were determined, so we signed on to the Nada Ha-Ha and headed south to Ensenada. We received our TIP (temporary boat import permit) and were ready to join Patsy and the group, but a family

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ANDY TURPIN



Spread: 'Cool Change' motors up the Estuary. Left: Three amigos Ed, Roger and Don are reuniting for the '21 Ha-Ha. Top: The start of Leg 1 of the 2015 Baja Ha-Ha. 'Kiki' is in there somewhere! Above: Beautiful reflections from the city.

ALL PHOTOS COOL CHANGE EXCEPT AS NOTED

emergency changed our plans, and again we had to return home.

We returned to Ensenada and took *Cool Change* up to Marina del Rey. Over the next few months, I took advantage of the time, and with the help of Blue Water Sailing, completed my ASA 101, 103, 104 and 105 certifications. We also took a couple of trips to the Channel Islands and Catalina.

Now, more than ever, we are ready for Baja Ha-Ha 2021! Roger and Don — my old *Kiki* skipper and crew — are joining us.

Cool Change is now resting at Point Loma Marina in San Diego, where we are making final preparations (read: spending more money). We are so excited to meet all the participants and join this "floating

village to paradise."

— Ed 8/4/21

Entries for Baja Ha-Ha XXVII officially closed on September 1. You can find out more about this year's fleet and follow their progress at www.baja-haha.com.

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

Readers — Part I of Element's South Seas adventure appeared in last month's Changes. We introduced readers to the Schmidt family — dad Shaun, mom Sherrie, and daughters Paige (now 17) and Jordan (11) — a few years ago when they towed a disabled monohull nearly 700

miles to safe harbor during the 2018 Pacific Puddle Jump. We pick up the second part of the story of their South Seas sojourn in Australia ...

We spent most of the 2018/2019 Australian cyclone season (November to April) tucked away in Lake Macquarie, Australia's largest coastal saltwater lake. It's about a one-hour drive north of Sydney. We chose this location because they permit long-term liveaboards and — not coincidentally — had an ice rink nearby, with an ice hockey program for the girls (you know, because we are Canadians). Jordan was also fortunate to forge new friendships while attending one term of classes at the local elementary school.

Time flew by in Australia with the kids' schooling and activities. We had a very special six weeks with Sherrie's mom, visiting us from Canada: sightseeing in Sydney and spending significant time wine tasting in the Hunter Valley wine region. Unfortunately, a few weeks later when we were back in Southport, Queensland, hauled out in preparation for the Sail 2 Indonesia Rally, we received a call that Sherrie's mom had been diagnosed with advanced cancer. Sherrie and Jordan flew back to Canada immediately. The plan was for Paige and me to continue to Cairns, where rally participants pick up their entry packets, then fly home and say our goodbyes. Sadly, four days after Sherrie returned to Canada, her mom passed away.

Now anticipating Sherrie being away for an extended period dealing with her mother's affairs, and with hundreds of miles remaining to sail north to catch up with other rally participants at Thursday Island, I posted an opportunity on *find-a-crew.net* and had a young Polish couple, Ola and Mike, contact me from New Caledonia. They were available immediately after crewing aboard a yacht from New Zealand, and were game for an adventure to Indonesia. After a conference-style call to answer each other's questions, they joined Paige and me in the boatyard to wrap up *Element's* annual maintenance.

With the boat back in the water, we sailed north at a quick pace toward Cairns. We did a few overnights, but also made sure to anchor, rest, and get off the boat in desirable locations like Fraser Island, Lady Musgrave Island, Middle Percy Island and a select few of the Whitsunday Islands. Paige and I had the opportunity to meet up with our good friends Beverly and Malcolm of *Chappie* at their home port of Magnetic Island. Malcolm is a retired art teacher and talented cartoonist who taught an art

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class to the cruising boat kids during the winter season in Turkey's Finike Marina.

After passing through an Australian



The Schmidts (l to r): Jordan, Sherrie, Paige and Shaun. (The girls have grown a bit since this photo was taken.)

military exercise in progress with two helicopter aircraft carriers (oops — sorry, guys!) we tied up in Cairns, where I suggested that Ola and Mike get their scuba qualifications if the budget allowed, as we were headed to an archipelagic nation of more than 17,000 islands with great diving destinations. While we waited for them to qualify, Paige and I topped off our provisions, picked up a few more goodies from the well-stocked chandleries, and collected our rally welcoming package with our entry visas for Indonesia.

It was still 560nm to the rally start point of Thursday Island (off the Cape York Peninsula at the farthest northern point of Australia), so once again we pushed hard northward, taking advantage of the prevailing southerly winds and strong northerly current, making it just in time to join a small group of rally participants who had decided the weather window was ideal for heading into the Torres Strait the day after our arrival. We decided to join them.

Mike and Ola departed 'Element' in Lombok for some two-wheeled adventuring.



The Sail 2 Indonesia Rally started on schedule in mid-July. The first stop was the Kai Islands of Indonesia after a pleasant 800nm downwind passage. We arrived early, before festivities, while the local villagers were still decorating their streets and small port area and practicing their music and dancing in the evenings.

While there, I thought that instead of receiving candy or small toys, the kids would appreciate Paige's origami skills. Showing them how to fold paper animals and decorative boxes, she quickly became very popular whenever she stepped ashore, and was often surrounded by boys and girls eager to learn. I personally had a laugh at the customs and immigration office while waiting my turn — folding up and handing out paper airplanes to the line of kids peeking and giggling through the office window. We also had regular visits from local boys with semi-floating dugout canoes who joined us in the cockpit of *Element* for juice and crackers.

The official festival, when the remaining 40+ yachts arrived, was spectacular, with so much effort for food, song and dance put forward to make us feel welcome to their beautiful island group.

After 10 days, we set sail west for the Banda Islands, better known as the "Spice Islands." Arriving shortly after dark, we encountered a strange phenomenon. We often see bioluminescence trailing from our transoms at night. However, on this night, the entire sea was illuminated in light blue that appeared brighter than our own white hull in the dark. We have never seen anything like it before or since, and the narrow eastern approach to the anchorage was completely illuminated, with the island terrain on each side appearing pitch black.

The name 'Wakotobi' is derived from the first two letters of each of the four major islands that make up this island group, each famous for its dive sites and luxury resorts. When we arrived on the largest island or "pulau," Wangi Wangi (the 'Wa' in Wakotobi), it happened to be Indonesia's Independence Day. Local English students accompanied us to festivities where we sat alongside the judges who were grading the competition of marching people of all ages from the villages through the island. All passed by in a parade of costumes and uniforms, along with a couple of marching bands, one of which used recycled cans, bottles and paint buckets for instruments — and they were great! We were also invited to the English

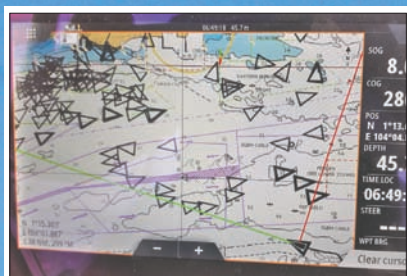


classroom to help the students practice their English and hear our accents by asking and answering general questions about us. All qualified scuba divers were invited to attend an underwater flag-raising ceremony hosted by various local dive companies and clubs, and they provided dive tanks and gear to sailors interested in joining in. The entire crew of *Element* participated, which was an unforgettable highlight.

Just a daysail across the strait was Pasar Wajo, the next stop in our rally and the pickup point where I had arranged for Sherrie and Jordan to rejoin the boat.

Once the family was complete again, it was on to Labuan Bajo, Banta Island, Pulau Moyo and the rest of the rally

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Navigating in Singapore felt like playing "real" Frogger. Each triangle represents a ship.



Above: 'Element' at the Sail 2 Indonesia Rally. Left: Jordan earns her dive card. Middle: War dance at the Wajo Dance Festival. Top left: Paige with some of her origami fan club. Top center: Beach bonfire at Banta Island. Top right: You think birds on spreaders are bothersome? Try monkeys. Right: Evening on the beach in Bali.

destinations, each as colorful — and unique — as their names. In all, the Sail 2 Indonesia Rally takes a bit over three months to complete, covers 2,300 miles, and stops in 20 different destinations. I could literally write a book about each of them.

The Gili Islands were particularly special for Jordan. She turned 10 there and had been waiting since Bonaire in the Caribbean to be able to qualify for scuba. So on the day of her 10th birthday, she started her PADI training at the five-star training facilities, and passed with rave reviews from her instructor. I'm pretty

sure being a water-loving boat kid for the past four years helped. Paige, Sherrie and I joined in for Jordan's final qualifying dive near a small platform wreck where we saw our first frog fish.

The island next door was Lombok, where we would be extending our visitor visas and Mike and Ola would leave *Element* to continue their adventures in Southeast Asia.

Our final stop in the rally was Nongsa Marina, directly across the strait from Singapore, where after a couple of days, we decided to check out of the country and

play real life "Frogger" with the shipping traffic of the famously busy Singapore Strait. We departed early in the morning on a predicted calm day with a favorable current direction, and quickly managed to find a gap between two groups of ships that we could pass safely through to the middle "separation zone." We then picked our next gap to get across to the busy inner harbor, where cargo vessels and tugs were constantly moving or at anchor waiting their turn for fuel bunkering. I was very happy with *Element's* ability to motor at 9+ knots with both engines, as we heard it was quite challenging for smaller sailboats with less horsepower to cross the strait.

For a couple of hours we navigated the busy harbor, while an F-15 practiced aerobatics overhead — I'm almost certain the pilot was using our boat as a reference point. Upon tying up at the Raffles Marina in Singapore, the final page of my 10-year passport was used up after just four years, and I needed to fly home for a new one. Even with the flight expense, I could have a new passport in three days in Canada and it would be cheaper than staying at least a month waiting for one in the pricey marina. While I was away, Sherrie and the girls enjoyed the inexpensive public transport to explore first-world shopping malls, hawker food stalls and the botanical gardens of the sparkling-clean city.

Johor Bahru, Malaysia, was just an hour or so up the river, beneath our second-ever bridge, and was a breeze to check-in. We found the waterfront to be very modern for tourists, but empty, even though Legoland Asia was nearby. There were expensive restaurants and bars "overlooking the yachts," so we decided not to stay too long and motored most of our way up the windless coast, hoping to find a place to safely tie up *Element* for a Christmas holiday visit with family back in Canada.

"Where?" was the question and "Port Dickson" was the answer. A well-protected, inexpensive marina attached to a resort complex, just a 45-minute drive north to the Kuala Lumpur Airport and

ALL PHOTOS ELEMENT

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1.5 hours to the city center by an excellent freeway system was perfect. The spot also served as a great place to pause, as Paige, being in grade 11, was required to write examinations supervised by a Canadian teacher, and Kuala Lumpur had a Canadian International School with a principal who was willing to supervise.

We were quietly tucked away in Port Dickson when COVID-19 hit and Malaysia shut down. We flew home to Vancouver and have been here ever since. With the pandemic still being felt, it's hard to predict what's going to happen, but the plan is for Shaun to return to *Element* in early November to prepare the boat for the next ocean crossing, with Sherrie and Jordan following in early January 2022. Ideally, we plan to depart Southeast Asia in early February and cross the Indian Ocean to South Africa via the Maldives, Chagos and Seychelles.

It will be great to get back sailing, but very different with one less capable crew aboard. Paige begins university for pre-veterinary studies in September. She will be sorely missed.

— Shaun 7/7/21



SILVER SPEED

Left: Brooke, Silver and Stephan. Between trips to Alaska and Mexico, 'Silver Speed's' youngest crew-member already has several thousand cruising miles under his belt. Right: Stephan describes the boat's staysail ketch rig as easy to sail. "A traditional main would be more powerful in light air, but not once have I cursed not having one. When the wind goes from 15 knots to 25, I'm giggling at how simply I can reef."

Cruise Notes

• Stephan and Brooke, along with their well-traveled 2½-year-old son Silver, took off for Mexico last December. It was the first trip to Mexico for the Nevada-based family aboard their Chris White-designed Atlantic 47 cat **Silver Speed**. They did a familiar circuit that included Turtle Bay, La Paz, Los Frailes, and several weeks exploring the Mulegé region. They then crossed the Sea and 'got sucked into the La Cruz portal,' for several weeks. "It was

comfortable, and Brooke needed to travel home a couple times," says Stephan.

Finally in late April, Stephan soloed the boat back to its homeport in San Francisco. "I was keen to sail the clipper route, but that was not working with the weather. So it was mostly a bash sailing and motorsailing. The rougher conditions were actually in California around Hurricane Alley and Big Sur as gales were trying to push in with an unpleasant swell."

All in all, he says the family enjoyed

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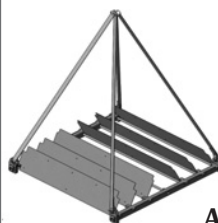


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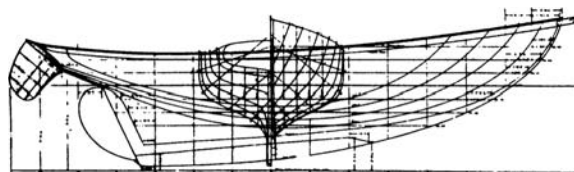
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the solitude of the Sea, especially once they found a rhythm with a toddler on board. "I particularly enjoyed spearfishing for daily dinner and chasing surf," he notes.

As for this upcoming season, things are still up in the air. "It's looking unlikely that we will return to Mexico this season," he says. "But perhaps this spring we will head to French Polynesia."

• This year will mark the fifth Ha-Ha ("or maybe sixth") for Robert Day and crew of the Laguna-based XP 44 **Day Dreams**. "For me personally, the opportunity to head down the coast as part of a flotilla provides an unbeatable formula of great sailing and a series of wonderful destinations — each interesting and entertaining in their own unique way. The stops provide plenty of rest time, an abundance of fun activities, or the chance to do as little as you wish. Ten to 20 knots from the starboard aft quarter makes for great downwind sailing, and it gets warmer



Most of 'Day Dream's Ha-Ha crew will fly home from Cabo — one as far as Maui. After a week or so, Robert (inset) and one other crew will likely bash back to Newport.

DAY DREAM

constantly changing) group to sail with. This year's group may be the most talented yet, so I'm looking forward to seeing 'how it's done' by some of the best sailors out there.

"Can't wait to get out there under the stars sailing down the coast!"

• Speaking of returning Ha-Ha vets, Marina and Myron Eisenzimmer let us know that "**Mykonos** is ready to roll!" on their 11th Ha-Ha. You could almost say

at each stop.

"But ultimately, the real reason I keep going is that I get to learn from great sailors who have also become great friends. Every year I've gone, I've been blessed with a terrific (and



Marina of 'Mykonos' is ready to "run up the colors."

MYKONOS

the San Geronimo couple's Swan 44 is more ready than it's ever been, having received a new diesel engine, saildrive, rudder bearings and a few electronics during a three-month refit at a Bay Area yard over the winter. Not to mention comfy new leather couches to replace the old worn ones.

When we asked what keeps them coming back to the Ha-Ha, Marina said, "Everything! Every trip is different — different crew, people we meet along the way, the events, and of course the weather. It's always an adventure!"

Post-rally, **Mykonos** will head down to Barra de Navidad and then Z-town. At the end of March, it's back to the Sea of Cortez. They'll probably do the bash back home to the Bay in May.

• Jeff Rothermel and Naomi

Neville did their last Ha-Ha back in 2001 aboard the then new-to-them Aerodyne 38 **Wilderness**. They return this year on the same boat with two Ha-Ha first-timers:

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WILDERNESS

The 'Wilderness' family (on a trip to Bryce Canyon), l to r: Jeff, Mary, Gwendolyn and Naomi.

daughters Mary, 14, and Gwendolyn, 16.

The girls are already competent sailors. Mom and Dad relocated to Rhode Island in 2004 (sailing the boat there), and as they grew up, Mary and Gwen learned to sail in such great venues as Newport, Cuttyhunk and Martha's Vineyard. When the family headed back to Southern California in 2015 (the boat came by truck), it was more of the same, but this time to destinations like Catalina.

"Jeff and I have great memories of our first Ha-Ha, and sailing another one with our girls was on our list. We want the girls to experience the thrill and challenges of long-distance sailing; enjoy Mexico; meet other sailors — and maybe practice their Spanish!"

• "Still working my way through the Mediterranean," writes George Greenberg of the Tartan 4300 **Rio**. You may remember George and his fiancée, Wei, from a *Changes* story in the January issue. They're the ones who set off from Phuket, Thailand, in February 2020 for the Maldives, only to be refused entry because of COVID-19, which had gone from a 'news item' to worldwide pandemic during their crossing. They ended up going from port to port — including across the Indian Ocean, up the Red Sea and through the Suez Canal into the Mediterranean — for four months and some 3,500 miles, never once being allowed off the boat! They were finally granted entry to Cyprus in early June.

Things have eased up a bit since then, at least in some places. When the February *Changes* appeared, **Rio** was in a boatyard in Turkey and Wei had flown home to China to visit family. After the boat went back in the water, George and "Matt from UK" set off for Rhodes, but landing there was denied once again. They did manage

to get into Crete for supplies, then took off for the 580-mile leg to Malta. "We had some great beam reaching with full main and my new reacher making 8.5 knots — but ended up getting lots of wind on the nose," reports George. At this writing, **Rio** was in Siracusa, Sicily, but by the time this issue comes out, George and Matt will likely be headed north along Italy's west coast toward Rome.

We were hoping to hear that George and Wei finally managed to tie the knot, which they had hoped to do earlier this spring. Unfortunately, she is still in China. Because of the virus, she can't get a visa to travel right now. The best they can do is manage their long-distance relationship via phone and video chats.



Absence makes the heart grow fonder — Wei and George in Thailand.

— latitude/jr

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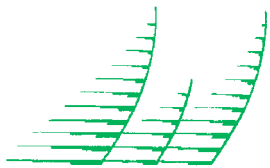
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8 FT WALKER BAY 2014. Weight 71lbs, wood oars, side tubes, tows well or stow on cabin top, foredeck. Full sailing rig \$950. Plus other boat, cruising items. \$550 OBO, + additional items. San Carlos, CA. sv_murmur@hotmail.com (650) 703-6514



7.7 FT PORTLAND PUDGY DINGHY LIFERAFT 2018. Portland Pudgy was designed as a yacht tender and unsinkable lifeboat. The stability, ruggedness, and roominess make it a great everyday tender. The Pudgy is a self-contained unit. All accessories, including the oars and exposure canopy, stow inside the double hull of the boat. Purchased in 2018, it includes the following equipment, which totaled over \$6,000: basic boat, exposure canopy, sea anchor & rode, and bow bumper. Excellent condition. More information at website. \$4,000 OBO. Berkeley. jdlessen@gmail.com (801) 710-0863 www.portlandpudgy.com.



13 FT BANSHEE 1985. Two sails, two centerboards, newer boat cover, trailer and new dolly. Race-ready. \$1,500. Granite Bay. nikasadad47@gmail.com (916) 217-0222



13 FT ZODIAC 1994. Zodiac 13-ft RIB with center steering station and 50hp Yamaha outboard. Seats up to 5 comfortably. Comes with a Pacific trailer. Tube was replaced 3 years ago. Steering and throttle cable replaced 4 years ago. New battery. Upholstery redo about 7 years ago and still in great condition. Kept under cover in summer and on trailer in garage off-season. Lightly used the past two years. Includes 3-year-old cover. \$8,200. Elk Grove, CA. Kenneth.hansen@yahoo.com

24 FEET & UNDER SAILBOATS

24 FT J/24 1978. One design, always freshwater and dry sailed. Excellent racing sails. Clean interior, black anodized spars. Includes yard trailer and small outboard motor. \$3,500. Valley Springs, CA. bonnielopezunr@gmail.com (209) 772-9695



18 FT CATALINA CAPRI 18 1986. Clean, safe, great sailing, reliable. Lead keel, flotation add safety. Easy mast-raising system. Three sails 2017/2020. New in 2020: lower shrouds; genoa tracks, cars, winches; sounder; bilge pump; battery; hatch boards; Porta-Potti (unused); compass; deck hardware resealed; trailer lights; tires and wheels. Includes boarding ladder; dependable 6hp Nissan with new bulb assembly; 2 fuel tanks; full set, clean interior cushions; cockpit cushions; mast carrier. \$4,200. Camino, CA. hjnorris@reagan.com (530) 644-4079



CAL 20 FOR SALE. Comes with rudder, tiller, sails (2x main and 2x jib). Forestay wire needs replacing otherwise in reasonable shape. Suzuki DF2.5L2 motor additionally available - \$875. Boat is in a great slip in Sausalito which can possibly be transferred to a new owner. Fun boat for experienced or beginner sailor(s) - join the Cal20 racing fleet on the Bay! \$1,100. Sausalito. (415) 215-1521



24 FT J/24 1980. Well maintained boat with many recent upgrades. Standing rigging, lifelines, spreaders, gooseneck, running rigging replaced 2020. New 6hp Tohatsu outboard, Raymarine tiller/pilot, battery, bow hatch, Spartite. Twelve sails and all spinnaker rigging. Ready to sail the Bay! \$8,000. Berkeley Marina. yevossipov@gmail.com



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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.



24 FT J/24 1982. Beautiful class-legal PHRF 168. Family owned from new, kept in great shape. Faired keel, 3 spinnakers, 3 mains, 3 genoas, 1 blade, 1 cut-down estuary blade. Trailer, Outboard, potty, Cash only, No brokers, No PayPal. \$6,000 OBO. Alameda. chadpeddy@gmail.com (510) 499-9387

25 – 28 FEET SAILBOATS



28 FT STROMSTAD KING'S CRUISER 1960. This is an historic boat, a sloop-rig sailing cruiser built in 1960, Sweden. She has sturdy construction of African mahogany over bent oak frames with copper rivets and bronze bolts. Beautiful teak interior. Artwork painted on the lockers and galley. Dolphin carvings throughout and on tiller. Bottom painted and hull varnished December 2020. Yanmar diesel with 40 hrs. Mainsail, 4 headsails and a spinnaker. Winch handle and pocket. Brass bell, emergency flares, fire extinguisher. Oil cabin lamps, manual horn, tool kit including original parts. History of haulouts and surveys since the '60s, the last survey in 2015 (\$40,000.00). Custom canvas cover. Original china set. This boat is as seaworthy as it is beautiful. \$20,000. Richmond, CA. greggg733@gmail.com

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



26 FT SOVEREL 26 1975. "Wuda Shuda" Great Club Racer. Complete sail inventory in good condition. New painted topsides, deck and nonskid. 5hp outboard, autopilot. Great day sailor, winning PhFr racer. \$9,500. San Francisco. (415) 203-6033

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 OLSON 25 1985. REDUCED Clean ULDB ready to race. Full sail inventory. 2.5hp Torqeedo electric outboard. \$9,500. Sausalito. cjprr@gmail.com (415) 850-4323

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 OBO. Great Salt Lake Marina, UT. donaldcrawford@mail.com (515) 443-1526



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. \$28,000. Alameda. mrlycan@jumpsystems.org (925) 389-0929.



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. \$9,000. Emeryville. kermiatoak@aol.com (510) 593-0729.



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 www.psmariah.com.

30 FT OLSON 1973. 'Spit'. Lots of sails, outboard and trailer included. Excellent condition. In dry storage.

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30 FT CHEOY LEE BERMUDA KETCH 1964. True classic (Herreshoff design). Heavy-built fiberglass hull, Yanmar engine, gorgeous teak exterior, spruce masts refinished, new standing/running rigging, new topsides spray job, bottom job (2019). Custom teak interior, radar, full boat cover. \$24,500. Berkeley. rsk.nautical@gmail.com (415) 500-5468.



30 FT SANTANA 30/30 GRAND PRIX 1984. Overhauled, including rigging, re-powered Yanmar15hp, restored interiors, new race bottom, with complete race/cruise sails and all equipment plus dinghy. \$24,000. Marina del Rey, CA. 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 SAILBOATS

35 FT J/35 1983. Must sell. Bought a J/120 and can't own two boats! Racer-cruiser 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.

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33 FT CATALINA 320 1995. Launched 1996, essentially two-owner, complete records, lovingly cared for, low engine hrs, nearly new self-tacking jib and bini, dodger, Autohelm, chartplotter, AIS-ready, spinnaker, lazy jacks, and more. Pretty boat, sails great. \$57,500. Alameda. pmnewton@mac.com



35 FT CAL 35 MK II 1980. Well-cared-for boat with new Raymarine Axiom chartplotter, Wheel Pilot autopilot, Quantum 2 radar. Easy to singlehand. Freshwater head. Clean throughout. Several sails along with cruising spinnaker, whisker pole. Dinghy, 4hp Merc. \$25,000. Brisbane Marina. andrew.hall@hunterdehaven.com (650) 888-8949



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, bini, 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



34 FT CAL 1969. Meet 'Palapa'. She is a very solid, safe, simple, and sturdy boat that sails well. She has been well maintained, raced around the Bay, and cruised up and down the coast. Interior is in excellent condition – upgraded with warm shower, smart charger, refrigeration, composting head. Engine is a newly rebuilt (2016) Atomic 4, also well maintained, though when I started her last the cooling system wasn't working – most likely clogged or needs water pump maintenance. Willing to negotiate a discount. \$16,000 OBO. Oakland. carol.klammer@gmail.com (508) 237-3883



33 FT SPRAY 33 1985. Remodel project, needs deck and cabin work, otherwise complete, functioning boat. 3-cylinder Westerbeke, 9 bronze portholes, very solid hull, aluminum mast, Aries windvane. Hauled out 2014, 5-axle trailer included. \$12,000 OBO. San Jose, CA. tcassell@sbcglobal.net (775) 482-4076

32 FT GULF 32 PH 1974. A must-see s/v!! Built for cruisers & liveaboards with spacious interior and 6' 5" headroom. Totally retrofitted in 2018/19 including all new: rigging, mast, LED lighting, sails (in the bag), Raymarine electronics/navigation/radar, Hydrovane, davits, Rocna anchor, swim ladder, dinghy, prop, refrigerator/freezer, electric toilet, bilge pump and safety gear. New electric motor keeps you moving quietly and efficiently with auxiliary power: wind and gas generators (Honda 1000) and solar. Sadly selling due to overseas relocation and COVID. Email owner for additional info and history. Can be seen at Rubicon Yachts, Emeryville, CA. This s/v has been my pet project, lovingly retrofitted with every imaginable upgrade and painstakingly painted too! \$39,000. Emeryville, CA. abouttime18@icloud.com (415) 290-1347



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 Marinc Day/Nite solar vents (2020), bare stainless lifelines with gates (2018), Marinc shore power cord. Selling As Is. <https://tinyurl.com/rstrefk3>. \$20,000 OBO. South Beach, SF. jackmcneal@gmail.com 650-207-3673.



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.

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 CASCADE 36 1977. Cascade 36 ketch-rigged sailboat, Hull #14. This was originally a kit boat built in Oregon and finished in San Leandro. She sails very well but needs extensive work, as she has been sadly neglected for the last several years. She has three roller-furling jibs, a main, and a mizzen sail. There is a large inventory of accessories and spare parts. For details contact Glen. \$10,000 OBO. San Leandro Marina. glenr99@gmail.com (541) 274-9268.



39 FT FAR HARBOUR 39 2010. "This is the very first boat of mine that I have wanted to personally own for a long, long time." — Bob Perry, yacht designer. Fully outfitted with all best-quality equipment for coastal cruising. Cruise the Salish Sea, BC Inside Passage, SE Alaska, Baja Ha-Ha, or wherever your imagination may take you? Yes! Excellent condition. Maintained by knowledgeable professional and continually upgraded. Easily singlehanded. Sails fast. Motors fast. Motivated seller; two-boat owner. \$114,500. Pt. Richmond, CA. FarHarbour39@gmail.com (510) 381-0802 www.sv-cloud.com/



37 FT CREALOCK 37 YAWL 1980. 'Pelagic' is a 1980 Pacific Seacraft Crealock 37 yawl outfitted for cruising and living aboard. Universal four-cylinder diesel, Monitor windvane, Lighthouse 1501 windlass, all-chain rode, Spectra 200C watermaker, KISS windgen, 4 solar panels, Icom 710 SSB & tuner w/Pactor 3 modem, Standard Horizon VHF w/AIS, Raymarine electronics, 9 sails, Garhauer blocks, vang & deck gear, propane stove and fireplace, Zodiac Zoom 260 solid-floor dinghy w/Suzuki 4 hp outboard, USCG documented. \$93,000. Seattle, WA. pelagic_sails@hotmail.com.

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 www.tinyurl.com/2hs9rnc.



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39.5 FT NORTH STAR 80/20 1974. Cruising ketch. This is an incredibly strong cruising boat, well suited to passageway and weathering tough conditions. Active AIS, full-spectrum radar, integrated chartplotter (Simrad)/Autohelm, windvane-assisted steering, DuoGen wind/hydro generator, 400W solar panels, 80-gal fuel tank, 2 20-gal water tanks, watermaker, solid dodger, onboard Wi-Fi, Dyneema standing rigging. (Colligo SoCal), Full-width aft berth, new interior cushions and mattresses, Portland Pudgy sailing dinghy / 4 hp outboard, full complement of low- and high-wind headsails, triple-reefing main and mizzen, shoal draft. (4'9"), Max-Prop, drip diesel heater, large 12V refrigerator, freezer, Many more photos available. \$45,000. Vallejo. trevor-steel@hotmail.com (707) 637-3140.



36 FT C&C 110 2005. Racer-cruiser, speed-inspired design of Fairport Yachts that has built Tartans for 40 years. Carbon mast, rudder. Epoxy hull, vac bag construction. Set for singlehanding or crew. All quality equipment, electronics. Lightly used, professionally maintained. Many upgrades. A pleasure to sail, best suited for the experienced sailor looking for the perfect combo of fast racer, quality-appointed cruiser. Informed capable principals please. \$129,999. San Mateo. plumbosome@yahoo.com (650) 572-1115.



36 FT ISLANDER 1973. 'Cheetah' is a Swiftsure veteran - tall mast cruiser/racer. Poor health forces sale. New bottom paint and rig updated July 2021. Gently-used main. Three spinnakers. 39 hp Yanmar. Racing anchor. \$32,000. Port Townsend, WA. arthurs7ewp@gmail.com (360) 531-1598.



36 FT FREEDOM 1988. Baja Ha-Ha ready! I've spent the last 8 years getting the 'Selkie' ready for bluewater short-handed cruising, but my retirement plans have changed. However 'Selkie' is ready! I've installed SSB, a Monitor self-steering system with spares and storm vane, \$5k in new electric anchoring system, over \$10k in canvas including full cockpit enclosure, new main and spinnaker, fast track and roller bearing bat cars attached to full battens (the main drops into its pack like a rock!), a second VHF with AIS, replaced the refrigerator compressor, three solar panels, and so much more. She's been professionally maintained by Chuck's Marine and Svendsen's with her most recent haulout/paint/speed prop in February. Includes Portland Pudgy. \$82,900. Alameda. nengaku1@gmail.com (315) 600-6022.



36 FT NONSUCH 1989. Fast and easy to sail, Baja ready. Recent refit, excellent condition. Liveaboard slip. Spectra, solar, radar, electric winches, Pineapple sail, dodger and covers, smooth running diesel, enclosed shower, 3 anchors, 250 ft chain, Lewmar windlass. \$89,000. mlarchplastics@yahoo.com (707) 494-9919.



37 FT JEANNEAU GIN FIZZ KETCH 1981. Good condition. Professionally fitted throughout. Perkins engine. Open for options. \$13,000. Chicago, IL. karolina.nejfeld@yahoo.com (312) 927-5097.



37.5 FT CATALINA 2008 2008. Bay boat, cruising yacht, liveaboard, boat has it all. Self-tending jib, electric winches, radar, solar panels, large interior, fold-up table, refrigeration, stove, electric head, walk-in shower. Meticulously maintained, Call for extras. \$169,000. Point Richmond. mobruno@att.net (925) 597-4326.



38 FT INGRID 38 CRUISER 1979. 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.

39-FT FREYA, 'CANDIDE', 1978. 'Candide' is a Hawaii and Mexico vet. Yanmar diesel, ProFurl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. \$49,000 OBO. Brisbane. hogancanoes@aol.com (650) 728-9528 or (650) 773-3834.

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 OBO. San Diego. Rickwoodconstruction@gmail.com (530) 318-1178.

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. lichianti@gmail.com (916) 995-7853.

40 - 50 FEET SAILBOATS



41 FT HARDEN SEA WOLF 1973. Fiberglass with Perkins 4107 diesel running. Sails in fairly good shape. Fish finder, GPS, radar, water heater, located in San Diego. Retiring, must sell. Contact me for details. \$25,000 OBO. San Diego. huzumnu@gmail.com (619) 213-8597



41 FT ISLANDER 41 SLOOP 1974. Alan Gurney design. Spacious interior, great liveaboard. Two double berths plus 1 pilot berth, Dinette, chart table, full galley with large ice box, mahogany interior with teak & holly sole and Port Orford ceilings. Barent winches: 32ST (2), 32 (2), 22ST (4), 10ST (3). Kenyon Spars completely overhauled with new LP paint and Ballenger rigging (2016). 4 Spinakers, 3 headsails and mainsail. Westerbeke 4-107 with Martec geared folding prop. One-year Santa Cruz sublease available. \$64,500 OBO. Santa Cruz. sanyata@msn.com



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50 FT ALEUTIAN 50 KETCH 1977. 'Tulum V' for sale. New chainplates, standing rigging and LiFePO batteries. All cruising gear included, boat is in great shape and ready to cruise. See web link. All offers will be considered. \$139,000. Sea of Cortez. www.tinyurl.com/fdcw8cew



43 FT HANS CHRISTIAN KETCH 1980. Only a handful ever made. Ocean-worthy bluewater cruiser. Travel in comfort and safety to any global destination in elegant style. Three separate cabins, spacious galley, well-equipped gimballed stove & oven, refrigerator, hot & cold freshwater system. All electronics updated; autopilot self-steering windvane. M65 Perkins diesel; new batteries. Mainsails, bowsprit. All maintenance records & receipts. Newly surveyed. Sailed from Hawaii in 2020. \$180,000 OBO. Berkeley, CA. Mosheblatt@hotmail.com (530) 258-7506



45 FT TOM WYLIE CUSTOM 1983. 'Malaya' is an inboard, masthead cutter that is intended to be a fast cruiser/racer to be sailed with a crew as few as 2. This is apparent in both the deck and cockpit layout as well as the unique cabin design. Not tied to a rating rule, 'Malaya' is fast, extremely stable and comfortable, and tracks extremely well. \$109,500. Ventura, CA. nrosenthal621@gmail.com. www.malaya4sail.com.



46 FT TAYANA VANCOUVER 460 PILOTHOUSE 2001. Cutter is a solid, well-built seagoing vessel. 100 hp Yanmar engine, Caribe 10-ft dinghy with outboard engine, and many extra features. Located in a splendid cruising ground, Split, Croatia. \$152,000. Split, Croatia. michael@infinityyachtsales.com (615) 417-4931



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 www.tinyurl.com/49d5uycf



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. svcricket@hotmail.com (831) 332-0920.



50 FT HANSE 2014. German-built Judel/Vrolijk-designed performance cruiser in excellent condition. Fast and comfortable best describes this well maintained yacht. Three-cabin, 2-head configuration with dedicated shower and utility/laundry room. Twin wheels, fold-down transom. Features include: 75 hp Volvo turbo diesel (1,400 hrs), 10 kW Fischer genset (375 hrs), 20 GPH Village Marine watermaker, bow thruster, Hydrovane self-steering, 660 watts solar, Miele washer/dryer, Icom 802 SSB radio, Iridium GO! satellite transceiver, electric primary winches, asymmetrical spinnaker, fans and plumbing for hydronic heat. LLC-owned, USCG-documented. Broker Cooperation. \$450,000. San Jose del Cabo, Baja Sur, MX. lanikai3@live.com (805) 985-4532



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. Seanelyson17@gmail.com (510) 325-2507

40 FT CAL 40 1965. This Cal 40 has had all the recommended hull "fixes" including a stainless steel transverse beam. I consider it a project boat as it is not quite ready to cruise. Original owner modified main cabin. \$35,000. Point Richmond. sfhand@gmail.com (415) 310-6015



46 FT J. Benford 1984. The s/v 'Isa Rana' is a steel-hulled gaff-rigged schooner, designed by J. Benford and handmade by the Benford Design Group. Currently moored in Puerto Aventuras, Quintana Roo, this sleek vessel is the perfect escape for a sailing enthusiast with taste for tropical waters. For the complete listing, contact information, and many more photos, please visit website. \$80,000 OBO. Puerto Aventuras, Quintana Roo. njallison@frontier.com www.tinyurl.com/5ev699y6



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. www.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 \$175,000. 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. Owner relocating to FL. \$175,000. Mazatlan, MX. sailcub@yahoo.com (626) 353-3858



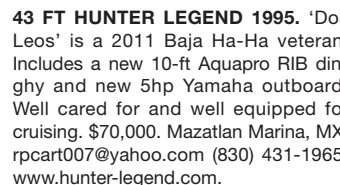
44 FT DAVIDSON 44 1990. Exceptional bluewater cruiser. Veteran of 2012/13 Baha Ha-Ha and Pacific Puddle Jump plus 8-year circumnavigation. Refit in 2018. Balanced helm, easy to sail, fast yet comfortable. Meticulously maintained. Numerous upgrades. Call or text Bruce. \$119,000. Ft. Lauderdale, FL. pacificwhwy44@gmail.com (340) 473-8597



42 FT PETERSON 1982/2006. REDUCED! 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. \$60,000. Ventura, CA. kimingram10@gmail.com (805) 218-8204



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. emjr2017@icloud.com (805) 795-0143



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. www.hunter-legend.com.



50 FT HUDSON FORCE 50 1978. Center cockpit, Lehman 80, aft queen with windows, good condition. \$79,000. Berkeley. Tcparrfitt@yahoo.com

51 & OVER SAILBOATS



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 above). \$145,000 OBO. Puerto Peñasco, Sonora, MX. cscotsy@gmail.com (805) 863-2381 www.tinyurl.com/uas6jsh



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 OBO. 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. sagieber@gmail.com (206) 384-1175.

MULTIHULLS



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 or offer. Santa Rosa, CA. john@windtoys.net (707) 696-3334



27 FT FARRIER 25C 1995. Mylar main, jib, code 0, by Skip Elliott. Mylar Screecher. 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.



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. bsseevers@msn.com (775) 350-4935 or (775) 782-7035.

POWER & HOUSEBOATS



34 FT NELSON 34 MK I 1967. The Nelson 34, built in the U.K., is well known for its seaworthiness. Perfect for picnics and fishing. Original twin diesel Volvo Pentas. Runs great. Lots of recent upgrades, needs some TLC. \$19,800. Tiburon. DavidRMcGregor@gmail.com.



23 FT WELLCRAFT SPORTSMAN 1986. Almost new 200 hp Mercury Verado plus 9.9 kicker, Garmin 20 radar and arch (lights and rod holders), Ace Line Hauler, Simrad autopilot, 12 Garmin electronics for nav, radar, etc. Many extras, too many to list. Boat located on trailer in Santa Cruz upper dry dock secure lot. \$12,000 for new trailer with 4-wheel disc brakes, electric over hydraulic. Call Nick. \$47,888. Santa Cruz Harbor. nick@nkc83.com (408) 224-1000.



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 OBO. Stockton, CA. gmanov@sbcglobal.net (209) 484-6621.



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. More info/contact on website. Sausalito. https://bit.ly/2Us8zzz

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. mjbboat6.2@gmail.com (650) 924-0849 www.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.

TRAILERS



BOAT TRAILER PARKING. Secure/accessible/affordable parking for your boat trailer. Near the Richmond Bridge on the beautiful San Pablo Peninsula. 7/24 access, gated w/ individual access codes; security cameras. Rates vary according to size but start at \$100/mo. Richmond, CA. bw@baycrossings.com (510) 205-1447.

TRANSPAC RACE SAILBOAT RETURN TRAILER. Shipping my 35-ft sailboat to Honolulu in May. After selling it, 30- 40-ft sailboat trailer ready to ship your boat back after race. Adjustable support mounts, mast holder, storage boxes, triple-axle trailer, rated for up to 18,000 lbs, new tie downs. Available in Hawaii after May 15, presently located in California. You can make any adjustments necessary to accommodate your race boat. \$6,995. Long Beach, CA. tikkibill@gmail.com (562) 714-2455.

PARTNERSHIPS

33 FT MAINSHIP PILOT 30 2002. One-quarter timeshare. Classic Down East trawler. 20 knots/10gph, low fuel burn. 240 Yanmar. Recent Garmin GPS, radar, depth, bow thruster, excellent shape. Sleeps 4. Flexible calendar. \$475/mo. \$475. Pier 39, SF. brosec33@gmail.com

LOOKING FOR BOAT PARTNERSHIP. Looking for partnership on 30-50-ft sailboat, preferably East Bay. Equity and non-equity considered. Have 20+ years of experience sailing on the Bay and chartering internationally. I have partnered successfully on a 31-ft Beneteau for five years. Now I have a small sailing dog that I want to sail with me and the others are allergic. Looking for a clean boat in good condition that is sailed regularly, and responsible, nice sail partners. Berkeley. ddodgesf@gmail.com.

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.

BERTHS & SLIPS

GALILEE HARBOR LIVEABOARD BERTH AVAILABLE. A liveaboard berth is available at Galilee Harbor Community Association, Sausalito, Ca. Applicant must own the vessel, work in marine service, and meet requirements for membership. See our website for information and application. 300 Napa Street. applyGHCA@gmail.com. www.galileeharbor.org

PIER 39 SLIP IN SAN FRANCISCO. Pier 39 Boat Slip C-9 (36 feet) for rent for \$420/month, \$20 less than current retail price. Alternatively the slip lease is for sale for \$2000. \$420. Pier 39 San Francisco. sbhugg@pacbell.net Pier 39 Slip For Sale. Slip C14. 36x13. Privacy and great views. Best deal you will find at Pier 39. Best location on SF Bay includes reduced parking fees for owners. Great amenities including owner's lounge, private bathrooms with showers. Steps to the Embarcadero, Ferry Building, and world-class dining and shopping! \$2,000. San Francisco. jeffreycastaldo@gmail.com (415) 272-0962

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.

SLIP FOR SALE. 40-ft x 13.5-ft slip D12 in Emery Cove Marina. Docks just completely rebuilt. Power (30-amp 125-volt power and ground-fault monitoring), water, internet, cable. Average depth: 8.5-ft MLLW. Marina mtce: \$300/mo. Downwind slip. \$41,500. Emery Cove Marina. johnlikas@hotmail.com (415) 994-8185 www.emerycove.com.

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. www.redwoodcityport.com/marina.

BUSINESS OPPORTUNITIES

RARE OPPORTUNITY. Love to sail? Are you adventurous and a people person? Thinking of retirement or career change? Kauai's ONLY monohull sailboat charter business is available. Perfect opportunity for a couple or family to own and operate. Plenty of growth potential. Complete turnkey business. Full details for serious inquiries. No Kokua agents (please). Kauai, HI. sailingkauai@gmail.com.

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. www.svsurrender.com.

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

ADVENTURE SAILING. Join us for an ocean passage in 2021 andy@sailingbiz.com (707) 953-0434. www.sailingbiz.com.

GEAR

RENOGY 200 WATT SOLAR PANELS. 12V Monocrystalline solar panels, new in box; \$250 ea. or \$750 for 4. Call Jay. \$250. Sacramento. musicwmn@gmail.com (916) 402-3355.

4 SAMSON LINE SPOOLS. 1/4 in XLS 500ft \$100. 1/2 in XLS 500ft \$300. 5/8 in 4-500ft \$250. 3/8 Nylon 500ft \$100. \$500. Costa Mesa, CA. tspooner2000@yahoo.com 949-689-9390.



GIBB HARDWARE. Treasure chest found, all new. Thousands of pieces, winches, winch handles, Tufnol blocks, 316 stainless and maganese bronze, turnbuckles, snap shackles, clevis pins. Classic hardware. Save 1/2 retail. \$10. Santa Rosa, CA. john@windtoys.net (707) 696-3334. www.gibbhardware.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

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. Ventura. emijr2017@icloud.com.

JOB OPPORTUNITIES

SANTA CRUZ PORT DISTRICT, PORT DIRECTOR. The Santa Cruz Port District is seeking a Port Director – a strong, broadly intelligent, focused, and hard-working individual to manage and direct all activities of the Santa Cruz Harbor and Port District. Any combination of experience and education equivalent to a bachelor's degree in business administration, public administration, or a relevant field and 5 years of increasingly responsible experience in a management or supervisory capacity involving the operation, maintenance, and security program and which involves a diversity of disciplines including general administration, personnel management, and intergovernmental and public relations is qualifying. Salary is DOQ with an attractive benefits package. Apply online by August 27, 2021. Santa Cruz, CA. apply@bobmurrayassoc.com (916) 784-9080 www.tinyurl.com/pmyk84f9



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.

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.

DO YOU LIKE TO WORK ON BOATS? Hiring Fleet Service Technicians with marine diesel, outboard motor, sailboat rigging, gelcoat, marine carpentry, marine electrical or brightwork experience. Fleet Service Technicians make sure every sailboat in our fleet is charter-ready and safe to operate; check in and turn around boats between charters or classes; assist students, members, and boat owners with troubleshooting; work with the rest of the Fleet Service team to report, track, and repair issues. Learn more on our website provided. www.inspiresailing.com/jobs



CAPTAINS WANTED PIER 39 RHIB. The success of our company, rated #1 boat tour in San Francisco (Tripadvisor), relies upon a gold standard of customer service, safety, enthusiasm and knowledge of local maritime history. Two-month training period (paid) followed by a final review. Job includes narration & interaction with guests; dockside work (minor cleaning & repairs); standby (@ Pier 39 w/pay); checking in, suiting up & boarding passengers; safety speech; taking group photos of passengers; smiling and positive interaction with passengers. Previous RHIB experience, 2nd languages, ex-USCG, knowledge of San Francisco maritime history a plus. Part-time/flexible. Email résumé, short cover letter. \$35. PIER 39, San Francisco. charles@bayvoyager.com (510) 612-1251. www.bayvoyager.com.



SLO SAIL AND CANVAS IS HIRING — MULTIPLE POSITIONS. SLO Sail and Canvas is hiring for multiple positions in our busy sail loft in beautiful San Luis Obispo, California. We specialize in building boat covers, trampolines, and sails for sailing dinghies, one-designs, and beach catamarans. The following job opportunities are open for immediate fulfillment: Sailmaking Department Manager, Manufacturing Assistant — Industrial Department, Production Sewing & Prep — Trampoline or Boat Cover Department, and Office Assistant. To learn more about each job opening, visit website. erik@slosailandcanvas.com (805) 479-6122 ext.9 www.tinyurl.com/fpdkrmt

SAILING INSTRUCTORS, SKIPPERS. Now hiring sailors! \$20-\$25 DOQ. Sail our new Andrews 21s & Santa Cruz 27s. Mid-week/weekend work available. Our great location and wonderful staff make us one of the top ASA sailing schools. Email résumé/call today. South Beach Harbor, SF. staff@spinnaker-sailing.com (415) 543-7333 www.tinyurl.com/2r348wud

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JOIN OUR TEAM OF INSTRUCTORS! Spinnaker Sailing in Redwood City is looking for ASA-certified sailing instructors to teach out of our Redwood City Marina location. Part-time, flexible schedules, midweek and/or weekends. Please contact Rich or Bob by phone or email. Redwood City Marina. office@spinnakersailing.com (650) 363-1390. www.spinnakersailing.com.



LICENSED CAPTAIN WANTED. Wanted: Licensed Captain with towing endorsement for TowBoatUS./Vessel Assist on the San Francisco Bay and Delta. Preferred if you live by SF waterfront, Alameda or Bethel Island areas. Philpdelano@gmail.com (925) 382-4422. www.vesselassistsanfrancisco.com.

BOATYARD FOREMAN. Must have hands-on experience and knowledge of marine/boatyard operations. Will work with yard manager to assist in organizing and supervising staff and meeting deadlines while assuring quality workmanship. Must be able to assist with the efficient and effective running of daily boatyard activities with hands-on work, as necessary. All steps of lifting, shoring and launching of vessels after work performed at a level of quality meeting or exceeding standards. Assist with maintenance and repair work. Maintain communication as to job progress and changes to scope of work. Ensure compliance with all applicable safety standards. Medical, dental, vision, life insurance, simple retirement plan, holidays. Salary negotiable based on experience. \$90. montereybayboatworks.com (831) 373-7857 www.tinyurl.com/3y77yjp9

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NON PROFIT

DONATE YOUR BOAT. The Bay Area Association of Disabled Sailors strives to make sailing accessible to people with disabilities. BAADS is always on the lookout for donated boats to support its mission. Help an all-volunteer organization while receiving a charitable tax deduction. boatdonations@baads.org (415) 532-9831.

PROPERTY FOR SALE OR RENT

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DRAMATIC WATERFRONT ALAMEDA TOWNHOME. Dramatic waterfront Alameda 3BR/2.5 BA townhome with a private 44-ft deep-water slip attached to the property. An impressive 2,054 sq ft with multiple living spaces all designed to overlook the glistening Ballena Bay. \$1,249,000. leah@leahounger.com (510) 701-6497 www.tinyurl.com/3wdmepyu

DELTA DREAM. 500 ft frontage on Sac River. Dock, 4 acres, 2800 sq ft custom home, 3bd, 2 bath, office/man cave, hobby/laundry, central HVAC, solar, water softener filter R O system, oversize 3-car garage, elevator, 24 x 48 metal barn, pickleball court. Call or email. \$1,600,000. Horseshoe Bend, Sacramento River. uhal1@yahoo.com (916) 777-5405.



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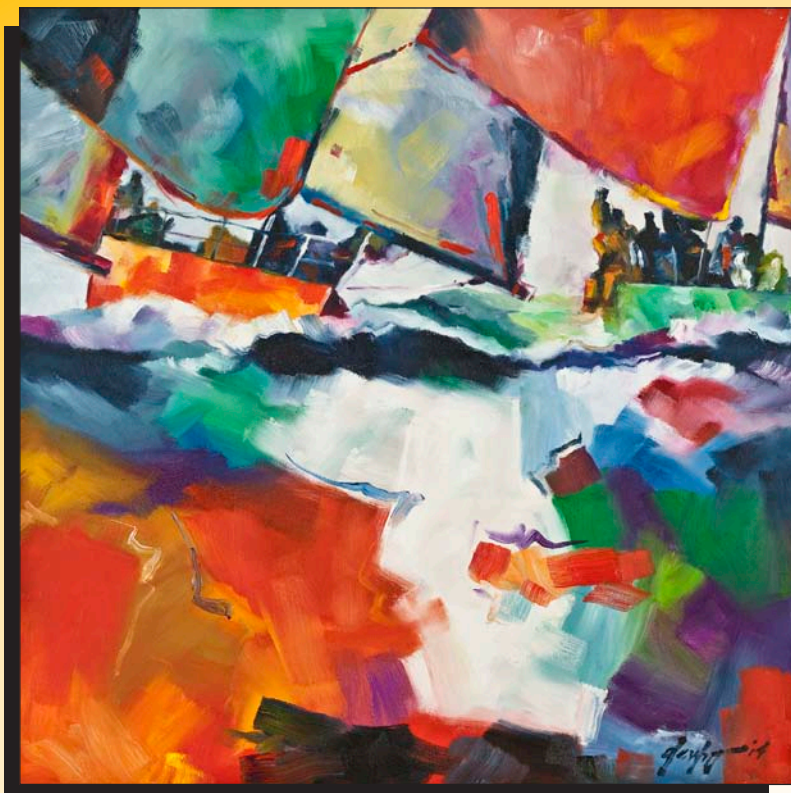


FITTINGS FOR LAKE UNION DREAM-BOAT. ISO owner of a Lake Union Dreamboat bought at auction from Oyster Point Marina after she sank. I have fittings that I want to return. Peninsula. Sheilaholmes@mac.com.

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. www.tinyurl.com/3z23tbfb

WANTED

WYLIECAT 17 WANTED. Wyliecat 17, lifting keel with trailer. Eureka. flyers31373@yahoo.com (928) 699-1557



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