

# Latitude 38

VOLUME 532 October 2021

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# As the Saying Goes...

As the saying goes: "Old age and treachery will always beat youth and exuberance." And George Gurrola provides clear evidence.

George turned 91 last month. He sailed his Merit 25, *Bandido*, in Oakland Yacht Club's Sweet 16 Series and won the last two races of the series with his new Carbon genoa from Pineapple Sails,"straight out of the bag," as the saying goes. No actual treachery was required. Just new-found boat speed.

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Brice Dunwoodie's Golden Gate Yacht  
Club-flagged J/88 *Ravenette* turns the corner  
in the 2021 Rolex Big Boat Series.

Credit: Sharon Green / Rolex

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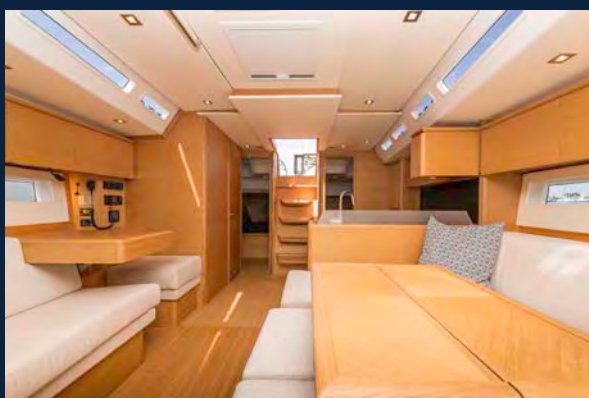
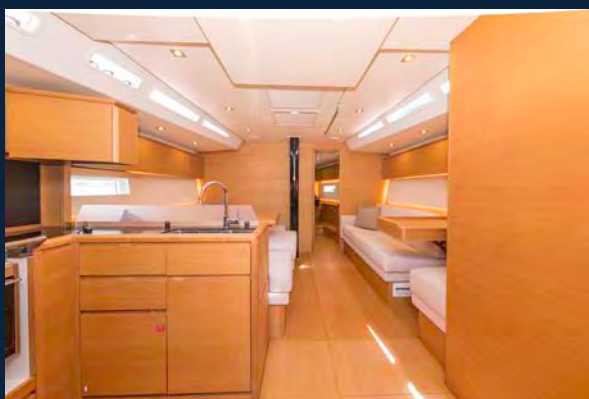






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## CALENDAR

### Non-Race

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

**Oct. 3** — Heart of San Francisco, over the Golden Gate Bridge, 2 p.m. Followed by the return of Queen Calafia, Dunphy Park, Sausalito, 3:30 p.m. Info, [www.antenna-theater.org](http://www.antenna-theater.org).

**Oct. 3-11** — S.F. Fleet Week. Info, [www.fleetweeksf.org](http://www.fleetweeksf.org).

**Oct. 6-27** — Wednesday Yachting Luncheon Series, via YouTube, 12:30-1:30 p.m. StFYC, [www.stfyc.com](http://www.stfyc.com).

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

**Oct. 9** — Prepare Your Boat, Pacific Offshore Academy 1, Richmond YC. Full day event with box lunch & cocktail party. \$30. Info, [www.pacificcup.org](http://www.pacificcup.org).

**Oct. 11** — Columbus Day & Indigenous Peoples Day.

**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](http://www.harbormaster.org).

**Oct. 12-Nov. 16** — USCG Auxiliary Boating Safety Class Webinar, Tuesday & Thursday evenings, 7-9 p.m. \$75. Qualify for the CA Boater Card. Info, [mariniboatingclasses@gmail.com](mailto:mariniboatingclasses@gmail.com) or (415) 209-9999.

**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](http://www.sandiegomarine.com).

**Oct. 16** — Online Sea Chantey Sing, noon. With Peter Kasin. Info, <https://maritime.org/events-home/chantey-sing>.

**Oct. 16-17** — Advanced First Aid & CPR for Mariners, Schooner *Zodiac*, Bellingham, WA, 8 a.m.-2:30 p.m. \$335. 20% discount code for Baja Ha-Ha fleet members: HAH20. Info, [www.maritimemedicalguides.org](http://www.maritimemedicalguides.org).

**Oct. 18-22, 25-29** — Evening Cruising Seminar Series, Downwind Marine, San Diego, 6-8 p.m. \$3. Info, (619) 225-9411 or [www.sandiegomarine.com](http://www.sandiegomarine.com).

**Oct. 20** — Full Hunter's Moon on a Wednesday.

**Oct. 21** — Clean Boating Educational Happy Hour Virtual Meeting for Southern California boaters, via Zoom, 5:30 p.m. Free. Registration, <https://tinyurl.com/4zywvssh>.

**Oct. 21** — One Enchanted Evening in the South Pacific Virtual Gala, 7-7:45 p.m. Music, cocktail mixology demo, more. Benefits the S.F. Maritime National Park Association and USS *Pampanito*. \$50. Tickets, <https://givebutter.com/OneEnchantedEvening>.

**Oct. 22-24** — Westsail Rendezvous, Owl Harbor, Isleton. \$10. Info, [www.westsail.org](http://www.westsail.org).

**Oct. 23** — USCG Auxiliary Boat America Boating Safety Class via Zoom, 8 a.m.-5 p.m. \$10. Qualify for the CA Boater Card. Doug, (510) 295-7430 or [doug\\_beckstein@yahoo.com](mailto:doug_beckstein@yahoo.com).

**Oct. 23-24** — Advanced First Aid & CPR for Mariners, Maritime Museum of San Diego, 8 a.m.-2:30 p.m. \$335. 20% discount code for Baja Ha-Ha fleet members: HAH20. Info, [www.maritimemedicalguides.org](http://www.maritimemedicalguides.org).

**Oct. 27** — Cruiser Presentations: American Cetacean Society on whales, 2 p.m.; Intercultural Center for the Study of Deserts and Oceans on the environment in Baja and the Sea of Cortez, 3:30 p.m.; component for cruising kids, 4:30 p.m. Silver Gate YC, San Diego. Free. SSCA, [www.sscs.org](http://www.sscs.org).

**Oct. 28** — Clean Boating Educational Happy Hour Virtual Meeting for Northern California boaters, via Zoom, 5:30 p.m. Free. Registration, <https://tinyurl.com/v3uxfjqp>.





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## CALENDAR

**Oct. 31** — Halloween.

**Oct. 31** — Baja Ha-Ha Skipper Check-in, 9:45 a.m.; Skippers' Meeting, 10 a.m.; Costume Party & BBQ, 1 p.m. West Marine, San Diego. Info, [www.baja-haha.com](http://www.baja-haha.com).

**Nov. 1** — Baja Ha-Ha Kick-Off Parade, San Diego, 10 a.m. Info, [www.baja-haha.com](http://www.baja-haha.com).

**Nov. 1-13** — Baja Ha-Ha XXVII cruising rally from San Diego to Cabo San Lucas. Info, [www.baja-haha.com](http://www.baja-haha.com).

**Nov. 4** — San Francisco Sailing Science Center Castaway Gala, Sausalito, 6 p.m. Music, tropical drinks, live & silent auctions, etc. Info, (510) 390-5727 or [www.sailingscience.org](http://www.sailingscience.org).

**Nov. 7** — Fall back one hour for Standard Time, 2 a.m.

**Nov. 11** — Veterans Day.

### Racing

**Oct. 1-2** — Little Ensenada International Yacht Race, from San Diego to Cabo San Lucas. Info, [www.southwesternyc.org](http://www.southwesternyc.org).

**Oct. 1-3** — Express 37 Nationals. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Oct. 1-3** — Etchells NAs. SDYC, [www.sdyc.org](http://www.sdyc.org).

**Oct. 1-3** — USMRC Open. LBYC, [www.lbyc.org](http://www.lbyc.org).

**Oct. 2** — Twin Island 3. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**Oct. 2** — Barth Memorial Regatta. SeqYC/CPYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Oct. 2** — Champion of Champions. BVBC, [www.bvyc.org](http://www.bvyc.org).

**Oct. 2** — Vice Commodore's Regatta. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Oct. 2, Nov. 6** — Fall Races. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Oct. 2-3** — Fall Classic & Moore 24 PCCs. SFYC, [www.sfyyc.org](http://www.sfyyc.org).

**Oct. 2-3** — Multihull Invite. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Oct. 2-3** — Vanguard 15 Fleet #53 Championship, Inverness YC. Info, [www.vanguard15.org](http://www.vanguard15.org).

**Oct. 2-3** — High School Keelboat Qualifier. StFYC, [www.stfyyc.com](http://www.stfyyc.com).

**Oct. 2-3** — Mercury PCCs, San Pedro. LAYC, [www.layc.org](http://www.layc.org).

**Oct. 3** — RCRC Head of the Port Regatta, Port of Sacramento. LWSC, [www.lwsailing.org](http://www.lwsailing.org).

**Oct. 3** — Intracub Race. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Oct. 3, 10, 17, 24, 31, Nov. 7** — Chowder Series. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Oct. 3, 17, Nov. 7** — Fun Sail Fall Series. ElkYC, [www.elkhornyachtclub.org](http://www.elkhornyachtclub.org).

**Oct. 3, 24** — Fall PHRF. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Oct. 9** — OYRA RC's Choice. YRA, [www.yra.org](http://www.yra.org).

**Oct. 9** — El Toro Stampede. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Oct. 9, Nov. 13** — Santana 22 Team/Match Racing. SCYC, [www.scyc.org](http://www.scyc.org).

**Oct. 10** — Singlehanded/Doublehanded/Commodore's Cup. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Oct. 10** — Fall Series, Shoreline Park, Mountain View. FSC, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).

**Oct. 16** — Oktoberfest. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Oct. 16** — Jessica Cup. StFYC, [www.stfyyc.com](http://www.stfyyc.com).

**Oct. 16** — Classic Boat Invitational Series concludes. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**Oct. 16** — Red Bra Regatta for all-female crews. SBYC, [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org).

**Oct. 16** — Joan Storer Regatta. TYC, [www.tyc.org](http://www.tyc.org).

**Oct. 16** — Fall One Design #3. SCYC, [www.scyc.org](http://www.scyc.org).

**Oct. 16** — Fall Shorteez Regatta. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Oct. 16** — PHRF Series 2, Race #3 in Moss Landing. ElkYC, [www.elkhornyachtclub.org](http://www.elkhornyachtclub.org).

**Oct. 16-17** — Vallejo 1-2. Singlehanded to VYC; doublehanded return to RYC. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

**Oct. 16-17** — J/24 Western Regional Championship. RYC, [www.richmondyc.org](http://www.richmondyc.org).



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# CALENDAR

**Oct. 16-17** — Calvin Paige Regatta for Star Boats. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Oct. 17** — Baxter-Judson Series Lady Skippers' Race. PresYC, [www.presidioryachtclub.org](http://www.presidioryachtclub.org).

**Oct. 17** — Fall One Design. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Oct. 23** — El Toro Corkscrew Slough Regatta, Redwood City. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Oct. 23** — Round the Island Race. SFYC, [www.sfyc.org](http://www.sfyc.org).

**Oct. 23** — Past Commodores Regatta in Monterey. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Oct. 23-24** — Fall Dinghy. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Oct. 24** — Auxiliary Cup. SFYC, [www.sfyc.org](http://www.sfyc.org).

**Oct. 28-29** — Grandmasters Team Race, invitation only. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Oct. 30** — Red Rock Regatta. TYC, [www.tyc.org](http://www.tyc.org).

**Oct. 30-31** — Great Pumpkin Regatta. Wild West theme. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Oct. 31** — Kelp Cup Champion of Champions Regatta. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Oct. 31, Nov. 7, 14, 21** — J/22 Fall Series. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Nov. 6** — 50th Manny Fagundes Seaweed Soup Regatta begins. GGYC, [www.ggyc.org](http://www.ggyc.org) or [www.jibeset.net](http://www.jibeset.net).

**Nov. 6** — Winter Series #1. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Nov. 6** — Tiny Robbins Midwinter #1. VYC, [www.vyc.org](http://www.vyc.org).

**Nov. 6** — Commodore's Cup. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Nov. 6** — Last Gasp Regatta. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Nov. 6** — Turkey Shoot Regatta for dinghy classes, with poultry for prizes. LWSC, [www.lwsailing.org](http://www.lwsailing.org).

**Nov. 6-7** — Perry Cup #1 for the Mercury fleet. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Nov. 7** — Chili Midwinter Series Race #1. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**Nov. 7** — Amazing Grace Cheney Regatta for women. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Nov. 7** — Winter One Design Race 1. Spinnaker Sailing of Redwood City, [www.jibeset.net](http://www.jibeset.net).

**Nov. 7** — Crew's Revenge. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Nov. 13** — RegattaPRO Winter One Design Invitational #1. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**Nov. 13** — Frost Bite Series #1 on Carquinez Strait. BenYC, [www.beniciayachtclub.org](http://www.beniciayachtclub.org).

**Nov. 13** — Harvest Youth Regatta, Pillar Point. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Nov. 13-14** — Midwinters. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Nov. 13-14** — Fall One Design Regatta in San Pedro. CBYC, [www.cbyc.org](http://www.cbyc.org).

**Nov. 14** — Island Days #1. IYC, [www.iyc.org](http://www.iyc.org).

### Remaining Beer Can Series

**CAL SAILING CLUB** — Year-round Sunday morning dinghy races, intralclub only. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

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

**GOLDEN GATE YC** — Friday nights: 10/8. Info, [www.ggyc.org](http://www.ggyc.org) or [www.jibeset.net](http://www.jibeset.net).

**KONOCI BAY SC** — OSIRs (Old Salts in Retirement) every Wednesday, year round. Info, [www.kbsail.org](http://www.kbsail.org).

**LAKE WASHINGTON SC** — Thursday Night Summer Sailboat Series through 10/14. Info, [www.lwsailing.org](http://www.lwsailing.org).

**MONTEREY PENINSULA YC** — Sunset Series, every Wednesday through 10/6. Laser Fridays: 10/22. MPYC, [www.mpyc.org](http://www.mpyc.org).

**SANTA CRUZ YC** — Every Tuesday & Wednesday night through 11/3. Info, [www.scyc.org](http://www.scyc.org).



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## CALENDAR

**SEQUOIA YC** — Sunset Series, every Wednesday night through 10/6. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**SOUTH LAKE TAHOE WINDJAMMERS YC** — Every Wednesday through 10/6. Info, [www.sltwyc.com](http://www.sltwyc.com).

Please send your calendar items by the 10th of the month to [calendar@latitude38.com](mailto: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.

### October Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
10/02Sat	0307/0.3	1018/4.9	1525/2.5	2110/5.5
10/03Sun	0347/0.1	1045/5.1	1603/2.0	2202/5.6
	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>
10/09Sat	0232/5.1	0732/2.1	1356/6.4	2032/0.5
10/10Sun	0339/4.8	0820/2.6	1441/6.3	2131/0.5
10/11Mon	0455/4.6	0919/3.1	1534/6.1	2239/0.3
	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>
10/16Sat	0301/0.1	1002/5.5	1534/1.9	2129/5.4
10/17Sun	0345/0.2	1037/5.6	1620/1.4	2225/5.3
	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>
10/23Sat	0225/4.6	0710/2.7	1314/5.7	1958/0.1
10/24Sun	0317/4.4	0746/3.1	1344/5.5	2038/0.2
	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>
10/30Sat	0125/0.5	0852/4.9	1417/2.7	1940/4.8
10/31Sun	0214/0.4	0922/5.1	1500/2.0	2045/4.9

### October Weekend Currents

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

date/day	slack	max	slack	max
10/02Sat		0100/1.3E	0424	0800/2.4F
	1130	1354/1.1E	1648	1954/1.9F
	2248			
10/03Sun		0154/1.6E	0512	0836/2.7F
	1200	1436/1.4E	1736	2048/2.3F
	2336			
10/09Sat		0048/3.5F	0354	0624/1.5E
	0900	1236/3.5F	1506	1754/3.2E
	2212			
10/10Sun		0136/3.4F	0454	0718/1.2E
	0942	1318/3.1F	1548	1836/3.1E
	2300			
10/11Mon		0230/3.3F	0600	0818/1.0E
	1036	1412/2.7F	1636	1924/2.7E
	2348			
10/16Sat		0100/1.5E	0430	0736/3.3F
	1100	1342/1.8E	1712	1948/2.3F
	2254			
10/17Sun		0200/1.5E	0524	0824/3.5F
	1142	1430/2.1E	1812	2048/2.6F
	2354			
10/23Sat		0042/2.8F	0424	0636/0.8E
	0842	1224/2.7F	1454	1800/2.4E
	2212			
10/24Sun		0124/2.7F	0518	0718/0.7E
	0912	1300/2.2F	1524	1824/2.3E
	2236			
10/30Sat		0624/2.3F	1024	1248/1.0E
	0230	1830/1.4F	2112	
	1530	0030/1.4E	0324	0712/2.7F
10/31Sun		1048	1330/1.4E	1636
	2224			1930/1.8F

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





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Hylas 54 • 2000 • \$499,000



Lyman Morse Seguin 44 • 1982 • \$199,500



Hinckley Sou'wester 42 • 1984 • \$229,000

64 Frers	1978	\$295,000
50 Bestway	1986	\$169,000
49 Hylas	2001	\$379,000
49 Hylas	1999	\$375,000
48 Sunward	1983	\$249,000
46 Outbound	2008	\$399,000
46 Ker	2006	\$279,000
45 Beneteau	2013	\$279,000
45 Freedom	1994	\$149,500
42 Passport	1981	INQUIRE
40 Pacific Seacraft	1998	\$289,000
40 Bavaria Cruiser	2013	\$130,000
39 Maló	2000	\$249,000

39 Shannon	2002	\$249,000
38 Baltic DP	1983	\$90,000
38 Ohlson	1984	\$105,000
34 Webbers Cove	1966	\$79,000
34 Webbers Cove	1970	\$69,000
33 J Boats J/100	2007	\$74,950
32 Catalina 320	2003	116,900CAD
32 Seaward 32 RK	2013	\$139,900
32 BHM Downeast	1998	\$92,000
31 Tashiba	1988	\$99,500
30 Henderson	1997	\$32,900
28 Jasper	2019	395,000CAD

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## LETTERS

### ↑↓ A LITTLE ENCOURAGEMENT

I just read your response to a letter in the September issue [which said, "*Latitude* is just not as good without Richard at the helm"], and I wanted to tell you that you echoed my reaction to that letter perfectly. Times have changed, and seem to be changing *drastically* — which can be scary. At times, we don't know where to tack to stay with the wind, which is equally as scary as we get older.

But I wanted to stress that I think you're doing a great job. The blog and the online presence are getting stronger, and it's clear you're taking strides to stay current.

Just wanted to send you a little encouragement.

Marianne Armand  
Vallejo

### ↑↓ DANKE FOR DOING THE DELTA DOO DAH

I wanted to thank you and *Latitude 38* for hosting the Delta Doo Dah. It was another excellent time exploring a world so very different than the San Francisco Bay. If it weren't for the Doo Dah, I very much doubt I would manage to get myself up on the Delta.



LATITUDE 38/CHRIS

**Getting on the Delta is easier than you think when you do the Doo Dah. The crew of the Alameda-based Hunter 38 'Apogee' are hard at work relaxing from their floating lounge in Owl Harbor.**

The organization, the events, the encouragement, the prizes, the talks, the food, the support and the fun all conspired to get *Hokahey* out there to broaden our horizons.

I also want to thank Eric at Delta Bay Marina. They do a stellar job hosting the Doo Dah fleet. You guys rock.

Jan Passion  
Hokahey, Seawind 1000  
Richmond

### ↑↓ SPEAKING OF EXCUSES TO GET ON THE WATER...

When you race, you commit to sailing for the day, and go where you have to go, in whatever the current conditions are, which is always good sailing experience. Non-race people tend to keep it easy and stay away from rougher conditions. I can't remember how many times I get to the dock, look out at the water and say, "No I just don't feel like dealing with that today." But racing forces you to deal with it.

Greg Clausen  
Pacific Northwest

### ↑↓ WHAT YOU SAID

Exactly! A race makes me commit to a date, regardless, put it on the calendar, and get out there. Otherwise, I'll just end up lollygagging the day away with the dog.

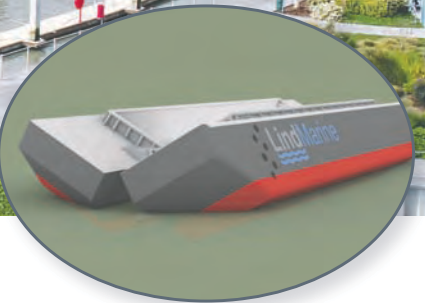
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## LETTERS

Greg and Deirdre — You're right and, more often than not, you're glad when racing does get you out. This summer, we did the Great Vallejo Race with Craig Page aboard his SR33 Kuda Wuda. We met at the dock on Saturday at 9 a.m. when it was drizzling, gray, dreary, and had an elevated Air Quality Index of 80+. (50 is considered an average-to-moderate AQI.) Not a very inspiring day.

But it only got better!

By the time we passed the Brothers, the sun was breaking through, the breeze was steady, and the spinnaker drawing nicely. We could have missed a fantastic day of sailing if we hadn't committed to racing. And great company aboard made it fun regardless of whatever the weather might have done.

### ↑↓ INNUENDOS AND AMBIGUITIES ON THE DELTA DITCH RUN

Spinny broaches are more fun than a barrel of donkeys! We used to say, "Blow the guy," in order to initiate takedown of the sail, releasing the windward control line from the winch through the jaw of the pole, and thereby instantly depowering the sail. But that, it turns out, is an ambiguous command, for multiple reasons, depending upon the circumstances. So, going forward, let's all agree on a standardized command in similar circumstances. Just a thought.

Rick Johnson  
Latitude Nation

Rick was commenting on the August 16 'Lectronic Latitude (and the August-issue feature): Baptism by Ditch: Cardinal Rule #1.



The crew of the SC 27 'Janina' did their first-ever Delta Ditch Run this year, and had their first series of broaches. (The crew: left, Andrew Brown; center, Lex Budge; foreground, John Krossa; background, Charlie Poggemann; right, 'Cousin Mark' Hilden.)

JOHN KROSSA

### ↑↓ SPEAKING OF UN-FORTUNATE TWISTS OF FATE:

That's a St. Francis RIB that is trying to tow the boat upwind so that they could cut the spinnaker loose. It worked, but the kite was lost.

Alan Laflin  
I-14 Sailor



DANA MADDEX-CARLUCCI

'Sapphire' gets a nasty wrap at the finish of an OYRA race, as described in the August 27 'Lectronic: A Race Story with a Twist'.

### ↑↓ WHEN WAS THE LAST TIME YOU WERE BOARDED BY THE COAST GUARD?



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## LETTERS

I've been boarded five times in the last 55 years by the Coast Guard. All five times were while moving boats up and down the US West Coast. Three times I was boarded in Newport, Oregon, and twice in Brookings. (The last one a couple of months ago, in Brookings, was during a turn-and-burn fuel stop. It took 45 minutes, and the USCG were very professional.)

Each time, each boat I was on was compliant with everything, which is part of my contract with the owner before we even leave the dock. The West Coast is a tough stretch of water, and I welcome their inspections to any boat moving north or south. It's also great training for new Guardsmen.

I was also boarded by the Mexican navy out of Zihuatanejo, Mexico, in 2005, shortly after the commandant's office on the pier was shot up by a cartel. (He got hit, but lived.) After the inspection, I was handed a questionnaire asking how courteous the boarding party was. I speak fluent Spanish, but at that instant, I just looked up at the officer and smiled, and he smiled back. They were very professional, and I believe it was just a training event for new crew, especially after the shooting.

Captain Jeffry Matzdorff  
100-Ton Master  
West Coast

*Jeffry was commenting on the August 20 'LL with the same name as this letter.*

### ↑↓ BUT WE'RE SO CLOSE TO OUR SLIP!

I've been boarded a few times in my days on S.F. Bay, and always in a calm, easy-to-board area. The last one was 2016, returning from a four-day practice coastal cruise to Monterey and back. After a stop in Pillar Point, we were within 500 yards of our slip in Alameda Marina. We were tired, salty and ready to bed and clean the boat, remove gear and provisions, and get home.

But our offshore-equipped Island Packet 37 and its crew of four were pulled over by very polite but direct USCG personnel. We passed. But, I can't say I was equally polite.

Rich Jepsen  
Alameda

### ↑↓ ENGINE VS. BATTERY POWER

We were boarded by a USCG vessel out of Station Golden Gate on a beautiful autumn day about 10 years ago. After doing their routine inspection, they sped back to Golden



*In August, 'Latitude' staffer Nicki Bennett was 'pulled over' by the Coast Guard while heading out of South Beach Harbor, bound for Alameda, in her Ericson 32 'Sospiro'. (That's Nicki's mom Terrie at the helm.) The experience inspired Nicki to ask Latitude Nation about their own histories with Coast Guard boardings.*

LATITUDE / NICKI



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## LETTERS

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Gate. About 30 minutes later, I noticed they had left the spare battery for the PalmPilot they had used for the inspection on the counter in my galley.

By the time I called the USCG back, I was east of Treasure Island, on my way back to Emery Cove Marina. They quickly returned to retrieve the battery, running both high-power outboards at high speed. I suspect the cost of fuel for the round trip was likely double the cost of the battery, but was outweighed by the amount of paperwork they would have had to fill out to explain the lost battery and need for its replacement.

Mark Blum  
Sacramento

### ↑↓ IT'S, LIKE, THE UNITED NATIONS UP IN HERE

We were boarded entering the Welland Canal, in Canada, in 2018. It was the US Coast Guard, Canadian coast guard and Canadian Mounted Police in a joint task force. It was interesting having all three do the inspection; we went through the canal with a Canadian coast guard boat.

Penni Gruber  
Planet Latitude

*Did anyone else envision, for a moment, the Mounties' horses swimming up to Penni's boat?*

### ↑↓ NEVER BOARDED, BUT POLITELY STEERED AWAY

We once witnessed the USCG being very determined to keep us at a respectable distance from a Canadian naval vessel during a past Fleet Week. We thought the Canadian naval vessel was a party waiting to happen.

Thomas Wisherop  
Singlehanded Sailor

### ↑↓ A QUESTION OF LIABILITY

I was inspected after a tow, when the engine cut out in a tight spot. As a former USCG boarding officer from way back, I'll tell you this: If the Coast Guard helps you out, or gives any instructions on the water, and then something happens to your boat after they leave, it comes back on them.

Barry Kulmann  
Mendocino

### ↑↓ IMPRESSIVE

I was boarded once in the Estuary, and was very impressed with their seamanship and ability to stay one inch off my stern while I was under sail. I never forgot that. It was well worth getting boarded.

Anonymous

### ↑↓ WE'RE JUST DOING OUR DUTY, SIR

The last time I was boarded was in 1981, and it was because I had a pretty girl in a bikini sunbathing on my deck. The all-male Coast Guard boarding crew even admitted that *that* was their motivation. We passed the safety inspection with flying colors.

Harry Mathias  
The Egret, Beneteau Oceanus 361  
Bay Area

### ↑↓ FIVE TIMES THAT DAY

I am a charter captain in San Diego, and about 10 years ago — on the 5th of July — I had six young couples on a 40-ft powerboat. They were all very attractive. I was boarded for a safety check. The girls wanted photos with the young



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## LETTERS

Coast Guard boys. Everyone had fun. I was boarded five times that day. The pink slip didn't mean anything. It was photos and fun, every time.

Murphy Sackett  
San Diego

### THOSE CG BOYS APPARENTLY MAKE FOR GOOD PHOTOS

We were boarded as I motored down Gastineau Channel (in Juneau, Alaska) trying to catch up to our club's racing fleet; the CG admitted it was a training mission for their new crew, and I was picked because I was the only one motor-ing rather than sail-racing. The reason I had been trying to catch up with the fleet was that my visiting mother and sister had delayed our departure, but it really made their day to be pulled over and boarded by a crew of handsome young men who even posed with them for pictures.



*Most of our readers have described Coast Guard boardings as a generally pleasant experience — though at times, and depending on the conditions, inconvenient. Nearly everyone described the Coasties as polite and professional, and according to your anecdotes, most boardings seem to be for training purposes. Many of you also said that more than a few boardings seemed to be social calls and photo ops.*

The inspection itself was quick, courteous and painless, and my only "ding" was for having my USCG number applied with stick-on vinyl numbers rather than permanently sealed over.

Damon Cruz  
Rose of Erin, Hughes 40  
Juneau, AK

### THE GOLDEN STICKER

I requested an inspection from our local CG Auxiliary unit. A nice gentleman met me at the boat, and we passed.

Here's the good part: I got a sticker placed on the mast that worked like garlic on vampires. If the Coast Guard approached, they noticed the sticker and went about their business while we continued on our way.

Pete Adams  
Gajjin, Corsair 24  
Planet Earth

### THAT AUXILIARY MAGIC CARD AGAIN

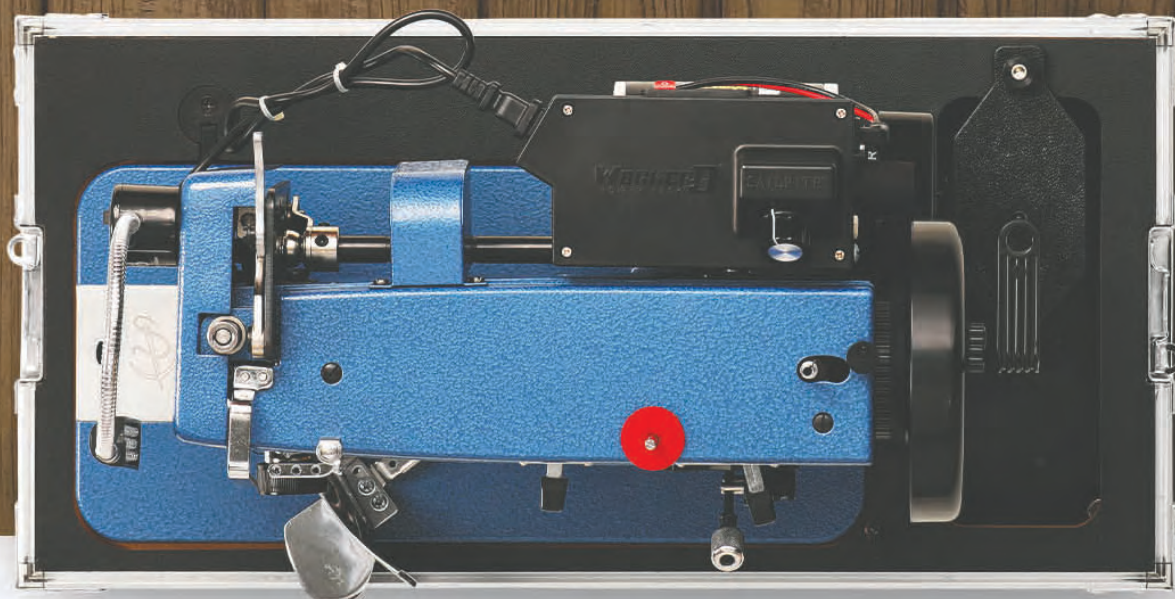
I was boarded while anchored in Albert's at Santa Cruz Island, in 2007 or so, I think. Fortunately, I'd just had an Auxiliary courtesy exam a couple of months before, and had their checklist onboard. They took that checklist to fill in their own, asked me to show them three PFDs (there were



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## LETTERS

three of us aboard) and maybe my flares and a fire extinguisher.

Jim Norman  
Sonrisa, Catalina 380  
Long Beach

### ↑↓ **MORE MEMORIES OF WANDER BIRD**

My father and his twin sister, Tom and Alice Day Downing of Berkeley, sailed as crew on the *Wander Bird* when Tompkins was running her out to Hawaii and back as a sailing camp for teens. I'm not sure if the year was 1937 or '40, but I have some great pix of the kids and the *Bird* underway.

Mark Downing  
Santa Rosa



*The life of the once-Sausalito-based 'Wander Bird' — and her gut-wrenching collision in 2019, just weeks after she'd come out of the yard from a multi-million-dollar refit — has inspired sailors to write about their memories of the storied vessel.*

### ↑↓ **MANY GOOD EVENINGS AND STORIES**

I spent numerous days and evenings on the *Wander Bird* spanning from the late 1960s through the 1980s. I knew Harold and his son, Ross, very well. My dad, Cliff Niederer, did a lot of work on the boat during these years leading up to Harold getting her back under sail. Unfortunately, I never had the opportunity to be on her out of her berth in the Sausalito Marina. Many good evenings spent down below listening to many a good story!

Chris Niederer

*Mark and Chris were commenting on the June 10, 2019, 'Electronic Latitude: The Sinking of Wander Bird.*

### ↑↓ **FOILING TRI FLIPS NEAR SOUTH BEACH**

I watched the early prototype of these boats vaporizing the inner harbor at Cabrillo Beach (San Pedro) in the early '80s. I almost got to drive one at the San Luis speed trials for windsurfers, but something broke right before my turn. They're pretty complicated to set up, launch, and find space to sail, so I was surprised when Hobie got involved.

The most amazing thing about these boats is how fast they turned. They must have pulled a couple of Gs sling-shooting around jibes. It looks as if Moths [and other foilers] still use the same kind of wand to control pitch. Incredible!

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

*Jim was commenting on the August 13 'LL with the same*





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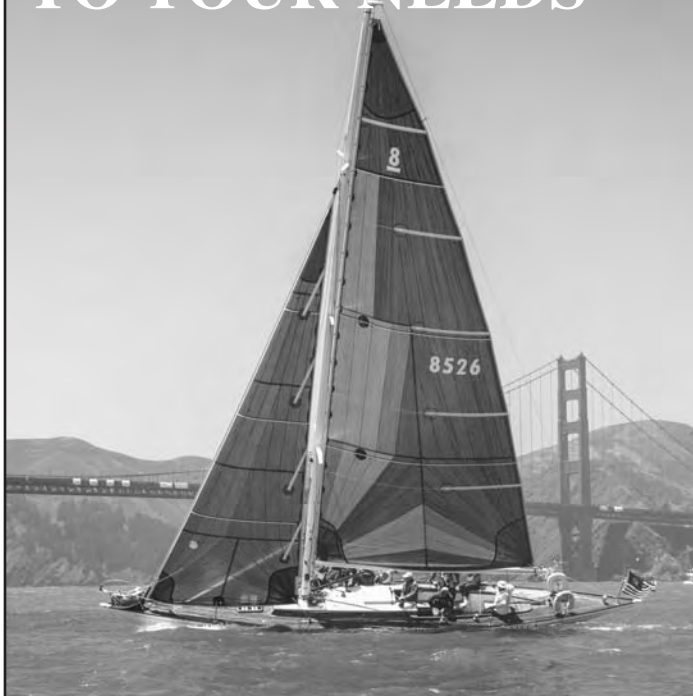
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## LETTERS

name as this letter.



*The wreckage of a TriFoiler in the South Bay in August. This is not to be confused with the recent and decidedly similar photo of a flipped trimaran in the Central Bay from June. Needless to say, it was a trying summer for tris.*

#### ↑↓ COOL, BUT NOT FOR ME

Too fast for these old 80-year-old bones. Give me a Spencer 35 and set me free in British Columbia. I had one and wish I never sold it.

William Edward  
Western Canada

#### ↑↓ ABOUT THE DOUBLEHANDED FARALLONES RACE

Your article about this year's Doublehanded Farallones is mistaken about who, how and where the first races were run. [Paul is referring to an August 27 *'Lectronic* story; that post quoted Bay Area Multihull Association (BAMA) race officer David Wilhite.]

My wife and I, and two other couples and two individuals, created BAMA after I'd run some multihull races and had several multihull owner gatherings in the South Bay. (One of the first issues of *Lat 38* has my article inviting sailors to take part.) I created the Doublehanded race to provide BAMA with a marquee event, just as I created the Doublehanded Lightship race to fund a disabled sailing program.

I later gave [the Doublehanded Lightship Race] to the Island Yacht Club on the condition its proceeds went to United Cerebral Palsy. I ran the first two Doublehanded Farallones Races, the first off my cruising boat anchored off the Cityfront, the second from the St. Francis. I then left BAMA when I sold my Tremolino tri; the third race was run by BAMA with Sam Weeks as the race chairman. It was so long ago that there aren't many of us around who remember those facts. And I'd be surprised if anyone at BAMA knows the history.

Paul Mazza  
Former Commodore, BAMA

Thanks for the clarification, Paul. You are right, with the passage of time, a whole new set of members and scant records dating back to BAMA's early days, we frankly didn't know. Sorry that we weren't able to properly recognize your contribution to BAMA's roots; it's awesome to fill in the blanks. I managed to find the announcement about the first DHF in the recently scanned *Latitude 38* March 1980 issue. There's a lot of history missing of the early days.

David Wilhite  
Wingit, F-27  
Alameda

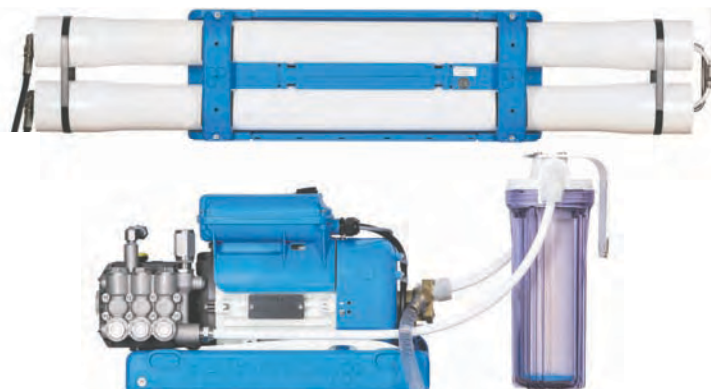




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## LETTERS

### ↑↓ WHERE ARE YOU GETTING THIS DATE?

I'm not sure where you got the idea that YRA is talking about requiring AIS transponders by 2025. As of now, US Sailing requires them, but the local OYRA does not, and has not discussed whether we will, or a target date.

Andy Newell  
OYRA President

Cat herder, US Sailing SER committee

*The August 27 'LL quoted Wilhite as saying, "Jibset has been running experiments on AIS position posting, which I think is really cool. However, we need more boats to install transceivers. The Yacht Racing Association has proposed that all boats have AIS transceivers by 2025; we in BAMA are talking about implementing that plan at least a year sooner."*

Andy — We got that information from the YRA. We might have been mistaken, but that was the best info we had when this was written.

David Wilhite

### ↑↓ THREE AREAS OF CONCERN

Three quotes from this article and related sailing instructions that are concerning: "BAMA has dropped our unique safety requirements and adopted OYRA safety regulations. This has made it easier for competitors to outfit their boats and eased the USCG permit process."

"With the loss of life and boats over the 40+ years of racing, Truls [Myklebust of BAMA] and I are committed to keeping the race cool and safe, avoiding the paranoid safety reactions of the last decade, and focusing on solid preparation and competent seamanship."

From the sailing instructions on Jibset (see last page): "Note: The Red track of vessel *Low Speed Chase* from the 2012 Full Crew Farallones Race. LSC was rolled by a massive breaking wave and driven ashore. Five of eight crew members were lost. The Green track is from a Cal 40 which sailed over the reef on the same day within minutes; they were lucky. Please maintain adequate searoom; this island can bite!"

*The tragic loss of five crew members aboard 'Low Speed Chase' during the 2012 fully crewed Farallones Race is perhaps the worst accident in Bay Area racing history. A report concluded that 'LSC' sailed across a shoal area, where a 30-ft breaking wave caught the boat and drove it ashore. Regardless of what rule changes may develop, we urge all sailors to give the Farallones a wide berth.*

SOPHIE WEBB

the same day within minutes; they were lucky. Please maintain adequate searoom; this island can bite!"

Rob

### ↑↓ A PICTORIAL SURVEY OF THE SANTANA 22 FORE-DECK POSITION(S)

I'm so pleased to see our boats (aka Santana 22, Tuna, Midget Ocean Racer) in such a fine magazine. I like to refer to my boat as a Midget Ocean Racer cuz I like the ocean the best.

John Lundquist  
Santana 22





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# LETTERS



KRISTIN SOETEBIER

Here are just a few of the poses struck while racing aboard the venerable Santana 22 during that fleet's Nationals in July in Santa Cruz.

John was commenting on the from the August 13 'Electronic Latitude with the same name as this letter.

## ↑↓ DIGGING THE PICS

Thanks Christine [Weaver] and Kristin [Soetebier], who put together an amazing photo essay illustrating the numerous foredeck "techniques" onboard the Santana 22! It was such fun seeing the variety of bow positions to keep the Santanas sailing flat on their bottoms.

Susan Hubbard  
Point Richmond

## ↑↓ UNION DO'S

The Foredeck Union may request residuals on these photos. By the way, sailing in Carmel Bay is one of the great pleasures in Santana life. Thank you, Charlie Kurtmen and Stillwater Yacht Club.

Stefan Berlinski  
Hamachi, Santana 22  
Santa Cruz

## ↑↓ FUTURE OLYMPIANS CHALLENGED AT WEST MARINE US OPEN SAILING SERIES

Another highlight of [August's US Open Sailing Series] was the selection of the men's and women's iQFoilers for the Youth Pan Am Games.

Bryn Muller won the women's slot and Alex Temko won the men's slot. In fact, Alex took third in the men's IQ Foil 9 division — the highest-placing US competitor. Makes me think Paris 2024 could be the first step back for Team USA.

Vince Casalaina  
Snipe Sailor  
Richmond Yacht Club



CHRIS RAY

The US Sailing Open iQFoil fleet hits the starting line off StFYC in August.

## ↑↓ THREE CHEERS (AND FIVE CHAIRS) FOR THE DRAKE'S BAY RACE RC

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## LETTERS

stay out late into the night is just incredible, and our crew wishes to thank the group sincerely.

Kirk Denebeim  
Mirthmaker, Archambault 35  
Bay Area

### ⇅ BUT ONE COMMENT I WOULD LIKE TO MAKE:

It was really fun, considering my esteemed and dear companions. But one comment I would make: Please have a good, working radio aboard and check in in a timely manner. Most of the racers were beyond wonderful, but a few kept us worried longer than necessary.

Milly Biller  
Drake's Bay Race Committee  
Inverness

### ⇅ OUR READERS CONTINUE LAST MONTH'S DISCUSSION ABOUT THE MOVIE *ALL IS LOST*, AND THIS ROUND IS SURPRISINGLY POSITIVE

There is much to like in this movie, as a testament of the fortitude and ingenuity of those who go to sea on their own.

The quiet dignity of the solo sailor.  
The calmness in the face of disaster.  
The virtue of self-reliance.

The planning and preparation that goes into voyaging.  
All stories are love stories, if you look deep enough, and long enough. The love of the sea, and the community of those who voyage upon those waters, ready to help each other, is what I prefer to focus on, not the minutiae of the technical merits of the character's decisions.

Kelvin Meeks  
Renaissance, Islander 32

### ⇅ DID THE ALMIGHTY MAKE A CAMEO? (IF SO, WHY WEREN'T THEY NOMINATED FOR AN ACADEMY AWARD?)

Did anyone else think the hand at the end was God? I'm an atheist, but I thought since Our Man was already dead, that it was the mythical man in the sky that finally came to collect.

Jan Wigle

Jan — Fascinating interpretation. I should watch the whole movie. I want to emphasize *Latitude's* observation [in a July 30 'Lectronic Latitude]: The audience at Cannes is far different (I am assuming) from the sailors' perspective. They are definitely into the artistic side of film, or conversely, the realistic side.

Sometimes, I suppose, we get both in one film. So, their focus is on character and relationships, not the technical backdrop to the drama. If we can accept this — just as in a staged drama nearly everything on the set is pretend — the film might have relevancy in one way or another. I'm going to try it again since reading *Latitude's* article and Jan's interpretation.

Peter Metcalf  
Amazing Grace, Great Pelican  
Kensington

### ⇅ ANOTHER DEFENSE OF *ALL IS LOST* AS A GRAND METAPHOR

This is *not* a movie about sailing, guys! It's an allegorical study of facing one's own mortality. As a sailor myself, I'm fully aware of the incorrect marine procedures written



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# LETTERS

into the script, but as I said, sailing is not the point of this movie. Think deeply about what it all represents and watch it again — a change in the way you think will result in a different opinion of this exceptional movie.

Jan Drury

*Fully Involved*, Island Packet 420  
Perth, Australia

## ↑↓ TO THOSE WHO BOLDLY GO

I thoroughly enjoyed the movie! You have to watch the whole thing, though. It does give you a great deal of respect for people who singlehand-circumnavigate, starting with Captain Joshua Slocum.

Gerald Sobel

*Grand Dillusion*, Cal 24  
SoCal

## ↑↓ THE LIST OF THINGS I LEARNED:

I actually liked the movie because I learned a lot from it:

1. Shit's going to happen you can't control.
2. Little shits turn into really big shits when you are dealing with Nature and the sea.
3. Always step up into your liferaft. [Our Man] abandoned ship way too early.
4. Don't always judge obstacles as bad things. I would not have tried so hard to leave the floating container behind without first asking, "Is this a gift I haven't learned of yet?" All those floating flip-flops inside a floating shipping container looked really good later in the movie.
5. The time to learn celestial navigation is *not* when you are lost at sea.

Bill Walters

*Mean Kitty*, Catalina 42  
Ventura



LIONSGATE

Robert Redford as 'Our Man', learning celestial navigation on the fly, while stranded in a liferaft.

## ↑↓ THE WEST COAST STUDIO WHERE THE MOVIE WAS SHOT

Sure, there were some errors in making this film but it looked great on the big screen. As a sailor, I'm glad they made it. Most of the filming was done at Baja Studios near Rosarito, Mexico, where they have the world's largest water tank for filmmaking. In the past, the studios were open for public tours but this halted more than 10 years ago.

If they ever reopen, don't miss it, especially if you are a fan of James Cameron's *Titanic*.

Robert Temple

## ↑↓ BUT LET'S NOT FORGET THAT MOST SAILORS REALLY DIDN'T LIKE THE FILM



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## LETTERS

Did you ever stop to think that the reason 'Our Man' was singlehanded was the fact that he was an incompetent sailor or to begin with? It could be that, prior to his departure, he contacted many of his sailor friends to see if they wanted to come along on the voyage, and all declined.

How many articles have I read in *Latitude* that talked about some sailor going out the Gate with more *huevos* than skills and having to be rescued in the following hours/days/weeks, etc.? I think that Our Man falls into that category.

Bob Adams  
*Escape*, Ericson 35  
Richmond Yacht Club

### ↑↓ GIVE 'EM A BREAK

I give the makers of *All Is Lost* a break on bad decisions. I've seen my share of sunken boats in the Bay: Berkeley Reef, Little Alcatraz, ramming docks, collisions, smashed on rocks outside the Gate, overloaded boats capsizing — I can keep on going. Some of these were considered excellent sailors.

I like *Star Wars* even though it's physically impossible. Still, I was not excited about the movie.

Seth CV



LIONSGATE

*'Our Man', up the rig on his Cal 39, scans the horizon for disparaging reviews about his 2013 film, 'All Is Lost'.*

### ↑↓ YOU KNOW IT'S AUTHENTIC WHEN...

Well, he did utter one curse word, which then qualifies him as a sailor.

Dave Wilhite  
His third (or fourth?) letter this *Letters*

### ↑↓ THE BUDDING BRANCHES OF A SAILING FAMILY TREE

Whew! I need a van Os/Henry family tree to sort all of this out. [Pat is commenting on the September 3 'LL with the same name as this letter.]

On the other hand, here's my family sailing résumé: No one but me — no ancestors, brothers, children, cousins, in-laws. Simple! And since my grandchildren have no interest, probably one and only me. Even simpler.

Where did my life go wrong and end up on the water?

Pat Broderick  
Nancy, Wylicat 30  
Sausalito

### ↑↓ MEANWHILE, HERE'S WHAT MY FAMILY IS UP TO

I was excited to read that [members of *Latitude*] grew up sailing at Southwestern Yacht Club, where our 15-year-old son recently started sailing Sabots and FJs — I dropped him off there after school today.

Meanwhile, his dad, my husband, Paul, is on his final leg of bringing our sailboat, *Andiamo*, a Buizen 48, from Sydney, Australia, to her new homeport in Sausalito. He left Ketchikan, Alaska, yesterday with two friends, and they're now holed up at Refuge Cove after a rough night and expecting heavy winds the next day or so. We just spent two weeks



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## LETTERS



SOUTHWESTERN YACHT CLUB FACEBOOK

*Not a bad place to grow up sailing, eh? Southwestern Yacht Club in San Diego has reared several generations of West Coast sailors.*

cruising a small, but beautiful, part of the Inside Passage before we flew home so the kids could start school.

Susan Flieder  
Andiamo, Buizen 48  
Soon to be in Sausalito

Susan — It took us a minute to realize that Alaska is not on the way from Australia to the Bay Area. Kudos to Paul for an epic, take-his-time-and-see-the-sights delivery, and to your son for preparing to receive the family's torch.

### ↑↓ A SPOOKY SEA STORY

In July, my beloved rowing dinghy *Patty 2*, a 10-ft plastic Walker Bay, was stolen from the Sausalito Cruising Club dock. I plastered the Sausalito waterfront with stolen-boat posters, like anyone would do for a lost pet.

It worked! Someone saw my appeal on the West Marine store noticeboard, and six weeks later, I was reunited with *Patty 2* on the fuel dock at Gashouse Cove.

Vessel Assist had been listening in to the weekend boat chatter and heard someone calling the Coast Guard to report an abandoned dinghy awash in the Slot south of Angel Island. I found my rowboat battered but still seaworthy. From the abrasion marks, it seemed as if she had been tumbled by big waves on a rocky shore. The midship thwart was broken, but repairable.

This is where it gets weird:

Scrawled on the gunwale are the words "Hunter RIP erel." In addition, the drain plug was missing and the mooring line — not mine — seemed like it had been cut.

Did *Patty 2* drift to Valhalla before being towed to Gashouse Cove? Does anyone around Richardson Bay know



PHIL WILLIAMS

*A lost/stolen boat was found with some cryptic writing, and a mystery began.*





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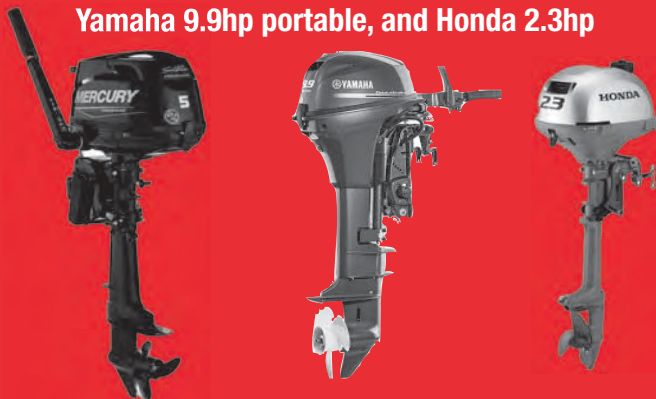
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## LETTERS

who Hunter is, or who erel [maybe Earl] was?

P.S. Thanks to Vessel Assist and the anonymous caller who located my dinghy, and also to Walker Bay for making an indestructible, unsinkable craft. Pity they have stopped selling them.

Phil Williams

### ⇅ NO, WE DON'T KNOW HOW SOMEONE ACCIDENTALLY SWALLOWED ANTIFREEZE, WHICH LED TO A COAST GUARD RESCUE

Wow, how does something like this happen? Please report the findings just in case there is something to be learned here. Good on the USCG, but...

Joseph Di Matteo  
Latitude Nation

*Joseph was commenting on the August 18 'Electronic Latitude: Woman Who Accidentally Swallowed Antifreeze Rescued off Bodega Bay. The Coast Guard described the operation off Bodega Bay as a "highly complex medical evacuation performed at night, off a small sailboat, hundreds of miles offshore, that tested the limits of our crews and equipment."*

*It is not clear how the woman swallowed antifreeze, but it was the topic of much speculation.*

### ⇅ S\*IT HAPPENS, AND OTHER MISTAKES

Maybe they were having a problem with the boat's cooling system and she needed to break siphon/accidentally swallowed it. Shit happens. I could think of other mistakes as well.

Robb Stickley

### ⇅ SOME PLUMBING CONSIDERATIONS

It's possible, though I have no specific knowledge, that this happened because of a leak in the water heater.

If a hot-water heater is plumbed in such a way that the water can be heated by the engine, then a leak in the heat exchanger inside the water heater can allow coolant into the fresh-water system. Many boat owners don't know to change out their coolant to non-toxic coolant when they set up.



**The sailboat 'Cibola' off the coast of Bodega Bay in August. A 23-year-old woman, who had ingested antifreeze, was rescued by helicopter.**

Bob Schoonmaker

### ⇅ DON'T PANIC ON CO2 EMISSIONS

While I'm not panicking about CO2 discharges, I'm doing what I can to reduce my personal contribution. I drive a PHEV [Plug-In Hybrid Electric Vehicle], and the only time the engine runs is for long-distance driving. The only reason I didn't go full EV (I'm currently at 950 miles on approximately 0.5 gallon of gas) is because I'm looking for a nice trailer-sailer for my rapidly approaching retirement years. Whatever I do eventually find, I'll equip it with electric auxiliary propulsion.

And to stave off the "your electricity is a CO2 source" folks, the electric utility I use is 99% wind, hydro and



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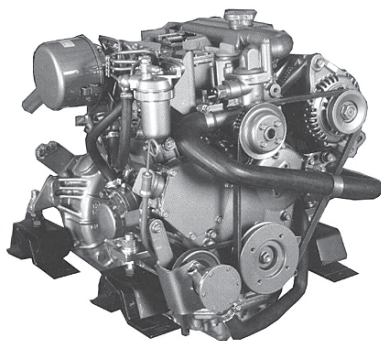
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## LETTERS

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Gene Bennett  
No Boat — Yet  
Puget Sound, WA

### ↕ **SAILING TO MEXICO IN THE TIME OF COVID**

We have settled in the condo, which has an amazing view of the [Banderas] bay. *Sail A Vie* is well and has done well with summerized efforts. As we traveled down, we got a good feel of efforts with COVID by local people. Influencing others' behavior remains a touch and go. If there is a way to inform [Baja Ha-Ha] participants to adhere to the courtesy of mask-wearing while in local interaction as well as on marina properties [please do so]. Best yet for participants: Being fully vaccinated should be a must. We are using our masks, and many places are requiring masks before entering. People are suffering. Can the participants get a bit generous with *propinas* [tips]?

On our way down, I was asked by several locals in need if I could get them something to eat. At the local OXXO [the national Mexican gas chain], sandwiches and water are no more than 50 pesos (\$2.50 US). The locals are not aggressive, and once presented with a sandwich and water they are extremely grateful, as with all my interactions.

Melanie Cady  
*Sail A Vie*, Jeanneau 36.2 Sun Odyssey  
Oceanside/Banderas Bay  
2019 Baja Ha-Ha

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*Many sailors no doubt feel a profound sense of relief in the year 2021, as the world has begun to reopen — albeit in fits and starts — and the Baja Ha-Ha is once again preparing to usher a flock of sailors south of the border. For years now, the Ha-Ha fleet has tried to bring some basics to the spots they visit in Mexico, such as school supplies for local kids. This year, two San Diego-based sailors are urging the fleet to simply bring good public-health practices. Above: 2021 Ha-Ha entrants Kevin and Katie, on board their Kauai-based custom homebuilt 50-ft cat 'Kalewa', rejoice in a world with a brighter future.*

Melanie — I hear you loud and clear! I have tons of connecting to do with cruisers in the next few weeks, but right now I am forwarding this email directly to Chris, John and everyone I know at *Latitude 38* who can speak to the Rally participants headed south — and also to Richard [the Grand Poobah], who is most involved with this group of folks. From everything I understand from friends in Mexico, the health situation is grim for them — too many with *no* adequate



# LETTERS

vaccine protection.

As citizens of the USA, we must do everything in our power to help our wonderful neighbors to the south, especially at this time of high viral infection — and our imposing at all on their health system is criminal. Not to impose means *everyone* headed south should become fully vaccinated *before* showing up in any Mexican port or shore. But *also*, it means wearing masks in populated places and doing everything we can do and know how to do to minimize spread of disease.

And for the act of generosity you solicit: Forever, cruising the coast of Mexico has also meant helping out the economy of the local communities one visits along the way, with tips, gifts, clothing and school supplies, and bringing any and all things one might bring that people everywhere need. Apparently such attention is needed in Mexico now more than ever.

That is how we cruised in the old days; it was how I was told by those who mentored me in how to pack a boat for Mexico. I cannot see how this could have changed much in recent times, since I dare say there has not been much change in the general wealth of the Mexican people. I do not know how the Baja Ha-Ha Rally talks to this need, so all I can do is make sure they realize some responsibility to address the great measure of disparity between our two worlds.

You must have had quite a trip in your recent drive from San Diego to La Cruz. Your email to bring attention to the need for cruisers to have completed current COVID vaccination is so much better than anything I can write — short and to the point — but I send it on now with whatever more grit I can add.

Marcia Hilmen  
Downwind Marine  
San Diego

## ↑↓ LYNN DENSMORE



It is with a heavy heart and great sadness that I announce that my mom, Lynn Densmore, passed away on Friday, August 27, in the afternoon. She did not suffer for long, and we are relieved that she is now at peace.

For those of you who didn't know, Lynn and my dad entered the Mercury Class in the early '60s, and both remained very active in the class up until a few years ago. My mom crewed for my dad, Park Sr., for many years, and together they owned three Mercurys: #403, #475 and #581. Most of the older class members will remember the fun and crazy Midwinter parties my parents hosted for many years. My mom would rush home after racing on Saturday to make sure everything was perfect for the party.

Now Lynn and Park are together again, and we know they are raising their glasses to all in the Mercury Class.

Park and Joy Densmore  
Sausalito

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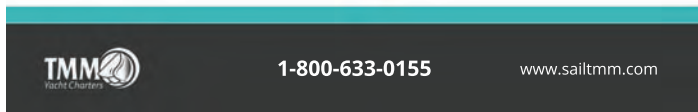
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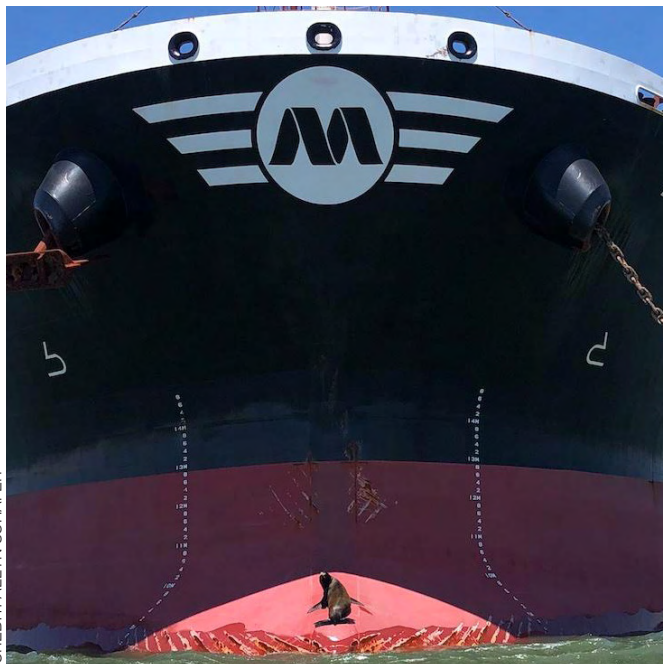
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## LOOSE LIPS

This little seal seems to have been a bit confused. Was it looking for a good place to soak up the sunshine? Or, as Jeff Collier wrote, perhaps it was missing home — "Mom ...?" Though if you look closely, there's clearly an element of showmanship, which Andrea Geisinger captured with her comment, "Dancing in the spotlight." As did @crimson\_bear\_coffee: "Sammy takes a bow."

Again, we could choose only one winner, but following that, we also give you our next 10 favorite comments.



CREDIT: ALLYN SCHAFER

**The winner:** "They told me I'd be perfect as the figurehead for this boat, and that I should stand here. I think they are trying to get rid of me."  
— Scott Henry.

"I hope they come around with drinks soon." — Nathan Dalleska.

"After the inspection the *Atlanti* got the seal of approval."  
— John Arndt.

"So, there I was in my kayak, just minding my own business, when I looked up and ..."  
— Dag Gano.

"I know, I know — but he keeps our crew costs down!"  
— Lu Abel.

"Do you know where Pier 39 is?" — Brian Forster.

"Pardon me, but do you have any Grey Poupon?" — Laura Heron.

"Are you my mother?" — Mike Mahoney.

"C'mon fellas, 99 more of us and CA Wildlife will claim this as ours. *Sayonara, Matson!*" — @one\_dirty\_seaman.

"Whoa! I turn my back for just a couple of weeks and I'm not in the Marshall Islands anymore!" — Kent Carter.

"Ever since the *Cosco Busan* incident the Port of San Francisco has only hired pilots with extensive local knowledge!"  
— Mark Bettis.

'A wise man once said, "Be careful who you let on your ship, because some people will sink the whole ship just because they can't be the captain." — Unknown.





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## from catching fish to catching wind

Paul Dorsey has always loved the water. His dad, mom and grandfather were serious fishers. They fished all over California, hiking to numerous lakes in California, Wisconsin and Minnesota. Paul didn't realize it, but this early exposure to the water would lead to a lifelong passion for catching wind, not fish.

When he was in high school, he helped his friend's father deliver his 36-ft Grand Banks from Redwood City to Santa Barbara. He didn't get seasick, but this would be his longest voyage yet. Down the coast, they stopped off at Hearst Castle. Paul decided to take the boat's dinghy and fish for an upgraded lunch. The tiny and noisy outboard eventually got him to the northern end of the cove. He cut the engine and started what he calls "ninja fishing." In silence, he dropped the line and drifted back. At that moment, as he watched the rolling waves glisten in the sun, the kelp bed dancing on and below the clear blue surface, the raw beauty permanently scarred his mind. He was in awe.

When he got home, he told his dad that he wanted a boat. His dad replied, "Son, that's a waste of money." Paul heard this fatherly advice but didn't listen to it. Secretly, he was still convinced he wanted a boat, but didn't know what kind. One day when Paul was walking down the dock at the Emeryville Marina, he saw a stranger wearing foulies.

Paul stopped and talked with the man about boats. The man said, "Get a sailboat. There's always somebody who wants to drive." And Paul, having just gone 400 miles in a powerboat, realized that 98% of the time, the Grand Banks was on autopilot. Everyone who wanted to drive did so for about 30 seconds, then got bored.

At that moment, Paul decided to buy a sailboat.

Since then, over the past 30 years, Paul has owned a lot of sailboats and admits that his dad was right. He has wasted a lot of money on boats but was also smart in co-owning several of them in partnerships. His past fleet of sailboats included everything from a Laser to an 11:Metre, an Islander Freeport 41, a predecessor to the Hobie 18 called a Sol Cat 18, and more.

In a podcast conversation with Paul about his newest boat, *Adjudicator*, a bold-green-hulled Fast 40+, I learned some valuable sailing lessons. Here are five lessons to take with you.

### Search for the Right One

Paul wanted to own a Fast 40+. He started his search locally, then across the US. He eventually had to search globally. He found two Fast 40s, *Spooky* in Japan, and *Decision* in Australia, but neither was up for sale. Suddenly, Alex Higby, the *Adjudicator* program manager, had a buddy in England he heard would be selling soon, and Paul jumped on it before it hit the market. Be patient in your next sailboat search. The right one will come along.

### Pick a Name that Means Something to You

The prized boat was originally named *Rebellion* and then *Jubilee*. Paul wanted a fierce name, but with a little nuance. The name was inspired by the main character of the movie *John Wick 3: Parabellum*, called The Adjudicator. The Adjudicator wasn't violent, but she was very powerful. She didn't shoot anybody but was present, and that's the type of sailboat Paul wanted.

### Get Insured First

The last thing Paul thought about when purchasing *Adjudicator* was its insurability. After he bought it, he found that no one wanted to insure it! After contacting what he said seemed like 567 different insurance companies, he finally found one that would. The lesson here is to ensure you can insure your boat before you scratch a big check.

### Buy a Boat that Has Been Loved

It's like a dream when you buy a boat that is in perfect shape. *Adjudicator* was one such boat for Paul. The *Rebellion* team had done everything from moving the keel to adding spinnaker string-drop hydraulics to stripping the boat down. They flipped it over, sealed it, and then added its signature green paint to create a dragon-monster-meets-angry-lizard look. It also came with 42 sails. Yes, 42 sails. He really scored there. When you

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## how i learned

I grew up in Wisconsin in the '40s and '50s with a hunger to sail. But in the Midwest in those days, sailboats were scarce. There were plenty of rowboats, canoes and outboard-powered boats, but in my entire youth, the only opportunity I almost had to sail was when a friend of my father's sailed up to a beach we were visiting with a 20-ft C Scow. My father went out for a sail, and when they returned he said it was too dangerous for us kids. And that was that.

I moved to Southern California in my 20s. In about 1970, I went to the Los Angeles Boat Show. There were a few sailboats



A Clipper Marine 26.



LATITUDE / CHRIS

Above: Paul Dorsey at St. Francis Yacht Club during Rolex Big Boat Series on September 19. Below: 'Adjudicator' blasts off on her way back to the Bay from the windward mark at Point Diablo. Opposite: You can hear the hiss as Dorsey guides 'Adjudicator' over the Bay.



SHARON GREEN / ROLEX



## to sail

on display, and one I noticed was in a price range I could afford. It was a Clipper Marine 26 on a trailer. To my eye, it was ideal.

It had a swing keel, pop-up top with a cover to keep bugs and rain out, a porta-potty, lights and a compass. It was powered by a 5-hp outboard.

I told the salesman that I liked the boat but didn't know how to sail. He said no problem. Just come down to Marina del Rey and he would teach me. Using a demo boat, the salesman showed me how to rig and then took me out for a sail. I learned a few sailing terms, and also that the boat was

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PHOTOS COURTESY DONALD BRYDEN

*The author of this story,  
Donald Bryden.*

## paul dorsey — continued

buy your next boat, buy it from someone who pampered it, and you will reap the rewards.

### First Class Is Fast

Paul has learned that sailing and racing come on different levels. To race well, you've got to be fast, and that requires the right boat. For *Adjudicator*, maintenance is like owning a Le Mans race car.

### Have High Safety Standards

When Paul started racing, his dad told him that when people were on his boat, he could be held liable for any damages. Sailing is fun, but remember that if you damage the boat, people can get hurt. To this day, Paul is all about safety first. Everyone aboard *Adjudicator* wears a life jacket.

### Final Thoughts

I asked Paul what someone like me, who is hungry to be part of a top-notch campaign, could do. He said, "Be willing to do the dirty work, make yourself available, and above all else, show your passion." In a next step, he's working with 11th Hour Racing to take his 30-year love affair with sailing to develop a program helping others become inspired, engaged and trained to expand their world through sailing.

To hear additional sailing stories, advice and more on his new program directly from Paul, listen to the full *Good Jibes* podcast episode at [www.latitude38.com/goodjibes](http://www.latitude38.com/goodjibes).

— ryan foland

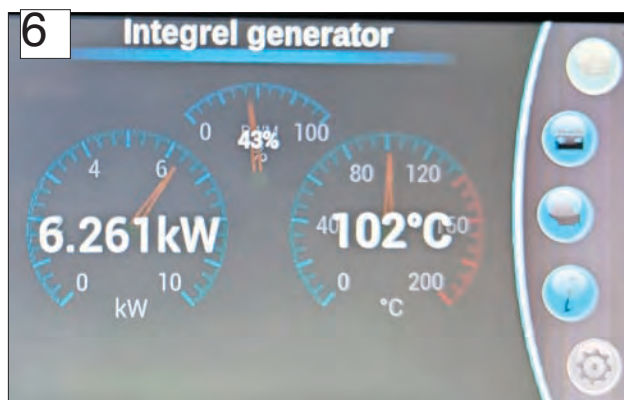
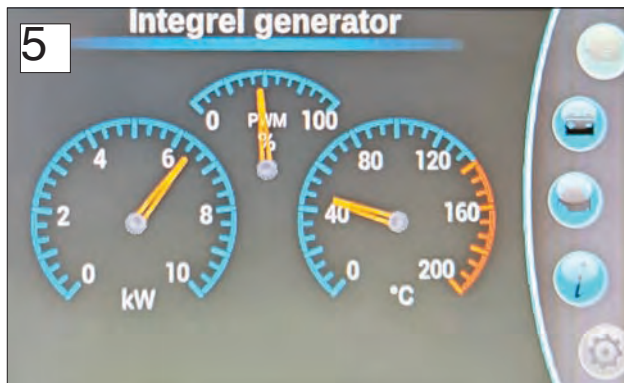


SHARON GREEN / ROLEX



## on a power trip — a system upgrade

In early 2020, I anchored my Beneteau 411 *Osprey* in Richardson Bay for a few days. On the second day, I noticed the battery bank was weak, which was unusual since the boat usually went three to four days without a recharge. When I tried to start the engine, all I got was a click, click, clicking sound. I had upgraded the whole system about eight years prior with a 630Ah house bank of Lifeline AGM batteries and a new start battery, but age and regular trips to Santa Catalina Island and the Delta, and local daysailing, had worn them out.



After reviewing new battery technologies, I decided it was time for a major upgrade and a switch to lithium batteries. Through my evaluation of different suppliers, I found Integral Solutions in the UK. Integral would supply the lithium batteries as part of a complete electrical system upgrade.

The Integral Solutions system centers on a massive 48-volt generator, which is retrofitted to the boat's engine with new pulleys and a new drive belt. This generator can produce up to 170 amps at 48V, even at relatively low engine RPMs, which is five to 10 times what a

typical marine engine's alternator puts out. At 48V (typical systems are 12V), cable sizes can be kept small and manageable, yet 48V is still considered low voltage and safe from shock and electrocution dangers.

To capture this massive output, Integral Solutions uses a large lithium 48V 'reservoir' battery bank. Since lithium batteries recharge so quickly, the generator can recharge this bank in about an hour. A 48V to 12V converter steps the power down from 48V to supply the boat's electrical system. The brains of the system is Integral's controller, which regulates the generator and tells it when to recharge based on inputs from various sensors throughout the system.

Now the boat has the equivalent of 1,080 amp hours at 12V, of which 800 are available for use because lithium banks are optimally cycled down to about 20% of capacity. Traditional lead-acid batteries are only cycled down to 50% capacity to extend battery life, so my old system only had about 300 amp hours available from the 630-amp hour bank. The updated system has more than two and a half times the usable capacity, with the ability to recharge the whole bank in a little over an hour at 1,800 RPM.

Battery weight has been cut by nearly 50%. Leaving the dock with batteries fully charged will give you more than a week without recharging.

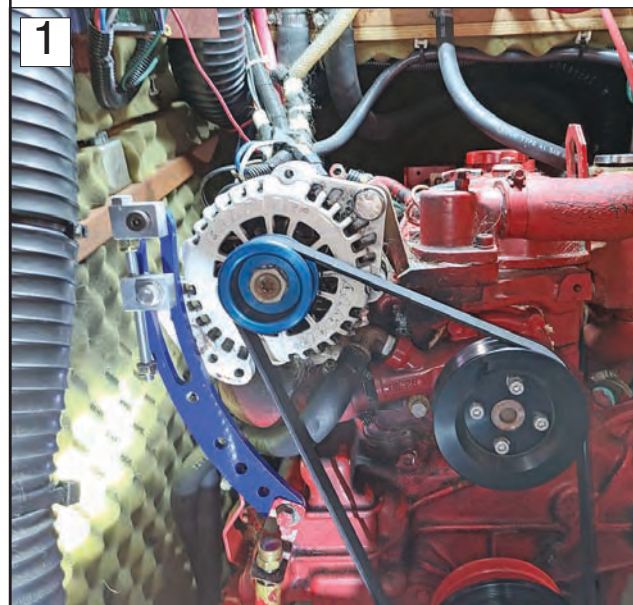
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## how i learned to sail

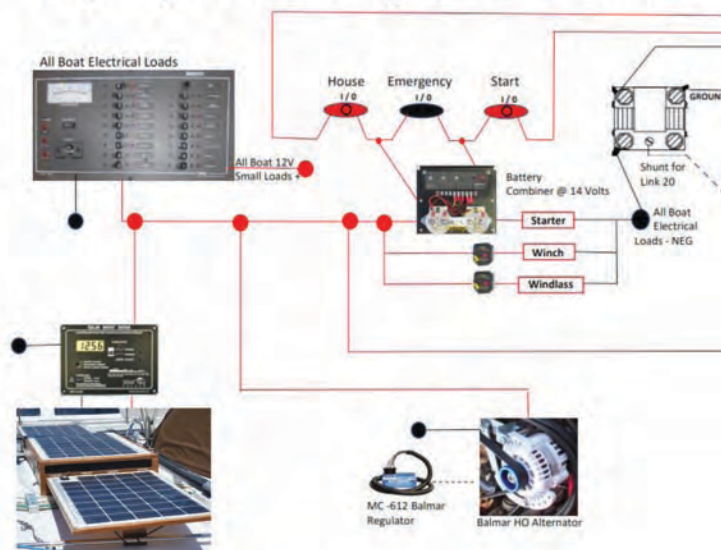
"tender," and to always be ready to release the mainsheet to dump the wind out of the mainsail.

The next lesson was all on the water. My lady friend was along, as she was learning with me. During this lesson, the salesman told me to sail up to the dock. When I did, he jumped off, pushed the boat away and told us to come back when we'd had enough. So the two of us had the boat to ourselves, and we practiced going up and down the channel.

While we awaited the delivery of our new boat, we decided that our maiden voyage would be a trip to Catalina Island. (We knew



## Osprey Electric System – Previous





## — continued

from the popular song that Catalina was only 26 miles away.) So when we took delivery and loaded our camping gear aboard, we asked the salesman how to get to Catalina. He told us to sail out the entrance of Marina del Rey and to look to our left. We would see the Palos Verdes Peninsula. Aim for the westernmost point of Palos Verdes; that heading would take us to Avalon.

He didn't ask if we had checked the weather, mention that we should have a VHF radio on board, or suggest that we should tell someone ashore what our plans were. We still had no idea that we should do

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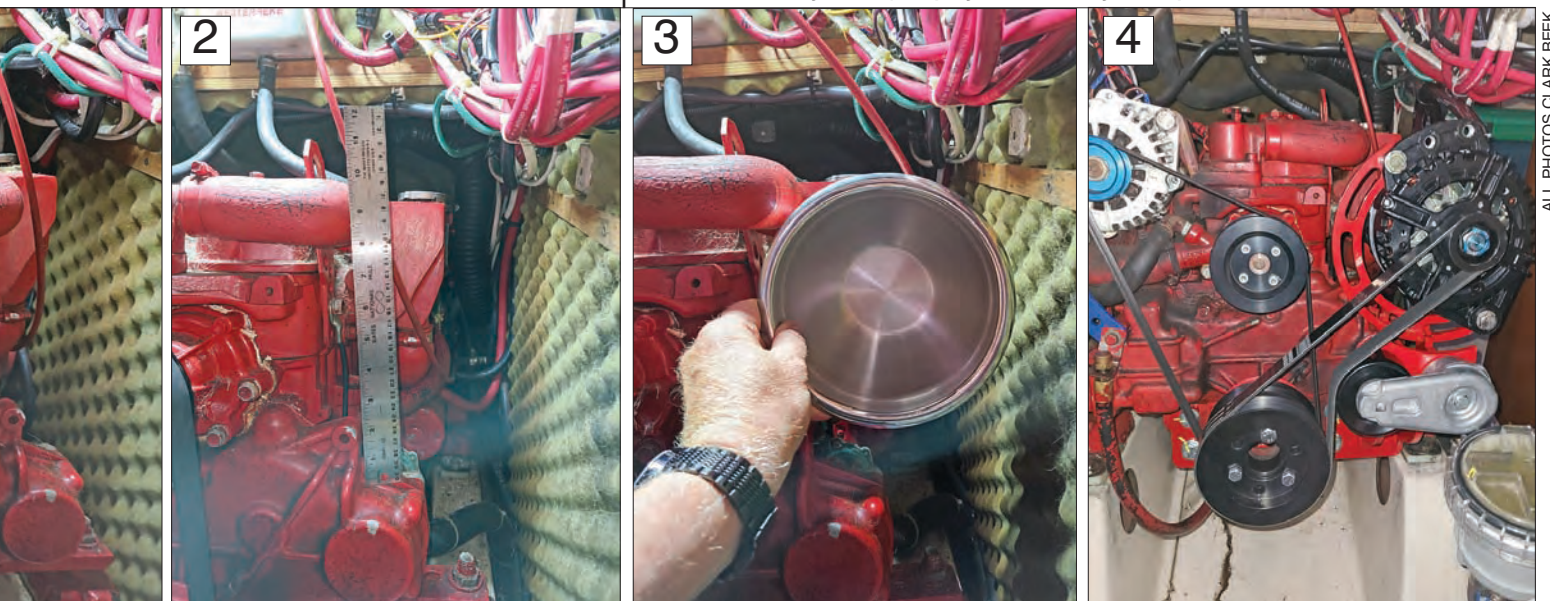
## power trip — continued

Another benefit of lithium batteries is that voltage remains more constant at different states of charge, instead of steadily declining the way lead-acid batteries do as they discharge. The boat's electrical components, especially the 12V refrigerator, are much happier with a steady 13.8-14 volts.

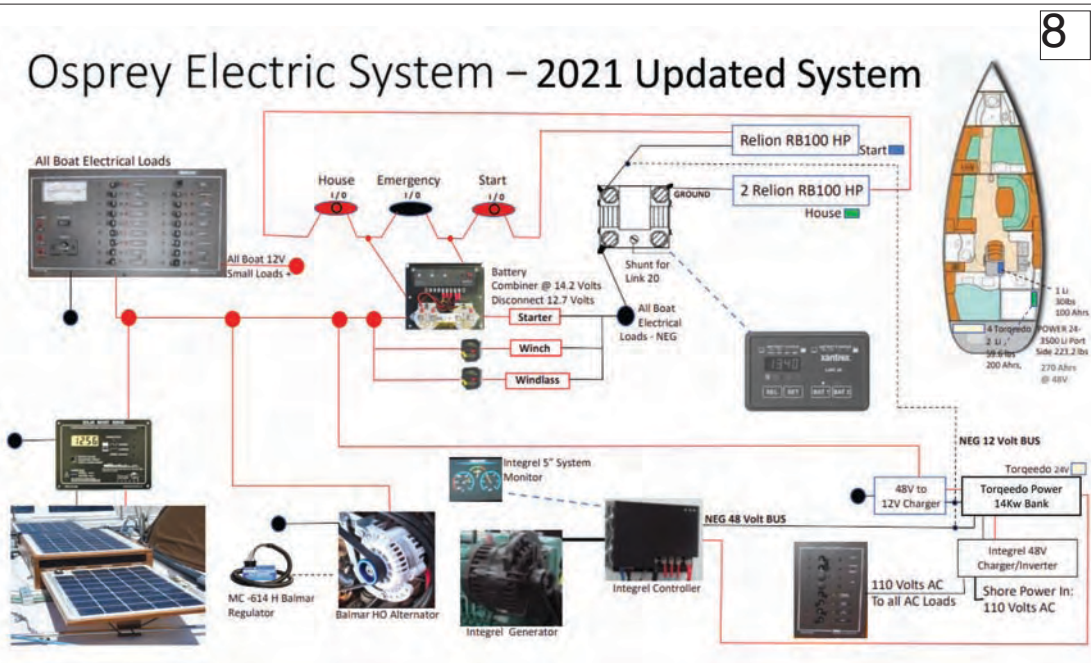
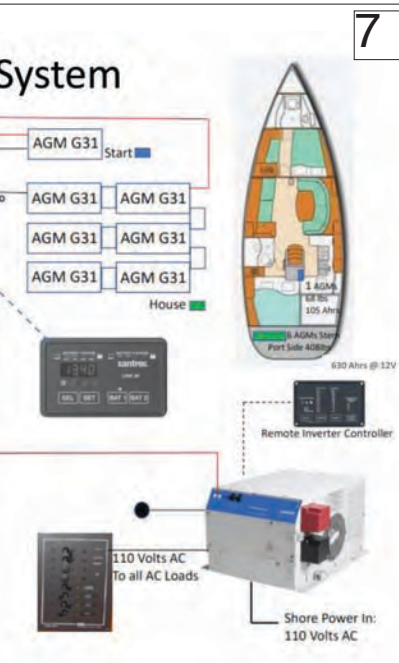
Once installed and configured, the system is largely automated, which is what Integrel Solutions promises. While the system displays all kinds of electrical data, it will also just let you know when it's time to start the engine and recharge. The installation took me about 20-30 hours working alone. A marine electrician could handle the whole job.

— brad shaffer

**Photos: 1) Pre-install engine. 2) Ruler checking space above saltwater pump. 3) Sample generator in approximate location. 4) Generator installed. 5) Integrel monitoring screen showing gauges. 6) Integrel monitoring screen showing digital values. 7) 'Osprey's previous electrical system. 8) 'Osprey's electrical system updated in 2021.**



ALL PHOTOS CLARK BEEK





## mesopotamian demon of southerly winds

"Going through the Molokai Channel at 4 a.m., it was just ripping in there — 25-30 knots of wind, surfing every wave. You're just going into the dark abyss, until you see the land, the lighthouse in the distance. The boat was going so fast, like a freight train. We hit a top boat speed of 18 knots. You couldn't really see the waves in front of you, but all of a sudden you get up onto a plane and there's just the whitewash. Definitely the highlight of the whole race."

Meet Liz Hopkins, as she describes arriving in Hawaii, finishing the 2021 Transpacific Yacht Race. As crew for the 2,000+ miles of the famous Transpac, Hopkins is ready to take on the next race as captain of her own ship for a Pacific Ocean crossing. Right now, she's busy — prepping the boat, recruiting her crew, and building her team.

Two years ago, Hopkins, then 24 years old, bought the boat from Henry Kleinberg, a beautifully maintained Express 37, #62 of 65 built, designed by Carl Schumacher and called *Primordial Sloop*. "I was shopping around for boats, that's how I met Henry. He didn't really race it, but he had had it commissioned from Carl Schumacher to be built. The boat was kind of a relic, but it had all the papers and documents. It was a special boat." Recalls Hopkins, "Henry and I really connected, and I told him what I wanted to do."

For the past two years, Hopkins has been racing like crazy, focusing on getting as much offshore experience as possible. From her perspective, the Transpac has always held a special allure. "Ever since I heard about the Transpac, I wanted to do it. Since I'm from the Midwest, the idea of it is just so crazy to me!"

Currently based in the Port of Los Angeles, Hopkins only began sailing five or six years ago in college. She took a University of Southern California nautical science course on a whim. "It teaches traditional seamanship to students. I ended up being a teaching assistant, taking students out on the water on an old wooden schooner called *Atlantis*." She was hooked.

After graduation, Hopkins knew she would keep sailing. "There were so many of us in that class who ended up buying boats!" Hopkins bought a J/30 but wasn't really yet in the racing circuit. Then she began racing, and she ventured offshore for cruises and races. "I started doing offshore stuff, and I realized if I wanted to race offshore I would need to upgrade my boat. I found the Express and that's the route I went down."

Hopkins started with deliveries, meeting sailor and mentor Tim Jones, skipper of an Olson 40, *Livewire*. The first year the Olson made it to Hawaii in the 2019 crossing, they ended up breaking the mast. Hopkins sailed a lot with Jones in the year following, getting the Olson ready for the 2021 race: putting a new mast in, reseating the keel, and getting crew together. Finally, the boat was ready for its second crossing to Hawaii, and Hopkins' first Transpac race.

With these experiences, Hopkins is readying her own Express 37, rechristened *Pazuzu* after the Mesopotamian demon of southerly winds, for the next race.

"My boat has needed a lot of work since I bought her. We put in a new bottom and a new rudder, converted the wheel to a tiller, did a full sail inventory, and there's still a few more projects to get it ready. Right now I'm undergoing an engine rebuild!" Hopkins laughs, because it's a lot to tackle on her own. "But it was really helpful to see everything on *Livewire*, like, OK — I have experience doing it as a crewmember. Now I can try skipper."

When Hopkins did the Transpac, they checked the crew list. Out of 400 sailors registered in the race, only 20-25 were the names of women. As a female skipper, Hopkins is undertaking an inspiring voyage.

"It would mean a lot to me to do well in the race, to do as best as I could, and know that the boat performed as best as she could. And as long as everyone is lifelong friends in the end, I'll be happy," says Hopkins. "But I hope I can inspire just one person along the way to say, 'If she did it, I can do it too.'"

Sometimes the weight of being the skipper feels heavy — to be an infallible leader, always correct. But as Hopkins realizes, the skipper is just

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## how i learned to sail

any of these things. We thanked him and got underway.

We got a late start, winds were light, and before we got to Palos Verdes it was dark. We motored when the wind died. At one point, we saw a lot of lights ahead and thought it was Avalon. We headed for the lights but realized it must have been a ship. Back on course, we continued on, arriving at Avalon late at night. Our first day underway was a success, even though we now realized that Avalon was a lot farther from Marina del Rey than 26 miles.



PHOTOS THIS PAGE COURTESY PAZUZU



## — continued

The next day, the winds were howling and the seas were kicking up. There were probably small craft warnings being broadcast, but we had no radio to hear them. We both had to work the following day, so there was no discussion of waiting for better weather. I'd figured out enough by then to know we'd be going downwind, but also realized the wind was too strong for both our main and jib. We had no reef points in the main, but at the time I didn't know what reef points were for anyway. I decided to

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## mesopotamian demon — continued

another person. "It's a human experience, it's emotional, you get aggravated in close confines, everyone's going to feel tired and sick at some point." She feels the relational stress at times, too. "I've done a lot of doublehanded racing with my boyfriend. Sometimes it's a bit of a strain — we bicker on the water. One year, we took the boat out at Christmas and broke everything, hit a huge storm, not fun. But at the end of the day, it strengthens our relationship."

Hopkins admits that she was a bit starry-eyed at the beginning. "I went into this not knowing what I was getting into. 'It'll be easy!' I said. It wasn't! I've learned a lot, managing myself and my expectations," she explains. "There's times I wish I didn't own this boat, and other times it is the most fulfilling thing I could do right now."

— heather breaux



Left page, top to bottom: Prior to converting from wheel to tiller, Liz and crew lean in as they get 'Pazuzu' up to speed; Liz Hopkins, center, is all smiles as her crew tend the sheets; sailing off Point Fermin. This page: Liz is getting 'Pazuzu' ready for more sailing ahead.

MIKEY FOX/TROT IMAGES / WWW.MIKEYFOX.TROT.COM



# SIGHTINGS

## tucson sailing club memorial day cup

Over the past 35 years, I have had the good fortune to participate in many regattas. I have raced my own boat and on others, up and down the West Coast, on high-tech race machines to classic woodies. Some of the most fun regattas in which I have participated are held in San Carlos, Mexico, each May and October, sponsored by the Tucson Sailing Club (TSC).

Surprise is always the reaction when I mention that I am a member of the Tucson Sailing Club. "A sailing club in Tucson? You're kidding, right?" Surprisingly, though Tucson is one of the driest places in the country, it has a very active community of sailors. TSC was founded in 1970, and most members have trailerable sailboats or keep larger boats in the home-port of San Carlos, Mexico.

Since the purchase of my cruising boat in Long Beach in 2016, I had not been able to join any of the recent regattas until the one over Memorial Day weekend this year. We brought *Triumph*, our Cabot 36 cutter, to the Bay Area in 2017, where my partner Lynn and I cruised the Bay and Delta extensively until we headed south again in August 2020.

As 'commuter cruisers', we spend late January to late April in the East Bay so Lynn can work during tax season. When we left the Bay Area, we drove back to our boat in Ensenada just in time to dump our stuff (including lots of new boat parts) and then drove to Arizona to visit family and friends. This timing gave us the perfect opportunity to head to San Carlos to meet up with the Tucson Sailing Club gang and do some racing. As San Carlos could end up being *Triumph's* home at some point, it was important to get Lynn's impressions and for me to get reacquainted. Lynn was charmed, and I was reminded how much I had missed it.

Marshall, one of my good friends in the TSC, arranged for me to race with him on a Merit 25 with another friend and his daughter. After five years of mostly sailing on a heavy cruising boat, it was fantastic to be back on a small, light, responsive boat. On the other hand, Lynn, who is a

self-described cruiser and not the competitive sort, wasn't going to participate in racing. Fate intervened. *Cayenne*, the boat on which we did the 2020 Ensenada to Cabo run, was now in San Carlos. Only the slightest suggestion was needed to get the owner, Gary, to enter *Cayenne* in the regatta in the cruiser class. And since he was shorthanded, Lynn agreed to race on his boat.

This was the first event to have any of the social elements of a regatta weekend since the pandemic. It was so good to see the Friday afternoon dock party being held, along with a Saturday night dinner at the San Carlos Yacht Club, and wrapping up with a Sunday awards dinner. Since we are all still awakening from the doldrums of the pandemic, the numbers were down for the regatta, but it was an enthusiastic group that participated.

The racing was fun as always. For those not familiar with the location, San Francisco Bay (yes, Virginia, there are other San Francisco Bays) outside the entrance to Bahia San Carlos is one of the best natural sailboat racecourses one can imagine, with lots of small islands and rocks to

use as natural race marks, while the backdrop scenery is breathtaking.

In my case, it was more fun than usual. Brian, the owner of the Merit 25, had his teenage daughter Katy as crew. I must admit I was concerned at the thought of having a disaffected teenager on board for two days who

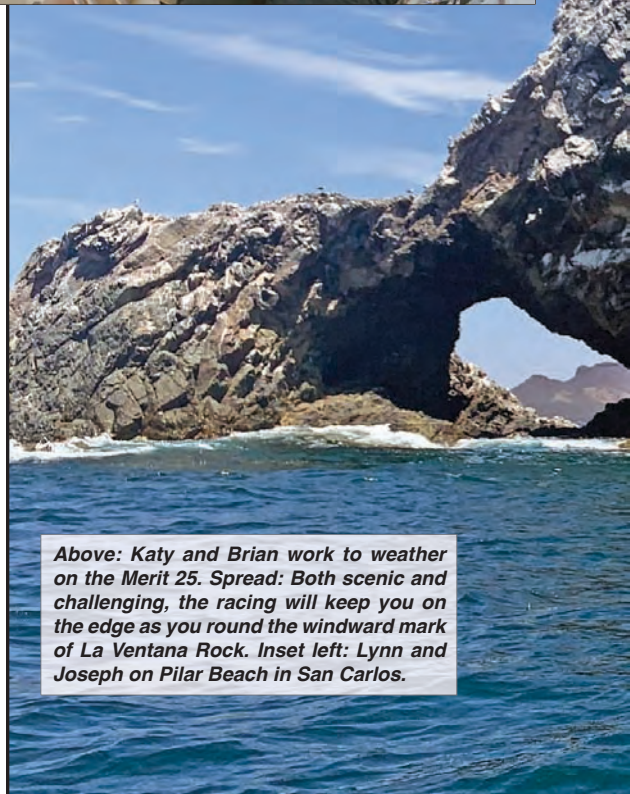
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## how i learned to sail

just use the mainsail and to keep the motor running and in gear to help if the seas tried to round us up.

My lady friend stayed below deck most of the way back. I stayed on the helm with the tiller in one hand and the mainsheet in the other. Waves kept splashing over the deck, and I was getting soaked.

The leeward shrouds were quite slack and eventually one came loose from the turnbuckle. I didn't know I should have secured them with wire. I called to my friend to take over while I crawled forward to refasten the shroud. To her credit, she took over the helm and did an excellent job. I crawled along the deck (there were no lifelines) and



Above: Katy and Brian work to weather on the Merit 25. Spread: Both scenic and challenging, the racing will keep you on the edge as you round the windward mark of La Ventana Rock. Inset left: Lynn and Joseph on Pilar Beach in San Carlos.

COURTESY JOSEPH DIMATTEO



JOSEPH DIMATTEO



## — continued

managed to catch the wayward shroud and to thread it back into the turnbuckle.

A little while later, it happened again. Then again. Each time, I would repeat the crawl forward to reattach it. Finally, a shroud came loose at the top. I knew there was no fixing that underway, and I knew that if we got crossways to the wind it would probably bring the mast down. Extra caution with the tiller would be required.

Somehow, we made it back to Marina del Rey with the mast intact. As I turned down the channel and the motion calmed, I felt an emotional letdown. If this was what sailing was all about, then I loved it! I loved the challenge the sea presented.

It wasn't until sometime later that I

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## tucscon sailing club — continued

did not want to be there. But I quickly realized she was excited to be out on the water. It was her first sailboat race, but she was a quick study. She also made it clear she wanted to win. By the end of the second day, she was trimming the spinnaker and getting the feel of helming with a tiller. She also got her wish, as we took first in the spinnaker class. It is a bit of a cliché, but after 18 months of pandemic hell, everyone was a winner just for being there.

I would suggest to any Bay Area or SoCal cruiser who is coming to San Carlos to consider participating in the May and October regattas as natural bookends to your cruise into the Sea. They are pretty informal affairs overall, but TSC does a great job of putting on a three-day event. The club also ties it into a week-long (or more) cruise at the end of each regatta, so there is also the option of continuing your cruise with a group that has lots of local knowledge. The TSC folks will welcome you with open arms.

We are back in Ensenada enjoying the cool summer breezes and the Mexican hospitality while we prep *Triumph* for the run south in the fall. ¡Saludos!

— joseph dimatteo





# SIGHTINGS

## notes from a catamaran delivery skipper

People often ask me what's the best kind of sailing catamaran. It's kind of a loaded question, because it all depends on how you would like to use the boat.

If you're looking for something to live on at the marina and maybe do some coastal cruising, pretty much any of the production cats will suffice. If, on the other hand, you're looking for a true bluewater cruiser, your options become much more limited and usually much more expensive.

I want to make it perfectly clear that I'm not saying that cruisers that are not considered performance cats will not cross oceans. If the manufacturer claims it's a bluewater cruiser, it probably is. What I am saying is that a performance cruiser will perform better and can be safer. If you're looking to purchase a catamaran or to charter one, some of the things you

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## how i learned to sail

realized how haphazard our trip to Catalina had been. At the time, I thought that was how everyone sailed. Later, still learning, I put her in a berth in San Pedro and learned another lesson quickly: Don't leave the outboard on the transom without some sort of lock. It disappeared.

A bit later, I noticed the boat seemed to be growing a beard below the waterline. (I still didn't know about antifouling paint.) We put the boat on the trailer and parked it in my lady friend's parents' driveway. A couple of days later, I got a call that the



LATITUDE / CHRIS



## — continued

boat was stinking up the neighborhood. I had to haul it away and clean the bottom.

The real game changer in this chaotic learning curve came when I attended a Coast Guard Auxiliary Basic Boating Course. Wow, did I learn a lot! Since that time, I've never stopped studying, and it has taken me far.

As I write this, I'm in Italy, on my Brewer 45 Miami ketch. I just turned 80 years old, and I have been cruising full-time since 2004.

— donald bryden



On September 9, 'Latitude 38' was excited to host a well-attended Fall Crew List Party with well over 300 people outdoors at the Bay Model Visitor Center in Sausalito. We want to thank Chris Gallagher from the Bay Model, the volunteers from Spaulding Marine Center, the Sailing Science Center and Call of the Sea, plus numerous other fans of connecting more people to sailing. At the same time, we relaunched our online Crew List, which now has more than 200 names of skippers and crew looking to connect for cruising, racing, and just plain sailing.

## catamaran notes — continued

might want to consider are the following:

1. Does it have positive buoyancy? When modern catamarans first started taking over the charter trade, it was a big deal that if holed they would still float, making them much safer than conventional sailing craft. Unfortunately, the industry has gotten a little off track. The demand for more comfort has made them more comfortable for sure, but also heavier. This in most cases results in their being sinkable, but also has the devastating effect of making them harder to sail.



JIM MILSKI

**Bridge deck height is important for offshore performance catamarans.**

2. Fire protection. Always make sure there are plenty of handheld fire extinguishers readily available. For me, fire protection in the engine compartments is an added bonus.

3. Length matters in catamarans, because it helps with ride comfort and less hobbyhorsing. Try for a minimum length of 46 feet. There will be less pounding on the Bridge deck when you're going to weather.

4. Bridge deck clearance is another factor to look at when considering a performance cruiser. When checking out the clearance, also look for any obstructions or protrusions. The cleaner the better.

5. Weight distribution will make for a more comfortable ride as well. It's best if the heavier necessary items (batteries, water storage, fuel storage) are in close proximity to the mast.

6. Daggerboards will definitely help the performance of the vessel by preventing leeway and creating some lift when going to weather. But the not-so-talked-about advantage of daggerboards is that when you're going downwind in steep or heavy seas with the daggerboards up, the vessel will slide more rather than trip, which causes a jerky, uncomfortable and potentially dangerous situation.

7. Windage. Again the demand for more comfort has created vessels with tremendous amounts of wind resistance. This can be a problem not only at sea but also at anchor and going into and out of marinas.

8. Weight. The lighter the better.

9. Sea Anchor. In my opinion, if you're crossing oceans, a sea anchor should be a mandatory piece of equipment on any oceangoing catamaran.

I firmly believe that a well-designed performance sailing catamaran is not only the safest vessel for family cruising, but also the most comfortable.

I've logged about 140,000 miles offshore or coastal cruising. More than half of this has been delivering sailing catamarans, and the other time has been cruising our 48-ft Schionning-designed catamaran *Sea Level*.

— jim & kent milski



# ROLEX BIG BOAT SERIES

**S**t. Francis Yacht Club's Rolex Big Boat Series on September 16-19 had a full bucket: bone-chilling wind, the ubiquitous fog, drizzle, gusts and shifts, blowing mist, calms, sparkling sun, rainbows, puffy clouds, ebb chop and sea spray. It even rained on Saturday night.

Although the first race of each day is usually held in lighter wind, Thursday's Race 1 had plenty of pressure, in the low to mid-teens, and it built from there. The windy conditions continued on Friday, taking a toll on spinnakers. As we shivered in the late afternoon breeze at the Mt. Gay Rum Party, Pearl Prisco from the Melges 32 *Nuckelavee* told us, "It's been wet, with wave after wave washing over us."

After two days of teeth-chattering temperatures, Saturday was strangely warm, misty and humid as a weak trough advanced on the Bay Area, and the racers had to wait for the westerly to fill in order to race. After the overnight rain, Sunday dawned bright and blue.



**Shawn Ivie and Roland Vollmann**

The club adapted to COVID-19, following San Francisco's strict health protocols. They required a one-time proof of vaccination (plus photo ID), in exchange for which visitors received a

brightly colored plastic wristband to wear for the duration of the event. Masks were required inside the clubhouse, but not outdoors or on the docks. The big parties went ahead but were held in and around

Championship. Frequent winner *Golden Moon* is up for sale. Bob Walden of the Cal 39 *Sea Star* chartered Bob Harford's *Stewball*. *Eclipse* sailed with an all-female crew. *Loca Motion* came up from



**The Express 37 'Limitless' won her division and her class's Pacific Coast Championship.**

a big tent set up on what used to be the East Lawn before the drought.

## Express 37 PCCs

This was the 30th year for the Express 37 one-design at BBS, and the class was competing for their Pacific Coast

**Below: 'Blackhawk'. Right: Kristin and Ryan Simmons won another Rolex.**

Monterey, and *Limitless* came from Los Angeles. *Limitless* won four out of seven races and never placed worse than third.

Skipper Shawn Ivie credits the win to boat preparation, including addressing any issues that come up, and the goal to have fun. "Part of preparation is checking all your equipment. Then we try to sail as fast as we can. We did a lot of testing down in San Pedro with *Blade Runner*, one of our competitors. He had planned to come up and





# ADAPTS TO THE NEW NORMAL

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Above: Gary Panariello.  
Left: 'Courageous'.

Unfortunately had an injury. We were able to consolidate crews."

Their six-day delivery up the coast took advantage of a small weather window earlier in the month. Tactician Mike Quinn provides their local knowledge. "He's a good friend of my sailmaker, Will Paxton." Additional crew for this regatta included James Clark, Chris Hugh, Alan McGlashan, Marcy Rye, Dave Sandkulla, Don Schultz, Roland Vollmann and Ted Winer.

*Limitless* is sticking around for the Express 37 Nationals, which Berkeley YC is hosting on October 1-3.

## J/105

The J/105 fleet fielded the most boats of any division, 22. The competition quickly developed into a contest between Tim Russell's *Ne\*Ne* and Ryan Simmons' *Blackhawk*. At the end of seven races,

the two entries were tied with 22 points apiece, but the tiebreaker went to *Blackhawk*, which had four first-place bullets to *Ne\*Ne*'s two.

"It was super-scary," said *Blackhawk*'s tactician, Brent Draney. "We should have had it locked up. We stopped racing at the wrong time. Never stop racing. Every point counts. We got a good jump, then didn't pay attention to the back of the fleet and made a mistake. It was a big battle to catch up."

This is *Blackhawk*'s fourth win and Ryan's second driving. (His father Scooter skippered the other two, in 2011 and 2013.) It's a consecutive repeat for the team — they won in 2019 too, earning the StFYC Commodore's Cup perpetual trophy twice in a row.

Additional crew on *Blackhawk* were Ryan's wife Kristin, Nico Colomb, Jonathan Rosen and Collette Zaro.

## J/88 North Americans

Another repeat success story is Gary Panariello's J/88 *Courageous*, which won a Rolex in 2018. Gary is now the 2021 J/88 North American Champion too. The local fleet captain, he's encouraged by the growth he's seen.

*"Never stop racing.  
Every point counts."*

"We've had some new people join each year," he said. "Because it's the North Americans, people actually traveled in." The class president, Iris Vogel, traveled all the way from New York. She trailered *Deviation* herself all the way across the country. "This was scheduled for last year at this regatta," explained Gary, "and of course it didn't happen because of the pandemic, so this is really the first big event we've had to race and be outside with all our friends. Conditions were perfect; the racing was challenging and competitive."

Gary's favorite races at RBBS are the ones that finish on the race deck. "Winning races on the race deck is a unique experience here in San Francisco. They're the afternoon races; they're long races; you're tired, frankly. By the time you get to the race deck at the St. Francis and you get the gun, you're, 'Awww, thank you!' Typically we have a cheering section up there screaming for us."

Sailing with Gary were Ryan Barnett, Blaine Soohoo, Harrison Turner, Elizabeth Weiler and Matt Whitfield.

## J/70

Like the J/105s, the J/70s had a repeat winner, John Brigden's *Cool Story, Bro.*, a StFYC local. "It was kind of like a catharsis after COVID," said John. "It

*Our favorite spinnaker of the regatta belonged to the J/70 'Tiny Tim'.*





# ROLEX BIG BOAT SERIES

SHARON GREEN / ROLEX



**'Cool Story, Bro.'**

felt super fun. The wind was great. Everything was really smooth, and it was exciting. The second race on Saturday was probably our favorite. After we sailed 23 miles, we met up around Alcatraz with Scott Sellers's *IFA* within two feet and had a tacking duel the whole way to the windward mark and then a jibing duel to the finish. They were such a tough competitor."

*Cool Story, Bro.* had all bullets except in the last race. "We retired early because it wasn't going to change our result. We thought it would be better for the rest to

duel it out. We had the luxury to go and de-rig."

John's brother-in-law, Nevin Snow, Eric Anderson and Willem van Waay sailed with him.

## Classics

The Classics Division returned this year following their debut in 2019. They sailed one race each day, starting and finishing all of them off the club's race deck. Beau Vrolyk, skipper of *Mayan*, said Sunday's start was overly exciting. "These boats are not particularly maneuverable. Over the four days we've gotten to know each other better, and we were all pushing, pretty close together, which in these boats is a hazard because they're heavy, they're hard to turn. We all did fine. No contact, no yelling, no protests. The place to be today was right next to the yacht club. Everybody was there. It was more excitement than we



**Nevin Snow, Eric Anderson and John Brigden of 'Cool Story, Bro.' with the take-home award. Not pictured: Willem van Waay.**

wanted. When we went up to the Blackaller Buoy, the windward mark, three of us were overlapped going around: *Water Witch*, *Kay* and us. *Yucca* was long gone by then. She did a great race. Hank's a tremendous sailor. It was the *Yucca* of old today; he just nailed it." Hank Easom, *Yucca*'s previous owner, helmed the sleek sloop. Her new owner, Michael Zolezzi, was out with the COVID!

In 2019, the *Mayan* crew all sailed in orange shirts. Stacey Vrolyk wanted people to remember which year it was by the color of the shirts. "If you see a picture of *Mayan*, you know that's 2019 if it's orange and 2021 if it's blue," explained Beau.

"When we went out racing yesterday, three boats were tied for points out of only five boats," he continued. "Anybody could win. In a fleet of five that matters. The sport's fun when it's close. It's no fun if somebody shows up and wins every single race. The other guys just don't show up next time. If we hadn't lost Dewey Hines — he died a couple weeks ago — he was going to bring his boat. Terry Klaus got sick — just a bad cold — so as a result couldn't race *Brigadoon*. So we had seven but only five could race. We expect to build this next year.

"*Merlin* had a breakdown, so we took her owner [Chip Merlin] and one of his crew. Chip and I were talking about what we could do to get more boats up here to race, and he said, 'Come on down to Southern California to race with us and that'll encourage people to come up here.' So we're going to try and do that."

## ORR A

The winning team in ORR A came up from Santa Barbara. Bernard



**Seadon Wijsen and Bernie Girod**



**'Rock & Roll'**

SHARON GREEN / ROLEX



# ADAPTS TO THE NEW NORMAL



Stacey and Beau Vrolyk

Girod has sailed in the Rolex Big Boat Series a number of times with a variety of boats over many years. "This is the first time back in maybe four years," said tactician Seadon Wijzen. "He had a Farr 400 the last time he sailed here. The team's been together with this J/111 for a while, but I'm a new addition for this regatta. Kevin Miller and Bernie and the rest of the team did a really nice job of optimizing the boat and the sails for what we were expecting to the ORR rating. We put a lot of time into practice. The boat got up here early. We sailed the three days before and took Wednesday off as a break. So we had the boat handling pretty well dialed in."

"The last race by far was the most fun. We finally got nice sunny weather and a course that was a little different than the standard windward/leeward, with a really fun finish."

Bill Blazer, Eric Chowanski, Julie Marvin, Kevin Miller, Kelley Jane Paradise, Kent Pierce, Jake Richter and Jan Von Yurt sailed with Bernie and Seadon.

## ORR B

The winner in ORR B, the IC37 *Flying Jenny*, came all the way from Annapolis, Maryland. "We just put it on a truck," said the skipper, Sandra Askew. "It's a long ride, but it's well worth it."

Sandy Askew



The Classics' start on Friday, with (left to right) 'Mayan', 'Hurrica V' and 'Yucca'.

Race 4. *Lucky Duck* had a decent lead less than a mile from the finish when her spinnaker split in two. The crew quickly doused. *Bretwalda3* was coming fast but rounded up and wobbled. Spectators gasped. Who would get to the line first? *LD* was chugging along fine, but *B3* got her feet back under her and steamrolled on, the spray flying. Would she catch the *Duck* in time? It was a photo finish, and *B3* sprinted ahead, literally at the last second.

The glamour girl in the division, Chip Merlin's 1977 Bill Lee sled *Merlin*, unfortunately suffered damage and only finished Thursday's races.

Much discussion about the ORR division splits peppered the dock talk. For instance, why was the longest, fastest boat in the regatta, *Merlin*, in ORR B and

"Absolutely," agreed crewman Fuzz. "We love coming here. Fantastic sailing conditions. Fantastic town. Great yacht club, great hospitality." Fuzz is from a little bit south of Annapolis — New Zealand. "I've been here 30 years though."

Their only local knowledge is Trevor Baylis. "He's done a lot of sailing with my husband and I on other boats and he's such a gentleman," said Sandy. "One of the best sailors we know." *Flying Jenny's* crew were Jason Currie, Nicholas Ford, Kyle Kandt, Alan Nakanishi, Dave Shriner, Grant Spanhake and John von Schwarz. We're not sure which one is Fuzz!

A rivalry between two Rogers 46 teams continued from July's Transpac. Dave MacEwen's Bay Area-based *Lucky Duck* and Bob Pethick's L.A.-based *Bretwalda3* had a particularly exciting finish in front of the club in breeze-on





# ROLEX BIG BOAT SERIES



Left: Fun racing aboard 'Merlin' on Thursday, with a thumbs-up from floater Hannah Weymuller. Above: In the J/88 class, 'Inconceivable' poked a hole in 'Hijinks' during Race 6 on Saturday. (It's our understanding that 'Inconceivable' was on port and tried to duck, but the mainsheet didn't release.) The 'Inconceivable' team felt terrible and loaned their boat to the 'Hijinks' crew for Race 7, Sunday's Bay Tour.



Ahead by a nose: 'Bretwalda3' sneaks past her spinnakerless sistership 'Lucky Duck' in a photo finish on Friday afternoon.

not A? We asked regatta chair Susan Ruhne. "We worked with Jim Teeters from US Sailing to evaluate our options and used a formula that was both their rating but also the downwind power," she explained. "It's similar to the way in the past we grouped sportboats separate from the other ORR groups."

## ORR C

The winner of ORR C was unusual in the respect that it was the owner/skipper himself who was the Group 3, aka professional, sailor. The victory was by no means a foregone conclusion, but Scott Easom's latest *Eight Ball*, a J/100, scored two bullets to top the division. Two other J/100s raced, along

with two J/120s, a Jeanneau SunFast, and two Cal 40s. The crew of the Cal 40 *Azure* was celebrating their second place as if they'd won.

Among Scott's crew on *Eight Ball* was Brian Janney, who runs the North Sails loft in San Diego. He sails with Scott on *Pyewacket* and said this was his first RBBS win. Also on the crew were Bay Area

sailors Kim Krogstad, Ben Mercer and David Gruver.

The atmosphere on the water was



'Eight Ball'. Above right: Brian Janney and Scott Easom.



PETER LYONS / ROLEX



# ADAPTS TO THE NEW NORMAL



Somebody stuck a piece of white tape over the 'hip' in Championship on this 'Limitless' shirt.

as exciting and competitive as ever, and the scene on land as congenial as in pre-pandemic times. It was a job well done by all parties involved — including at the parties!

Check out 'Electronic Latitude' at [www.latitude38.com](http://www.latitude38.com) for our story about

racing on *Merlin*, and a collection of 'Faces in the Crowd' photos.

— **latitude/chris**

## StFYC ROLEX BIG BOAT SERIES, 9/16-19 (7r, 0t)

ORR A — 1) **Rock & Roll**, J/111, Bernard Girard, 11 points; 2) **Elusive**, Swan 42, Thomas Furlong, 17; 3) **Destin**, Landmark 43, Romeo Uriarte, 24. (9 boats)

ORR B — 1) **Flying Jenny**, IC37, Sandra Askew, 15 points; 2) **Kuai**, Melges 32, Daniel Thielman, 18;

3) **Lucky Duck**, Rogers 46, Dave MacEwen, 19. (9 boats)

ORR C — 1) **Eight Ball**, J/100, Scott Easom, 14 points; 2) **Azure**, Cal 40, Rodney Pimentel, 18; 3) **Peregrine**, J/120, David Halliwill, 21. (8 boats)

ORRz CLASSICS — 1) **Mayan**, 60-ft 1947 Alden schooner, Beau & Stacey Vrolyk, 8 points; 2) **Kay of Göteborg**, 52-ft 1978 S&S yawl, Neil

Gibbs, 8; 3) **Yucca**, 1937 8-Meter, Michael Zolezzi, 9. (5 boats)

EXPRESS 37 PCC — 1) **Limitless**, Shawn Ivie, 12 points; 2) **Spindrift V**, Andy Schwenk, 17; 3) **Loca Motion**, Mark Chaffey/Heidi Hall, 22. (8 boats)

J/105 — 1) **Blackhawk**, Ryan Simmons, 22; 2) **Ne'Ne**, Tim Russell, 22; 3) **Godot**, Keith Laby, 39; 4) **Arbitrage**, Bruce Stone/Nicole Breault, 40; 5) **Mojo**, Jeff Littfin, 44. (22 boats)

J/88 NORTH AMERICANS — 1) **Courageous**, Gary Panariello, 15; 2) **Deviation**, Iris Vogel, 17; 3) **Pelagia**, Sergey Lubarsky, 20. (9 boats)

J/70 — 1) **Cool Story, Bro.**, John Brigden, 16 points; 2) **1FA**, Geoff McDonald/Scott Sellers, 18; 3) **Kangaroo Jockey**, Peter Cameron, 23. (9 boats)

Full results at [www.rolexbigboatseries.com](http://www.rolexbigboatseries.com)

## PERPETUAL TROPHIES

ATLANTIC — **Flying Jenny\***

CITY OF SAN FRANCISCO — **Courageous**

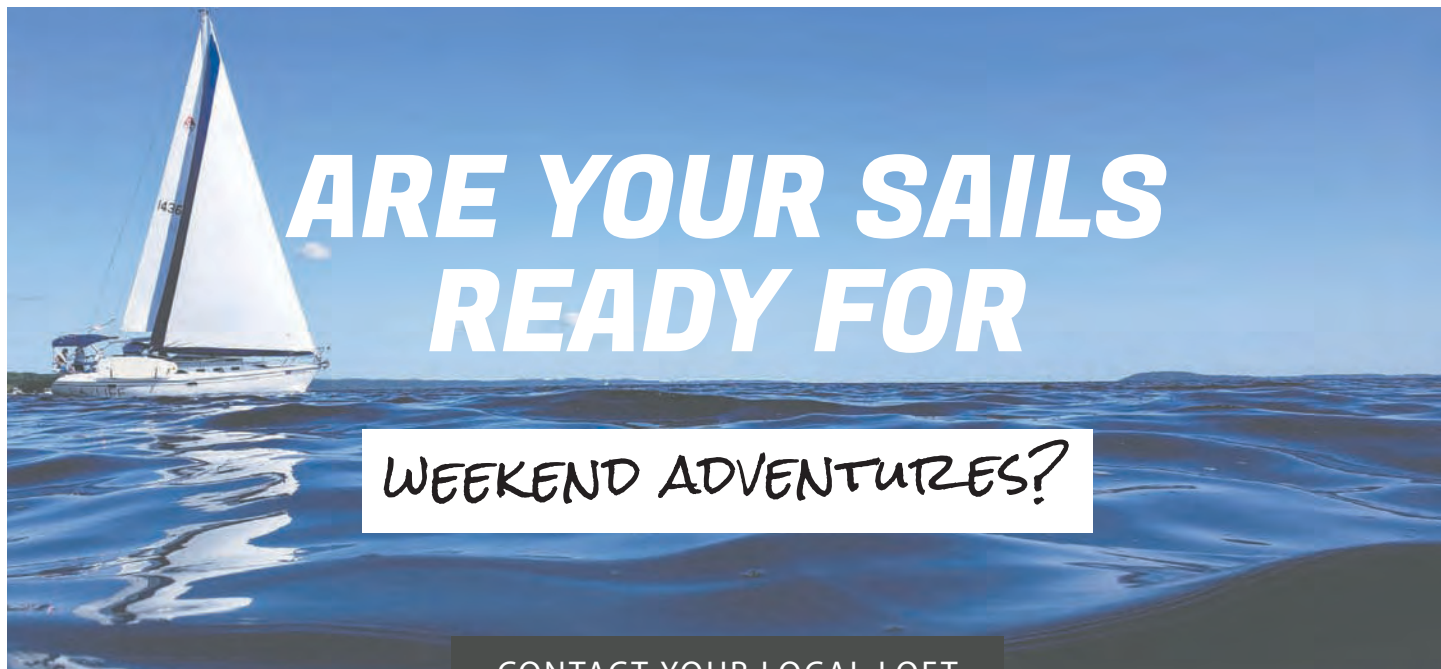
KEEFE-KILBORN — **Eight Ball**

RICHARD RHEEM — **Limitless**

St. FRANCIS — **Rock & Roll\***

StFYC COMMODORE'S CUP — **Blackhawk\***

\*Recipients of Rolex Submariner Date watches.



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# DELTA DOO DAH —

**H**ow lucky are we? We're lucky to have the vast California Delta right out our back door. Lucky to have such a lightly populated playground so close to the crowded and hectic San Francisco Bay Area. Lucky to trade chilly summer fog for sun-drenched blue skies. Lucky to still be offering the Delta Doo Dah cruising rally after 13 years in which so much has changed, and yet so much (in the Delta, anyway) has stayed the same.

For the second year in a row, we kicked off the Delta Doo Dah cruising rally via Zoom — keeping everyone safe from COVID-19 and complying with state and county health orders at the time — on May 4. Fleet members Craig and Ann Perez of the Richmond Yacht Club-based Express 34 *Marrakesh* presented their excellent Delta Cruising Seminar. With plenty of opportunity for questions and discussions, it was an informative and entertaining evening. Thanks to donations from Owl Harbor, the California Delta Chambers, fleet member Catherine Miskow of *Cardinal Rule* and Summer Sailstice, we were able to award a few coveted door prizes.

On June 12, we again joined forces with the Delta Ditch Run, which sailed its 30th edition this year. The idea was to join a big fleet to race or cruise from Richmond YC to Stockton Sailing Club, with a party on the lawn along the San Joaquin River that night. It was slow and hot in the early going, but the wind filled in — and boy howdy, it got rowdy!

Summer Sailstice, the global celebration of sailing on the solstice, was next up on our official itinerary, a do-it-yourself 'event' on June 19. Then RYC invited Delta Doo Dah sailors to join their cruise-out for a dinghy parade on the Fourth of July in Potato Slough.

Last year, Owl Harbor Marina on Sevenmile Slough had to forgo their big annual tenant BBQ; they made up for it this year on July 31. With COVID restrictions loosened and the delta variant (no relation!) yet to take hold, Owl Harbor was able to pull out the stops for a day and night of celebrating. The Color Rhapsody event started in the morning with a Dinghy Poker Run. Afternoon arts and crafts included a tie-dye station. The evening brought a superb supper followed by an outdoor movie (*The Sandlot*). As in past years, Owl Harbor invited Delta Doo Dah guests to join slip holders for the big to-do.

The official itinerary wrapped up on August 14 with another big event, this time at Delta Bay Marina just off the San Joaquin. Activities included demo rides on solar electric boats and inflatables

powered by electric motors provided by Newport Vessels, BBQ lunch, free fishing for kids at the marina docks, a solo photo exhibit by local bridgetender Demi Stewart, and a Delta Lore presentation by Bill Wells, executive director of the Delta Chambers of Commerce and scribe for *Bay & Delta Yachtsman*.

## **Mai Pen Rai — Islander 36 Noble & Barbara Brown, Vallejo YC July 16-25**

Here are a few photos from our Delta cruise with members of Lucky 13. As it turns out, it wasn't as lucky as we would have liked, with a number of fuel and cooling issues, a number of groundings, and a bumper boat issue. But with all of

DRAMA



CHARMED LIFE





that, we swam, played poker and dominoes, dinghy-sailed, and had several potlucks. In general a great time was had by all. We're very sad to have to come home after 10 days.

*Clockwise from top left: Greg Wilson, Sang Kim and Jim Vogl aboard 'Drama' on Georgiana Slough; 'Charmed Life' follows 'Lina' on the San Joaquin River; the crew of 'Iliohale' enjoy Potato Slough; a cruise-in and potluck at Oxbow Marina; Wanda Wilson and Brynn Vogl (both 15) on 'Drama' moored off Tinsley Island; dinner at Lighthouse Bar & Grill with the Masons, the McIntoshes and the Prestons.*

**'Iliohale — Lagoon 450S**  
**Gary & Nancy Ryan, San Rafael**  
**July 18-24**

What a great week in the Delta, with near-perfect weather! We left Loch

Lomond at 5:40 a.m. on Sunday and had the anchor down at noon in Bedroom 2, Potato Slough. We are still here having a great time and enjoying a wonderful trip. Joining Nancy and me are Wayne and Karen Edney and their two grandkids, Henry, 7, and Teddy, 9. Terence Kirk and Diane Chehab buddy-boated with us on their boat, *Matchless*, a Beneteau 343 also anchored in Potato Slough.





# DELTA DOO DAH —

## Charmed Life — Hunter 270

**Gary & Karen Preston, Folsom Lake  
August 7-14**

We spent a week aboard *Charmed Life*, our Hunter 270, in August. We were crewmembers in Baja Ha-Ha Lucky 13 in 2006, so thought it appropriate to participate in the Doo Dah 13 too. Our home port is Folsom Lake, but the Folsom Marina isn't floating because of the drought this year, so we sought an alternative. We selected Delta Bay Marina because, as a sponsor of the Delta Doo Dah, they offered a full week of free slip rental. Conveniently located on the San

Joaquin River, they have easy access to a wide part of the river for sailing, and are close to three restaurants on the Delta Loop. Plus, we have use of their pool on hot days.

Our plan was to sail as much as we could, so we stuck to the main San Joaquin River. We planned destinations where there were restaurants, but we also picked a couple of anchorages along the way. It was a good plan, but as with many sailing trips, we ended up with Plan B and Plan C before we were done. Dinner that evening was at nearby

Moore's Riverboat Restaurant, a casual restaurant with a full menu and bar, and seating on their patio overlooking the Mokelumne River.

Our adventure began on Sunday, August 8, sailing about 15 miles and arriving in Antioch in about four hours. The closer we got, the stronger the winds. By the halfway point, we had reefed the main and jib in winds steady at 20+ knots with gusts over 30. Antioch is a lovely marina with nice amenities, and it has the advantage of a restaurant adjacent, Smith's Landing Seafood Grill.

Heading back upriver on Monday, we

## Delta Doo Dah Lucky 13 Fleet

Alaka .....	Catalina 270 .....	Jyri Virkki .....	Santa Cruz	Mai Pen Rai .....	Islander 36 .....	Noble & Barbara Brown .....	Vallejo
Ally Baba Blu .....	Columbia 28 .....	Hal & Joann Wenk .....	Oakley	Malahat .....	Catalina 250 .....	Barry & Dana Curran .....	Folsom Lake
Apogee .....	Hunter 38 .....	Scott Stanley & Krista Witte .....	Alameda	Mantra .....	Cheoy Lee 36 ketch .....	Carlos Yanez .....	Bethel Island
Aquarius .....	Jeanneau 40 .....	Craig Russell .....	Emeryville	Margaux .....	Morgan 382 .....	Patrick & Sharon Hind-Smith .....	Terminous
Argo .....	Beneteau 40 .....	Greg Dematruilas & Deborah Reynolds .....	Sausalito	Marrakesh .....	Express 34 .....	Craig & Ann Perez .....	Richmond
Ark .....	Diesel Duck 38 .....	Mark & Devra Dallman .....	Glen Cove	Mas Tiempo .....	Islander 30 .....	Dave Cowell .....	Isleton
Aurora .....	Hylas 46 .....	Curtis Johnson & Katie Osgood .....	Richmond	Miss Diva .....	Lagoon 380 .....	James Mayock & Tan Tan .....	Berkeley
Artemis .....	Hunter 356 .....	Matt & Amy Hendricksen .....	Vallejo	Miss Irene .....	Catalina 22 .....	Kevin Clancy & Joanne Goodsell .....	Folsom Lake
Bella Luna .....	Beneteau Oceanis 321 .....	Jim & Meredith Tull .....	San Francisco	Mood Indigo .....	Gemini 105 Mc cat .....	Rich Kerbavaz & Jill McGill .....	Alameda
Cali .....	Islander 36 .....	Kerry & Jennifer Scott .....	Vallejo	Music .....	Hunter 27.5 .....	Phil & Nora DeGaa .....	Richmond
Cardinal Rule .....	Sea Ray 280 .....	Catherine Miskow & Mark Bettis .....	Isleton	Nalu .....	Hunter Legend 37.5 .....	Joshua & Candace Williams .....	Moss Landing
Casita .....	Hans Christian 33 .....	Devon Quinn & Rowan Madix .....	Alameda	Namaste .....	O'Day 37 .....	Larry White & Kathy Kennedy .....	Bethel Island
Charmed Life .....	Hunter 270 .....	Gary & Karen Preston .....	Folsom Lake	Neptune .....	Ranger Tug R31 CB .....	Dave & Julie Wilson .....	Stockton
Cielo .....	Catalina 380 .....	Doug Jarmer & Jenn Mengel .....	Alameda	Odyssey .....	Bristol Channel Cutter 28 .....	Wayne & Karen Edney .....	Richmond
Circe .....	Islander Freeport 36 .....	Dave & Kelly Kendall .....	Isleton	Olive .....	Pearson 303 .....	Max Perez .....	Emeryville
Clewless .....	Searay Sundancer 340 .....	Arjan & Debbie Bok .....	Bethel Island	Opening Ceremony .....	Symbol 48 .....	Greg & Reenie Boyer .....	Santa Barbara
Copacetic .....	Hunter 326 .....	Grant Du Plooy & Soon Len Lee .....	Oakland	Oxalis .....	Escape Solsa 9 .....	Blake Wiers .....	San Francisco
Coquelicot .....	Ranger 33 .....	Paul Hollenbach & Jessica Spenchian .....	Berkeley	Pacific Star .....	Grand Banks 32 .....	Mike Bennett & Leslie Larson .....	Alameda
Coyote .....	Sabre 30 .....	Robert Cortese & Cory Walley .....	San Mateo	Priya .....	Ericson 27 .....	Aaron & Vinona Bennett .....	Richmond
Drama .....	Beneteau 440 cat .....	Gregory Wilson & James Vogl .....	Sausalito	Pywacket .....	Bayliner 2858 .....	Ralph & Penelope Hyde .....	Glen Cove
Dream Catcher .....	Pearson 36 .....	Art Ewart & Kathleen O'Dea .....	Sausalito	Ranger .....	36-ft Stephens .....	Bill & Sue Wells .....	Isleton
Dulcinea .....	Flicka 24 .....	Jamie White & Ruth Downes .....	San Rafael	Raven .....	Pacific Seacraft 25 .....	Timothy St. Pierre .....	Sacramento
Dura Mater .....	Cal 2-27 .....	Jackie Philpott .....	Richmond	ReGate .....	West Wight Potter 18 .....	Jim Gossman .....	Benicia
Eos .....	Catalina 34 .....	Gwen Rodgers .....	Richmond	Salt Whistle .....	Catalina 34 MkII .....	Dawn Wilson & Rob Simonds .....	Richmond
Erehwon .....	Newport 30-2 .....	Bill & Kathy Crowley .....	Glen Cove	Santa Anna .....	Cal 30 .....	Andrew Redfern & Jenny Feix .....	Glen Cove
Ergo .....	Express 27 .....	Chris Gage .....	Richmond	Sea Bosse .....	Lagoon 380 .....	Volki & Audra Felahy .....	Richmond
Escapade .....	Dufour 44 .....	Jim Painter & Karen Miller .....	Stockton	Seven Bridges .....	Nordic Tug 42 .....	Steve & Patricia Stanley .....	Alameda
Evenstar .....	Ranger 23 .....	Gregory Towers & Jillian Cripps .....	Emeryville	Sinaloa .....	Islander 30 Mk2 .....	Patrick Arndt .....	Berkeley
Fiesta .....	Fleetwood Fiesta 31 .....	Pat & Carole McIntosh .....	Sacramento	Sir Leansalot .....	Hunter 40 .....	Tom & Lynn Lueck .....	Stockton
Final Fantasy .....	Beneteau Oceanis 35 .....	David Jipp .....	Richmond	Sonata .....	Morgan 383 .....	Mitchell Allen & Larissa Botchmarkova .....	Richmond
Finistere .....	Sabre 38 MkII .....	John & Leslie Arndt .....	Tiburon	Sospiro .....	Ericson 32 .....	Nicki Bennett .....	Richmond
Fiona .....	Pacific Seacraft 34 .....	Kevin & Dorothy Mueller .....	Alameda	Sparrowhawk .....	Moore 24 .....	Jonathan Gutoff & Christine Weaver .....	Richmond
Fishstix V .....	MacGregor 25X .....	Mark Hebbard & Kristi Dickinson .....	Half Moon Bay	Strange Magic .....	Islander Bahama 30 .....	Carl Werder .....	Richmond
Flibbertigibbet .....	Catalina 42 .....	Jim & Betty Adams .....	Discovery Bay	Sunshine .....	Islander Bahama 24 .....	Sam Hunter & Tshering Sherpa .....	Rio Vista
FlyWright .....	Californian 34 LRC .....	Al Kroger .....	Sacramento	Sweetest Thing .....	Jeanneau 410 .....	Eddie & Rachel Star .....	Alameda
Hokahey .....	Seawind 1000 cat .....	Jan Passion .....	Richmond	Talisman .....	Miller Marine 30 .....	Bas & Ilene McHolland Vossen .....	Alameda
Horizon Bound .....	West Wight Potter P19 .....	George & Rebecca Corrigan .....	Benicia	Thursday's Child .....	Outbound 46 .....	Ray & Debbie Torok .....	Redwood City
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SEVEN BRIDGES

At Owl Harbor on July 31, Kathy Kennedy and Larry White of 'Namaste' and Steve Stanley of 'Seven Bridges' were among the Delta Doo Dah participants in the Dinghy Poker Run.

planned to anchor near Mandeville Tip. Our intended route was through False River. But we found False River blocked by a new levee built to reduce saltwater encroachment, so we stuck to the main San Joaquin River channel. We turned into Potato Slough for the night after about 17 miles sailing mostly downwind for five hours in 10-15 knots of wind. While wind seems very reliable in the Delta, it is also a liability when lighting

the cockpit BBQ. The propane blew out several times before we gave up and cooked dinner in the galley below.

Our plan for Tuesday was to head to Stockton, but our outboard motor had different plans. It started fine, but there was no cooling water outflow, so we quickly shut it down. Playing it safe, we sailed dozens of short tacks upwind from Potato Slough back to Delta Bay Marina. We knew it would be a challenge

## LUCKY TO BE 13

to sail into our slip in the Delta breeze, so we sailed upwind past the marina, then approached downwind between the tule islets and shore under jib alone to control our speed. That strategy worked well, with a near-perfect landing — an example of living a charmed life. Since our car was there, we drove into Rio Vista for dinner at The Point Restaurant adjacent to the Delta Marina Yacht Harbor.

On Wednesday, all seemed well with the motor, so we headed out, raised sails in a light 5- to 10-knot breeze, and were on our way up the San Joaquin River to Stockton. Rich and Carolyn Mason aboard *Lina*, their Catalina 25, also members of the Doo Dah fleet, left from Stockton Sailing Club and headed downriver to rendezvous with us. We met east of Mandeville Tip and had a fun and easy 'match race' downwind to SSC, only interrupted by the passing of an outbound freighter in a very narrow part of the river. After 15 miles and nearly five hours, we were greeted by friendly folks at SSC, and were assigned a slip across from our friends.

Thursday began with an easy motor to nearby Windmill Cove Bar and Grill.

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# DELTA DOO DAH 13

We side-tied along their guest dock in the entry channel, but wouldn't recommend going into the shallow cove with a keel. When we left Windmill Cove we reefed immediately, with 15- to 20-knot winds and gusts over 25.

We motorsailed downriver and upwind so we could point a little higher and extend our tacks a little longer. Even so, we counted 58 tacks to Mandeville Tip. We were worn out after beating upwind in heavy air for 13 miles and four hours. Napping and cooling our feet in the water felt refreshing. We were the only boat anchored at Mandeville Tip that night, at the peak of the Perseid meteor shower. We saw two meteors through hazy skies, living the charmed life.

We sailed back to Delta Bay Marina on Friday. The 6-mile trip took 90 minutes under reefed sails, with strong gusts causing us to sail less than efficiently. We were ready for the comforts of the marina, like ice cream from the marina store, and showers. Rich and Carolyn motorsailed from SSC to Delta Bay upwind. Pat and Carol McIntosh, friends from Sacramento and also members of Lucky

13, joined us for dinner at the nearby Light-house Bar and Grill.

We participated in the Delta Doo Dah party at Delta Bay Marina on Saturday. Peninsula YC served tasty burgers. The photos of bridgetender Demi Stewart were absolutely beautiful, so we just had to buy one. The afternoon was topped off with lounging poolside and a refreshing swim, followed by the view of a gorgeous sunset from the cockpit of *Charmed Life*.

There are a lot of destinations to explore in the Delta, and we only saw a few in our one-week adventure. Our word of advice, though: Pay close attention to charts, tides and water depths, as it is very easy to touch bottom. Also, watch for weeds, which can wrap around keels, rudders and props, an issue when looking for an anchorage. With a little care



LATITUDE / CHRIS

**At Delta Bay Marina on August 14, Dan Throop preps his DDD13 burgee on 'Windcatcher'.**

and planning, you too can experience a charmed life on the Delta.

**W**e continue to feel fortunate for the adventurous sailors who sign up with us to explore the Delta each year, and grateful for the support of our event hosts and donors of swag and door prizes. Some of our fleet members and sponsors have been with us for many years — even a decade or more. We couldn't do it without you!

— **latitude/chris**

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# BAJA HA-HA 2021

The list of participants has only lengthened since we published the profiles of a few of the growing 2021 fleet of Baja Ha-Ha ralliers in our September issue. It's an impressive crowd of 172 boats planning to sail in company from San Diego to Cabo as the vast majority make the Ha-Ha a first step in a longer-term adventure.

Many have ditched jobs, houses, friends and family back home to take a break from the mayhem on shore as they seek escape, simplicity, and camaraderie while crossing jibes with fellow southbound cruisers. For some, it's the first leg in a new life and the final leg of a lifelong dream. For others, it's a spontaneous pivot from a disrupted life back home. Some are taking WFH (work from 'home') to the extreme with a new aft-cabin-to-nav-station commute.

As the October issue goes to press, the fleet is migrating south through the Channel Islands and Southern California before congregating in San Diego and Ensenada. The annual Halloween-themed Kick-Off Party will actually be held on Halloween this year, the day before the fleet heads past Point Loma to start the 750-mile voyage south. Ready or not, the Mexico cruising season is coming and the people of Mexico are ready to welcome another fleet of Baja Ha-Ha cruisers.

## 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 on 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.

### **Emy Lou — Hunter 430 (W) Casey Wendeborn Long Beach / Santa Fe Springs**

Casey, one of several female owner/skippers in this year's Ha-Ha, is a retired CFO.

Casey first sailed at age 15, but has been doing a lot more sailing in the past 10 years. *Emy Lou* is her second boat, which she's owned for five years now.

"After the Ha-Ha I plan to stay down in Mexico, bumming and hopping around until June or July. After that, who knows what?"

"My dream destinations are the islands of the South Pacific and Southeast Asia."

Although the spelling is not quite the same, there's a fine song by a Swedish folksinging duo First Aid Kit called *Emmylou*. It's about Emmylou Harris and her mentor Gram Parsons. The Swedes wrote it when they were in their mid-teens. They never dreamed it would be a hit, or that they would perform it for Emmylou, who was reduced to tears. Check out the video on YouTube.

### **\*\*Endeavor — Hunter Legend 37 (W) Todd and Shana Forsman San Diego / Oceanside**

*Endeavor* is a family boat, as Todd, 41, a consultant, and his wife Shana, a physician's assistant, will be sailing with their daughter Gabriela, 7, and their son Zacharias, 6. How cool is that? They will have two other adult crew.

The kids go by Gabby and Zachy, and like all kids they will be looking forward to hanging out with other kids. Maybe even start their own Kids' Ha-Ha Radio Net. In past Ha-Ha's, parents weren't allowed on the kids' net.

The Forsman family has been sailing since 2004, but only bought their first oceangoing sailboat, *Endeavor*, four years ago. But as long as six years before buying the boat, they were following the Ha-Ha and dreaming of joining it.

Their longest sails have been trips to Catalina and during a charter in the British Virgins. After the Ha-Ha they'll cruise Mexico a bit before the family flies home and Todd and crew do the Bash.

Does the name of the Forsmans' boat give you a hint of their sailing hero? It should. He's Capt. James Cook, the legendary British explorer, navigator,



*'Endeavor'*

and cartographer, who is famous for his three magnificent voyages of discovery in the Pacific Ocean from Australia to Alaska.

The family has dreams of sailing a 50-ft cat or a brand-new Beneteau 52 out of SoCal — although better yet, out of Barcelona or Australia.

### **Epsilon — Island Packet 41 SP (W) William Southon and Cheryl Locke Ventura / Morgan Hill**

William, 64, is a retired property manager, while Cheryl is a retired chiropractor/nurse. As of press time, they were still deciding which couple would crew for them.

"We've been sailing for 12 years and have owned *Epsilon*, our only boat, for just six months. Only about 50 of the Island Packet 41 SPs, which are considered motorsailors, were built.



*'Epsilon'*

"Our longest passage to date has been 242 miles. After the Ha-Ha we'll either do the Sea or continue on down to the Canal.

"In our dreams, we'd travel to Tristan da Cunha, the most remote inhabited archipelago on Earth. It's 1,750 miles from Cape Town, 1,316 miles from Saint Helena, and 2,161 miles from the Falkland Islands. But we'd want to do it aboard our dream boat, a Nordhavn 56."



# BACK TO THE FUTURE II

The couple's sailing hero is Tristan Jones, real name Arthur Jones, born to a 'working girl' in London. Jones' astonishing sailing adventures were only exceeded by his ability to create a past from whole cloth and mix fact with fiction.

William and Cheryl are not left-handed, but "are willing to learn". That's a good quality in a human. Coffee ice cream is their favorite dessert.

## Ever After — Jeanneau SO 440

**Andrew and Laura Park**  
**Lake Oswego, OR / Chico**

Andrew, 59, is an insurance agent, while Laura is also in the insurance business. Their three crew will consist of David Weathers, 62, a teacher, and two others not identified as of press time. Lucy, their Yorkie, will be overseeing all operations.

Andy started sailing 45 years ago in El Toros and Optis. Laura has been sailing for 10 years, beginning with a Ranger 20 on the Columbia River, and living aboard *Ever After* for the past two years.

The couple sailed to Southern California last summer. After the Ha-Ha and the Sea of Cortez, they'll continue south to Panama and then east to the windy Caribbean.

A new Hylas 56 or a catamaran would be their dream boat, and the Med their dream destination.

Nikki Henderson, "the best badass female sailor on the planet," and at 25 the youngest skipper ever in the Clipper Round the World Race, is their sailing hero.

The couple go bananas for coconut ice cream.

**Fairwyn — S&S 42**  
**Richard and Gayle Leland**  
**Emeryville / Durham, CA**

Richard, 66, is a retired attorney, while Gayle is a homemaker. Richard has been sailing for 55 years, mostly in dinghies.

*Fairwyn* is the couple's first boat, and was bought to keep Richard active in retirement. Launched in 1957 — 64 years ago — she's no ordinary boat. Built as an ocean racer, she won the 1959 Prince of Wales Cup and other important races. In 1980, she was modified to include more creature comforts that have been used in her subsequent decades of cruising.

Richard and Gayle purchased *Fairwyn* in Vancouver three years ago, and kept her in Anacortes for two years, but have been basing her out of San Francisco Bay for summer 2021.

After cruising the Sea of Cortez for



*'Fairwyn'*

the winter, Richard and Gayle will sail *Fairwyn* out of Los Angeles.

**Favignana — Bavaria Ocean 38 (W)**  
**Elliot Schlegelmilch / Margot McKirdy**  
**Olympia, WA / Friday Harbor, WA**

Elliot, 41, an IT professional, will be doublehanded with his wife, Margot, a teacher.

"We've owned our boat for three years, and moved aboard soon after buying her. She's our first boat and we're pretty new sailors. But we've been working our butts off to learn as much as we can by taking her out as much as possible.

"Our first year we cruised around Vancouver Island. Our longest passage is only 78 miles, but we have a lot of anchoring experience. And we'll get more experience sailing down to San Diego for the Ha-Ha start."

*(If you circumnavigate Vancouver Island and sail down to San Diego, you've almost certainly got the experience you need to do the Ha-Ha and cruise Mexico.)*

The couple had planned to have a traditional wedding, but then COVID hit. So they eloped on the bow of their boat with their dock neighbors acting as officiants and witnesses.

"We plan on continuing past Mexico to the South Pacific, and maybe making a couple of boat babies," report the couple.

*Favignana* is named after the largest of the three islands in the Egadi Archipelago, about four miles off the west coast of Sicily between Trapani and Marsala. It's noted for its beauty and tuna.

**Grace — Catalina 445 (W)**  
**Rick Lino**

**Marina del Rey / Redondo Beach**  
(Countless Ha-Ha's)

Rick, a 73-year-old retired engineering manager, has done "too many Ha-Ha's to mention." He'll have four crew: Ha-Ha vet Chuck Dwors, 70, a retired teacher; John Schallert, 62, who is in computer services; Steve Hagberg, 69, a retired movie crew manager; and Justin Hartley, a 43-year-old gig worker.

Justin is along "to add some fresh

young blood to an aged crew," says Rick. "Hopefully he can actually stay awake during the night watch — because I can't."

Rick has been sailing for 48 years and has owned six boats, the last five of them Catalinas. *Grace*, which he's owned for just over a year, is actually his second Catalina 445. Unlike his first 445, *Grace* has a hard dodger, and Rick says the electric winches are a big help.

Rick's longest passage to date was from Victoria, BC, to Marina del Rey in his youth. His dream is to do the Inside Passage once again.

"You're only young once, but you can be immature forever," is his favorite quote.

**Hosea — Allied Princess 36**  
**Timan Eatherton and Ari Davalos**  
**Sausalito**

Timan, 37, is a sailboat technician, while spouse Ari is a mystic. It's always good to have a combo of the practical and the supernatural on a boat.

During the past six years, Timan



*'Hosea'*

has sailed San Francisco Bay while working as a sailboat technician for Modern Sailing School and Club. His entire focus has been sailing-related, and while he enjoys keeping the 26 sailboats at the school running, his true dream is to slowly cruise around the world.

Last October, Timan traded his old truck for *Hosea*, his third boat. "She's got a golden spirit, endless love, patience, and compassion, just like her captain," he says.

Ari, Timan's wife and co-owner of *Hosea*, looks after all the magical, spiritual, logistical, and food-related concerns. She has been sailing just as much as Timan, "but only half as intensely". She whispers to the oceans and the winds, and asks them for guidance and safe passage, and makes appropriate offerings when necessary.

"Our chihuahua Papichulo, aka 'Biter', 'Little', or 'Many Needs', has been sailing as long as both of us. He is tolerant, especially when cozy in our jacket. But watch out, he's an ankle biter.

"After Baja, we plan on sailing as far as the boat and our kitty will allow,



# BAJA HA-HA 2021: BACK TO THE FUTURE II

traveling with tools, a wing, and a prayer."

No wonder Sterling Hayden, who wrote the following, is their sailing hero:

"To be truly challenging, a voyage, like a life, must rest on a firm foundation of financial unrest. Otherwise, you are doomed to a routine traverse, the kind known to yachtsmen who play with their boats at sea ... 'cruising' it is called. Voyaging belongs to seamen, and to the wanderers of the world who cannot, or will not, fit in. If you are contemplating a voyage and you have the means, abandon the venture until your fortunes change. Only then will you know what the sea is all about."

Timan's favorite dessert is a chocolate cupcake, while Ari loves "whatever she hasn't tried yet".

## **Jamala — Amel Maramu 53 Allen and Maria Wadsworth Portsmouth / Hampshire, England**

Allen, 62, is a retired IT manager, while Maria is a retired relationship consultant. They will be doublehanding.

"Maria and I have been sailing for 20 years, up until four years ago, mostly in the relatively sheltered waters of the Solent on England's south coast, with the occasional trip to France.



'Jamala'

"Jamala is our fourth boat, and nearly twice as big as our first, which was a bilge-keel Sabre 27. Despite having bought Jamala in October 2020, as of this writing, we've yet to sail her. Indeed, we haven't even seen her! She's still on the hard in Washington State, waiting for us to return from the United Kingdom.

"Our having bought a 53-ft boat we've never seen probably flags us as lunatics, but we know a lot of people familiar with the boat. We also had the hull, engine and rigging surveyed, and had 800 photographs scrutinized by an Amel expert. Even so, we're going to be holding our breath the first time we drive up to her.

"In 2017, we sailed our Moody 425 from England to the Caribbean and

East Coast of the United States, before heading to Panama, the Galapagos and French Polynesia. Our circumnavigation plans were ended by COVID, and we sold our boat in Nuku Hiva.

"Our plan is to spend a season in Mexico, return to French Polynesia in 2022, then continue our circumnavigation.

"Robin Knox-Johnston, whom we shared a pontoon with in Portsmouth Harbour, is our sailing hero.

"Maria deserves the perseverance award, as she's suffered from seasickness since we left the UK.

"We think our dream boat is the one we now own, although we'll know more once we actually see her.

"Dessert? Thanks, but we'll pass on durian, which looks like a green porcupine, smells like rotten onions, and is banned in many public places because of its odor."

The Poobah has just one question: To whom do you sell a boat on tiny and remote Nuku Hiva?

## **Jubel — Gulfstar 44CC Kyle and Leah Mackenzie Victoria, British Columbia (2000)**

Breaking with stereotypes, Kyle, 30, is a Certified Public Accountant, while Leah, 32, is a mechanic. They will doublehand on what will be the first Ha-Ha for Leah. Kyle did the 2000 Ha-Ha with his parents on Scalawag, a Transpac 49. They continued on to Panama, Ecuador and the Galapagos, then through the Canal to the Caribbean, and then back to Canada.

Leah was introduced to sailing by Kyle, and has since voyaged to Alaska, and fallen in love with it as much as Kyle. They've been living aboard their 1980 Gulfstar since 2018. Previously they owned an Ericson 29.

The couple have two pets, a Shiba Inu named Ricky, and Moby the cat. "Both can't wait for the beaches."

Kyle, who is left-handed, and Leah,

who isn't, dream of the South Pacific, and if they were on an Amel 50, it would be even better. They love almost all deserts.

## **Kalewa — Custom 50-ft Cat Kevin and Katie Millett Nawiliwili/Kalaheo, Kauai, Hawaii (2006, 2008, 2019)**

Kevin, 56, will be doing his fourth Ha-Ha with the custom high-performance cat that he designed and built



'Kalewa'

in 2003. No charter cat, Kalewa is particularly fast in light air. The exuberant Katie will be doing her second Ha-Ha with him.

When Kevin did his first Ha-Ha with his first wife and daughter, the cat Kalewa didn't even have a main salon. So they froze their buns off while in Alaska prior to the Ha-Ha. That shortcoming has been corrected. Prior to the start of the Ha-Ha, Kevin and Kalewa, with Katie, did their third trip to Alaska.

Want to run your boat with electric motors? Kevin is the man with first-hand experience. It's not always been good. "Year-of-COVID upgrades include new diesel motors to replace the electric ones, square-top main, jib sail, new carpets, new curtains, induction stove top, and some new cabinetry. I had to make her shipshape because hopefully the Ha-Ha is just the beginning of our slow-ish journey around the world."

The owner of a longtime and large charter business in Kauai, Kevin started out like a lot of other Ha-Ha boat owners. With nothing. Like the Grand Poobah, at one point in his life he was living in a van.

Think you're good at trivia? Don't mess with Katie, as it's literally her business.

— richard spindler



'Jubel'





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**Monday, Oct. 18: Arno Chrispeels**– President, [HealthIsInternational.com](http://HealthIsInternational.com)  
International Health & Evac Insurance Options for Cruisers, also COVID Issues Addressed

**Tuesday, Oct. 19: Capt. Ann Kinner**– Owner, Seabreeze Nautical Books & Charts  
The Cruiser's Library with an Update on NOAA & International Charts

**Wednesday, Oct. 20: Capt. Dietmar Petutschnig**– Good Nautical & Founder, Panama Posse  
The Panama Posse: Its Past, Present & Future in Cruising the American Tropics

**Thursday, Oct. 21: Bruce Brown**– US Sailing Safety at Sea Moderator & USCG Trainer  
Safety Preparedness & Safety Mindset – Essentials in Cruising

**Friday, Oct. 22: Damien Frye**– National Channel Manager, Vesper Marine  
Built for Cruisers Too – A Review & Update of AIS Function & Benefits

**Monday, Oct. 25: Tim Gaub**– Sailmaker & Manager, Doyle Sails  
Downwind Sailing Tips & Sail Selection for Boat Speed & Sail Repair at Sea

**Tuesday, Oct. 26: Tom Teevin**– Outboard Mechanic & College Automotive Educator  
Maintaining Your Outboard Motor while Cruising in Mexico

**Wednesday, Oct. 27: Capt. Pat Rains**– Author/Publisher of Mexico Cruising Guides  
Cruising Mexico and Beyond

**Thursday, Oct. 28: Chef Melanie D. Cady**– Cert. French Chef, The Gourmet Galley Wench  
Review of Essential Galley Tools, plus On-Site Demo for Onboard Pressure Cooking!

**Friday, Oct. 29: Dick & Gina Markie**– Harbor Master, Paradise Village Marina in Nuevo Vallarta  
Markies' Update on Cruising Mexico – Everything You Need to Know and More

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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  
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# ONLINE COLLEGE OR SAILING TO HAWAII —

ALL PHOTOS SV OSPREY

In 2020, Bella Siegrist and Tyler Savage were completing high school and planning to attend college in Bend, Oregon, when suddenly, the world shut down due to COVID-19. The 19-year-old students had the option to attend online classes from their home in San Diego or to wait out the pandemic and find something else to do in the meantime.

Fortunately, they had sailboats to keep them busy. Tyler would take people out for sails around San Diego Bay on his Hobie or Prindle catamaran, and Bella, who until then had only sailed dinghies such as Toppers and Lasers, began gaining experience aboard the cats.

While this sounds like the quintessential California lifestyle, the young students were not content to while away their time making the most of every ray of sunshine and every breath of wind. This pair was yearning for adventure, and once the seed was sown, the adventure came to fruition and carried them all the way from San Diego to Hawaii, aboard a 1964 Cascade 29.

"It was actually kind of Bella's idea to sail to Hawaii," Tyler said.

The couple now also owned a San Juan 24, which they sailed across to Coronado, up to Mission Bay, and eventually overnight to Catalina Island.

"I grew up in Hawaii. I think I was missing my friends that day," Bella explained. "Only a small percent of me actually wanted to do it. But then Ty took that idea and was going crazy with it."

"We'd never had a monohull that we can sleep inside and do long-distance sailing in," Tyler responded. "When we first went out 10 miles, and the water changed color into this much darker blue, and the fog came around us, it felt really cool. Not being able to see land and being in such vastness yet being completely alone. And we pondered the idea, 'What if we actually crossed the ocean in this thing and went to Hawaii?'"

Tyler then did what all young sailors would do — he typed 'YouTube' into his computer search bar and looked for videos of people sailing to Hawaii. There he found Sam Holmes, who had spent nearly 30 days sailing a 23-ft Ranger across the Pacific.

"During the video I had absolutely no intention of actually doing it. Being alone for that long, on a small boat, and not having anywhere to go; just having the waves and no way to go home seemed

pretty miserable. But then when he actually arrived, and walked on dry land, it looked like such a great feeling and such a great accomplishment. And it just made Bella and me wonder, how could that change us?"

When the couple started sharing their idea with other sailors, the most common response was that they should try crewing, rather than getting their own boat. But they had no ocean experience to offer the skippers.

"It got kind of aggravating, so we were like, 'Fine, we're just going to do it ourselves.' It seemed simple enough."

Initially, they had planned to sail with the San Juan 24, and began searching Craigslist, Facebook Marketplace, OfferUp and other sites for parts and equipment to outfit and improve the boat. They started slowly and made a list, with a



Bella looks perfectly at home at sea.

wind vane being near the top.

"Every once in a while they would pop up — way out of our price range. I saw one for \$1,500 that was close to us in Point Loma. So we drove out there, not having anywhere near \$1,500, but figured we'd look at it. For the record, we had \$300 in our account.

"There were other people interested in the wind vane as well. We told them [the seller], 'Hey, we're really interested in this wind vane; we need it to sail to Hawaii. Is there any way we can make a payment plan?'"

"I told him our starting payment could be \$300, and then we'd eventually pay off the rest. And he said, 'Yeah, let me think about that. But I really like your plan to sail to Hawaii. The wind vane's been sitting in my garage for so many years. We wanted to go somewhere and do something like that.'"

"So we all kind of sat around, awkwardly, thinking about what the price was going to be. Then he said, 'OK, so

here's the deal. \$300 ...' And I was thinking it's gonna be \$300 starting payment, but he says, '\$300. Just bring your car around, you can have it for \$300.'"

Meanwhile, back at the marina, Tyler's mom, Vera, had struck up a conversation with Ed Hart, a sailor who made *Latitude 38's* West Coast Circumnavigators' List after he sailed his Cascade 29 *Hooligan* from San Diego and back. When Hart met the young sailors, he told them, "You need two things — a good hull and a good rig."

Beginning to realize their San Juan might not be suitable for a sail to Hawaii, Tyler was already looking online for cheap boats. "Because maybe we could get an upgrade.

"I'd never heard of a Cascade 29," he continued. "That evening I saw a Cascade 29 for sale. I didn't even search for it. It was almost as if my phone was listening to me."

The asking price was \$8,000. "Way out of our price range." But, as with the wind vane, the couple ventured forth to take a look.

"We wanted to show how much good care we'd take of his boat and told him about us, how we wanted to sail to Hawaii with it."

Once again fate was in their favor and they bought *Osprey* for \$4,500 on a payment plan.

"I guess he took a liking to us," Tyler mused.

By this time, both sailors' families were becoming anxious. The pair had set a goal to be ready for departure by May 1, 2021, and now, three months out, their families were pressuring them to postpone, perhaps for a year. But everything was falling into place, and neither Bella nor Tyler was giving up. Instead, the pair worked at whatever odd jobs they could find, and within a couple of months, together with the help of a small GoFundMe campaign, they had paid off the boat and began the task of preparing her for sea.

"A lot of people were very generous," Tyler acknowledged. "We raised almost \$1,000 through that [GoFundMe]. We couldn't have done it without people helping us, all the people who supported us."

Of course, the expenditure didn't end with just buying the boat. They sold the other boats and kept working to fund their refit of *Osprey*, which happily didn't need much work. The biggest job was changing the standing rigging, with the help of Tyler's sailing friend, Sean Davies, who worked at Rigworks. Along the way, they also purchased a second-hand stack



# WHICH WOULD YOU CHOOSE?



pack with the name *Drifty One* emblazoned on the side.

"There was really nothing I could do to remove it," Tyler said, "and we didn't care that much. Now everyone thinks our boat name is *Drifty One*."

Eventually *Drifty One*, or *Osprey*, was ready for sea, and Bella and Tyler departed San Diego on May 15, 2021. Their plan was to sail to Hawaii and start college there in the fall.

"To be honest, I just thought it was a regular day. It didn't really hit me that we were sailing across the ocean," Bella said of their departure. "We just thought we were still sailing around San Diego and the Channel Islands."

"It didn't hit till we were probably halfway there," Tyler agreed.

As a boy, Tyler had spent nearly every summer sailing on Lake Balaton, Hungary. There he honed his skills on Optimists,

windsurfers, and all the usual small sailboats available to lake sailors. Back home in San Diego, Tyler took jobs walking dogs and mowing lawns to save up for his first sailboat, a Sunfish, which he sailed on Big Bear Lake. Over the years he progressed through a range of bigger boats, though usually the racing style, and supplemented his sailing addiction with homemade land sailers that he rode on his street, and later in desert races.

"I've never really been so much into cruising boats. It was always more just racing, going as fast as you can."

However, even his lifetime of sailing experience could not fully prepare Tyler for his first ocean crossing.

"We knew what to do because we did a few training trips just straight out for 24 hours, and then back 24 hours. So we were familiar with spending the night on the boat while we were underway."

However, both sailors conceded that the first night was probably the worst.

"Whipping around on a rocking boat and having no reference point but the boat, and my headlamp whipping around. I got really seasick. Bella didn't."

To make matters worse, the usually congenial pair were arguing about the heel of the boat. While Tyler aimed for optimum performance, Bella was more interested in comfort. "It got kind of cold, too," Tyler remembered, "So that was probably the worst part. I was throwing up, and we're upset with each other, and it was cold, and we were close-hauled, and there was spray coming at us, and it was nighttime. That was probably the worst time."

Throughout the first part of the voyage, the sailors encouraged each other with thoughts of the trade winds.

"Sure enough, it was better, but things

**Below left: The cold and discomfort finally give way to warmth and fun as the sailors approach Hawaii. Center: Before upgrading to desert racing. Right: While they did the hard work themselves, Tyler and Bella acknowledge that they couldn't have achieved their goal without the help and support of their families and the people they met along the way.**





# ONLINE COLLEGE OR SAILING TO HAWAII —



*An island welcoming.*

were still rocking around. It was like the whole trip was a work in progress. But we always had hope that tomorrow was going to be better. And then, toward the last few days, it was really enjoyable."

Despite the days and nights of discomfort, both Bella and Tyler said they would do the trip again, albeit with a few modifications.

"We should have put a lot more effort into how we actually stored things. There would be small things that would knock in the cabinets, and we'd be tearing the whole boat apart, trying to find out what the knocking was. We'd find it and it would be a tiny little thing that didn't matter. But we couldn't sleep because of it."

Tyler added, "All our stuff ended up on the floor because that was the only place it actually stayed put. So whenever something would knock around, we just put it on the floor. Next, we were kind of crawling over all of our stuff to get in and out of the boat. Not to mention if we were able to actually stay dry."

Usually, the cabin is where sailors go to escape the spray and the waves that crash into the cockpit, but for this pair, the cabin was not much help.

"I think the most wind we experienced was around 35 knots. We were on a beam reach. The swell picked up to between 10 and 12 feet, and it was just rough. We didn't have a dodger, nor did we have foul weather gear, because we couldn't really afford it. So all the waves were just hitting us."

"We were getting soaked," Bella said. "All of our stuff in the V-berth was getting soaked."

"A big wave came over and water went down the vent right onto our mattress," Tyler added.

The voyage to Hawaii took three weeks. And although the sailors started off wet, cold, and less than comfortable, they did eventually find the fun side of the crossing.

Bella enjoyed the big waves that she said, "were coming in all different directions."

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# WHICH WOULD YOU CHOOSE?



*Sailing to Hawaii is a big upgrade from sailing a Sunfish on Big Bear Lake.*

"It was fun sailing, surfing the swell," she laughed. "There were a few times we were probably surfing a wave for 30 to 40 seconds, and it was like riding a bicycle through a puddle. Seeing the spray, like we were a powerboat or something."

Upon arriving in Hawaii on June 5, 21 days after leaving San Diego, the couple was met by family, well-wishers, and local media. And while they were happy to see land and a dock full of smiling faces, it was the lessons learned that struck the pair as the biggest reward of their journey.

Bella didn't recognize the changes in herself until she met up with friends who commented on her newfound optimism and enthusiasm for life.

"I guess being out there in the ocean, having to work or quit, being on a small boat and eating canned food, and just being dirty, and all that — it made us adaptable."

Tyler reflected on his realization that boredom does not mean you will get more things done.

"I thought that maybe being bored would cause me to get more things done, like more reading, and writing. I thought that I'd just start becoming very productive and creative. I realized it's the opposite of that."

"It's just funny because there are things we didn't do, despite having all the time in the world. When you want to do something, you just have to dig in and do it. There's nothing in the world that's gonna make it easier."

Another lesson learned was regarding the size of the boat. While most people prefer to cross oceans in bigger boats, Bella and Tyler wished their boat were smaller.

"The simpler the better," Tyler said. "I kind of wish our sails were smaller, and our mast wasn't so tall, so it's easy to pull down the sail, pull up the sail, reef. If you can muscle the boat around more, it's a lot safer ..."

"Oh, and maybe download some more movies," he added.

— **latitude**/monica

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The sound of splintering wood got my attention — but there wasn't enough wind for a hard docking on this calm and clear morning. Only a slight hint of a sea breeze, promising a cool afternoon that would keep the marina comfortable despite the high-temperature warnings posted for later in the day.

The splintering wood sound was followed by some high-pitched and high-volume human voices issuing sail-handling instructions, dispensed with much urgency. I looked up from my varnish project and saw a small sport boat in a narrow marina fairway, under spinnaker only, no mainsail set, brought up onto a tight reach to avoid hitting the boats on the downwind side. The boat's maneuvers were complicated by the fact that the spinnaker was only at about half hoist, and the boat was towing a large log. I deduced that the log was the top half of the piling that had just broken off.

"Cast off the damn piling!" an onlooker shouted, and just in time. With the drag released, the boat barely cleared the bowsprit of a trimaran on the end tie that overhung into the fairway exit.

By the time the boat and broken-off top of the rotten piling were securely tied up, I had finished the coat of varnish, so I walked down the dock to get the story.

No surprise: It was Lee Helm with her all-female crew.

"Like, pilings aren't supposed to break off that easily," she complained. "It was a total fire drill."

Everything would have been fine except that the piling, one of the originals from 60 years ago when the marina was built, had finally rotted all the way

through and given up the ghost under the gentle tug of a small spinnaker in only 5 knots of wind. Eventually Lee got around to explaining what was going on.

"It's advanced spinnaker-trim training," she explained. "We tied the boat stern to the wind, raised the spinnaker with no mainsail, and then let the halyard almost all the way out. Gotta do it, like, in light air because with no boat speed to subtract from wind speed, the apparent wind is the true wind. And the boat has to be tied up 'cause the chute sometimes goes in the drink, and if we were moving we'd run over it. Also, like, we have to do it away from trees or buildings that make turbulence, so we

control exactly where it flies. A half hour of this is about the same as a whole season of trimming during races. And like, I mean, you'd think a piling designed to hold all these docks in place would be strong enough ..."

"I've seen this done with symmetrical spinnakers," added another onlooker. "The idea is to get skilled at positioning the sail during a jibe, so when the pole is shifted to the new side, the pole exactly fits between the mast and the spinnaker. Makes life way easier for the bow crew, who gets all the credit for a perfect jibe, but it's really the trimmer and the driver who make it work."

"For sure," Lee agreed. "With asymms tacked on centerline, the critical skill

is learning how to float the sail to windward on a deep reach."

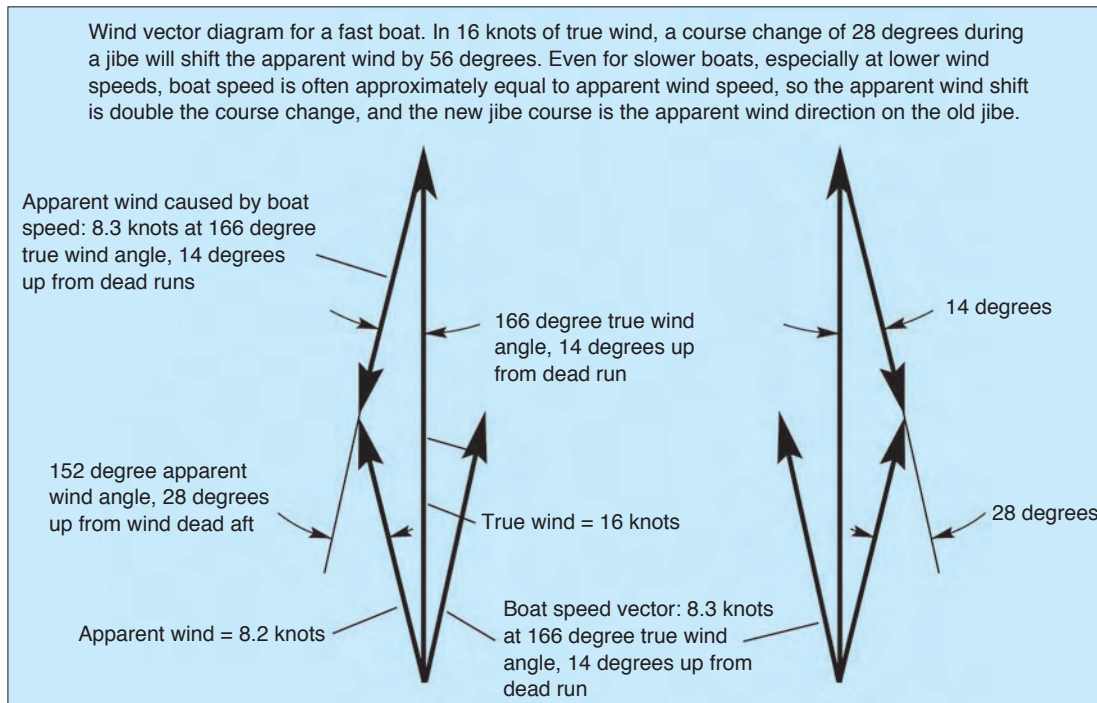
"Better go report this to the harbor master," I advised.

Lee's operation was not the only spinnaker class in progress. Walking back to my boat, I passed a 30-ft cruiser-racer from the '80s. It

was typical of the genre, weighing in at about 10,000 pounds and rating about the same as similar boats from a dozen other builders from that era.

"Still dip-pole jibing?" I remarked as I observed their dockside training protocol. The sheet and guy were rigged, the spinnaker halyard held them up at about the height of the spinnaker pole, and the cockpit crew worked the lift and foreguy as the foredeck trainee practiced dropping the afterguy into the pole jaws the wrong way and the right way.

"It would be quicker to jibe end-for-end," I volunteered, "with a carbon pole that only weighs about half as much as



**Wind vector diagram for a fast boat at optimum downwind VMG in 16 knots. Any change in heading will double the change in apparent wind direction.**

look for a place to tie up that's in clear air."

"Creative use of spinnakers," suggested one of my dock neighbors, "to test and remove old rotten pilings."

"It's a spinnaker-trim training exercise," Lee explained further. "With the chute flying at the end of the halyard, the trimmer-in-training works the sheets and the tack line, and flies the sail around the sky like a stunt kite. They can make it go up, down and sideways. After a few minutes they can



# SPINNAKER SCHOOL

that old aluminum thing. Keeps weight off the bow and doesn't require so much active trim on the lift and foreguy. And it's not like a small-boat jibe — you can still jibe onto a lazy afterguy to avoid a load on the pole till the pole is made."

The owner, who had bought the boat new and had been racing it almost every weekend for 40 years with considerable success, just nodded in acknowledgement but gave the impression that he was not about to change anything, least of all his mast and pole fittings.

After a few more practice dock-jibes, he offered a better explanation: "We have a textbook for spinnaker training," he said as he handed me a book that had been lying open on a cockpit seat. It was titled simply *Spinnaker*, and a quick look revealed that it had been published in 1981.

"Same year this boat was built," he noted. "It's a perfect reference for our aging fleet, and actually for the majority of boats still racing at the local club level. Symmetrical spinnakers, aluminum poles, boats that don't plane and sail best VMG downwind at really deep angles. The only part that doesn't apply anymore is the chapter on bloopers."

"This would be good for some of my crew," I said after flipping through the chapters. "Must be long out of print, I'll see if I can find it on Amazon, probably goes for about five bucks used."

"Five twenty-nine," corrected the topping-lift trimmer as she looked up

**'Spinnaker' by R "Bunty" King, Sail Books, Boston, 1981 ISBN 0-914814-30-3. Available used for less than \$8. It's a great textbook for spinnaker class, especially if your boat was designed in the '80s. And new this year: 'Three Sheets to the Wind: The Art of Spinnaker', Darrell Allen Caraway and Charlie Deist, Caraway 2021, ISBN 9798743172573. This is an artsy right-hemisphere approach, but full of good info. \$17 from Amazon, or \$24.70 for the hard-cover gift edition.**



**Training spinnaker trimmers by flying the spinnaker like a stunt kite. Some say that 30 minutes of this exercise develops skills equivalent to a whole season of racing.**

from her phone. "Sold by a third party, delivery in one to two weeks."

"Damn, I paid \$7.50 for mine," complained the foredeck student. "From AbeBooks. Had some water damage, too."

Back at the nav station on my own boat, I pulled out the tablet, hooked up to the marina's Wi-Fi and ordered a copy for myself. Then it was back to the next coat of varnish plus whipping some frayed sheet ends.

I didn't get up to the yacht club bar till late in the afternoon, where I found even more spinnaker school in progress. This was a post-practice postmortem. A big new cruising boat, equipped with a sprit and asymm spinnakers, had had a bad day. The owner was trying to run a race program, but he was

new to racing and it was a force fit on this boat designed for short-handed cruising, with a roller-furling main and all-electric winches.

"I thought we do outside jibes," remarked the owner to the assembled crew, plus Lee, who had apparently crashed the session to get in on the left-over race snacks on the table, "because they're supposed to be much easier and safer than inside jibes when the bowsprit is short and there's not that much space between the spinnaker and the forestay. But we got the sail wrapped into an hourglass anyway when it blew inside the forestay. What went wrong?"

"Leeward sheet didn't go out far enough," suggested the foredeck crew.

"Main didn't go over when it should have," said the spinnaker trimmer.



# MAX EBB

"Too much slack in the tack line," replied the mainsail trimmer.

"Tactician should have waited for the chute to be full and drawing before calling for the jibe," added the mainsail trimmer.

Then they reviewed the on board video, for the nth time. Lee Helm, not being one of the boat's crew, had no problem accusing the owner, who was steering. "The driver turned too soon," she said. "And too far. You have to wait for the spinnaker to be full before you can start an outside jibe. And like, more to the point, you have to understand that every degree of turn when you're sailing off the wind causes about double the change in the apparent wind angle. If you look at the Windex and turn to what you think is going to be dead down, you're really steering right through onto the other jibe."

This pronouncement was met with some skepticism, so Lee grabbed the nearest bar napkin and drew the vector diagram.

"The old rule of thumb for jibe angles," Lee explained, "is that the course on the new jibe is where the

Windex was pointing on the old jibe. This is like, exactly true when the boat speed equals the apparent wind speed, which is very close for a lot of modern race boats. Even for older boats," she said as she drew arrows on the napkins, "the relationship works in light air."

The vector diagram made her point.

"On a bigger and faster boat," Lee continued, "especially in light to moderate wind when boat speed is more than the apparent wind speed, the apparent wind shift is even more than twice the course change, so the new jibe can be at an even lower course than where the Windex was pointing on the old jibe."

Another diagram made this point graphically evident.

"Sorry to blame the driver," Lee said apologetically, "but the timing of the turn into a jibe, and the amount of turn, are like, at least as important as anything the trimmers can do."

The owner took the napkin diagrams off the table and ordered another round of drinks. But the damage had been done.

"Max, are you ever going to run a spinnaker practice on your boat?" Lee asked. "You have some new crew who could, like, really benefit from it."

"Not likely," I said. "The best practice for racing is racing. And the last thing I want to endure is a post-race postmortem!"

— max ebb



*The Melges 32 'Kuai' practicing for Rolex Big Boat Series on September 12. (Asymmetrical racing spinnaker)*

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# THE RACING

**This edition we race to the North Bay with the YRA Great Vallejo Race and the Jazz Cup. Then we head to the Cityfront for the combo Santa Cruz 27 Nationals, Aldo Alessio and Phyllis Kleinman Swiftsure Cup. Offshore destinations include the Drake's Bay, Half Moon Bay and Avila Beach. The Mercury fleet races in Stillwater Cove and Keller Cove, and Sequoia YC's Midnight Moonlight rounds TI. We issue a call for the 2022 Calendar, and Ye Bigge Box of Scores includes more Beer Can Series results.**

## YRA Great Vallejo Race

Fortunately the 9 a.m. roll call aboard Craig Page's SR 33 *Kuda Wuda* was the dreariest part of August 21. There was a heavy mist with smoky skies and an AQI in the 80s. All marginal. Luckily the forecast was decent, the crew brought sunshine to a cloudy day, and a decent breeze and flood were ready to take us to Vallejo. As is often the case when sailing off into the gray gloom, you wonder if you might be the only boat headed out. But there was the RYC trawler, *Pelican*, on station and a gaggle of boats gathering as we approached the Berkeley Circle starting area of the Great Vallejo Race.

The line was square to a weather mark set in a strong flood a very short beat away. Everyone headed up-current to the north, forcing a challenging layline call.

against the angle of attack trying to decide when to hoist.

Once hoisted, *Kuda Wuda* kept left away from the Richmond shore to get into faster water, while knowing right was the shortest course to Vallejo. The PHRF 1 boats along the Richmond shore were making it clear to those behind that the faster course was farther out. After we passed the Brothers, the morning gloom fully receded, the sky brightened, and a long, mostly mellow downwind run to Vallejo began. Sunscreen, sandwiches and kite trim were all important.

The asymmetrical kite on *Reverie* was looking a bit closer as we pulled our pole aft and square. Gerry Brown's Farr 38 *Mintaka 4* did the same close behind.

The breeze was up and steady as we approached the Vallejo channel, where

crew had a great day. The only drama we spotted on the race course was Zhenya Kirueshkin-Stepanoff's Martin 243 *Nice Rack* taking an extra long time to get back upright after getting knocked down in a mid-San Pablo Bay jibe.

— latitude / john

## YRA GREAT VALLEJO RACE, 8/21-22 (2r, 0t)

PHRF 1 — 1) **Vera Cruz**, Beneteau First 40, Michael Johnson, 2 points; 2) **Bodacious+**, 1D48, John Clauser, 5; 3) **Arsenal**, J/125, Andrew Picel, 10. (8 boats)

PHRF 2 — 1) **Reverie**, J/109, John Arens, 4 points; 2) **Jarlen**, J/35, Bob Bloom, 8; 3) **Stewball**, Express 37, Bob Walden, 8. (8 boats)

PHRF 3 — 1) **Azure**, Cal 40, Rodney Pimentel, 2 points; 2) **Tiki Blue**, Beneteau 423, Gary Troxel, 4; 3) **Ahi**, Santana 35, Andy Newell, 7. (7 boats)

PHRF 4 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash, 2 points; 2) **Heart of Gold**, Olson 911S, Joan Byrne, 5; 3) **Windwalker**, Islander 36, Margaret Mykland, 5. (8 boats)

PHRF 5 — 1) **Neja**, Dasher 32, Jim Borger, 2 points; 2) **Chesapeake**, Merit 25, James Fair, 5; 3) **Gypsy Lady**, Cal 34 MkI, Val Clayton, 5. (8 boats)

PHRF 6 — 1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook/Rachel Porter, 2 points; 2) **Sparky**, Catalina 25, Paul Zell/Kevin Hartig, 4; 3) **Three Fisted Rat Boy**, Santana 22, Giuseppe & Phillip Lavelle, 6. (4 boats)

SPORTBOAT — 1) **Rufless2**, Melges 24, Rufus Sjoberg, 2 points; 2) **Minimax**, Melges 20, Lance Kim, 8; 3) **Rogue**, Mini Transat 6.50, Ryan Nelson/Luther Strayer, 9. (6 boats)

ULTRALIGHT — 1) **Dark Star**, Hobie 33, Mathieu Krogstad, 3 points; 2) **Touch of Grey**, Moore 24, Patrick Pillsbury, 5; 3) **WYSIWYG**, Olson 30, Hendrik Bruhns, 7. (5 boats)

J/105 — 1) **Advantage3**, Patrick Benedict, 2 points; 2) **Vuja Star**, Chris Kim 5; 3) **Blue Ribbon**, Kurt Jordan, 7. (4 boats)

EXPRESS 27 — 1) **Peaches**, John Rivlin, 2 points; 2) **Wile E Coyote**, Dan Pruzan, 4; 3) **Ergo**, Chris Gage, 6. (7 boats)

J/24 — 1) **Downtown Uproar**, Darren Cumming, 2 points; 2) **Evil Octopus**, Jasper Van Vliet, 4; 3) **Little Wing**, Robin Van Vliet, 6. (4 boats)

NON-SPINNAKER — 1) **Music**, Catalina 34-2, Devin Shanks, 2 points. (1 boat)

MULTIHULL — 1) **Round Midnight**, Explorer 44, Rick Waltonsmith, 3 points; 2) **Lookin Good 3**, F-28R, Rafi Yahalom, 4; 3) **Whoopee**, Dash 760, Glenn Howell/Heather Annesley, 5. (3 boats)

CRUISING — 1) **Mischief Managed**, CS27, David Montgomery, 4 points; 2) **Troubles**, Schock 35, Thomas Ochs, 7; 3) **Joker**, J/35, Elvin Valverde, 8. (5 boats)

Full results at [www.jibeset.net](http://www.jibeset.net)



Rufus Sjoberg's Melges 24 'Rufless2' won the race to Vallejo overall on August 21.

All boats in PHRF 2 squeaked by and set off toward Vallejo on a tight reach, making sure to keep Red Rock to starboard.

John Arens' J/109 *Reverie* set early and managed to carry the kite almost all the way to Red Rock. That was enough to put them well in front of the division. The fleet spread out east and west with east having a more direct line to Vallejo, and west moving toward deeper, faster current. The transition from jib reach to run occurred by the Richmond Bridge, and crews weighed the cut of their chute

we found our moment to douse and return to a jib reach. *Reverie* once again carried the asymmetrical much farther into the channel before switching to the jib for the final drag race to the finish.

The finish time for both *Reverie* and *Kuda Wuda* was 13:28:46, with *Mintaka 4* close behind at 13:29:34, putting them in first on corrected time.

It was a smooth, flat-water race that ended almost too soon with an elapsed time of just over two hours for many entries. Craig Page's boatload of merry



The Jazz Cup fleet sails under two bridges for the price of one entering the Carquinez Strait on toasty September 4.



MARTHA BLANCHFIELD

### The Jazz Cup Runs Again

The Jazz Cup is a 26-mile downwind race from San Francisco to Benicia on the Saturday of Labor Day Weekend. For 33 years, this event, co-hosted by South Beach and Benicia YCs, has attracted a stream of crews who navigate north and east and make strategic decisions whether to go high for wind potential or low to play flow — risking the possibility of hitting mud in the eastern shallows of San Pablo Bay.

Darren Cumming and Melissa Litwicki's J/24 *Downtown Uproar* clocked 05:54:51 (corrected) time, just shy of 6 minutes (corrected) after first overall winner Ben Landon on his Thompson 650 *FlightRisk*. Says Cumming, "Loren Moore, Paul Zimmer, Melissa and I felt like we were clicking that day. We had a strong start with our nose out and at speed, which helped us separate early and round the first mark clear of problems."

With props to third overall winner James Fair, Cummings adds, "We had strong competition from *Chesapeake*, with a duel all the way through Carquinez Strait, playing off each other, as well as the less maneuverable waterline boats heading to the finish. Things culminated with five or six boats approaching the zone at the turning mark, overlapped. Thankfully we had the inside."

Litwicki notes, "One thing everyone did really well on *Downtown* was keep

focus and heads 100% in race mode the entire time, through all wind and current changes, crew position swaps, lead position changes, and while removing layers of gear. Fun, but intense racing."

The registrant count was 60, and 50 crossed the finish line (two after the 7 p.m. cutoff).

Skippers and crews had shared feelings about time spent not flowing through the day's maximum 13 knots of wind — hitting various no-wind doldrums was tough, especially given the day's strong rays and hot temps. Racers experienced various shut-off zones throughout the course, despite efforts to stay in advantageous current.

Overseeing race logistics from the South Beach YC side was Milt Smith.

For more racing news, subscribe to *Electronic Latitude* online at [www.latitude38.com](http://www.latitude38.com)

September's racing stories included:

- Rolex Big Boat Series • Congo Cup
  - Monterey Bay Veeder Cup
  - Drake's Bay Race Committee
  - Kite Foil League Highlight Reel
  - Daniela Moroz Wins Europeans
    - Windsurf Wing Slalom
  - US Open Sailing Series Video
- California Teams at NYYC Invitational
  - More YRA Great Vallejo Race
- Previews of October Races, the Ficker Cup, Congressional Cup, and more.

Given the challenges from the pandemic, he was very pleased to help run this regatta, and elated to learn that SBYC's Catalina 30 *Goose* had clinched the Jazz Cup perpetual trophy. It was their seventh win. Skipper Mike Kastrop says, "We got *Goose* back to racing again after nearly two years of inactivity. Our crew comprised roughly half returning and the balance new to the boat. Cheers to Lorianne Kastrop, who, coming off two major surgeries and lots of time not on the water, stood firm the entire day trimming the spinnaker."

Benicia Marina hosted 36 boats rafted up for overnighting.

— martha blanchfield

### SBYC/BenYC JAZZ CUP, 9/4

DIVISION H — 1) **MadMen**, J/111, Dorian McKelvy; 2) **Jarlen**, J/35, Bob Bloom; 3) **Psycho Tiller II**, JPK 1080, James Goldberg/Lana Chang. (7 boats)

DIVISION G — 1) **E Ticket**, Moorings 38, Noble Griswold; 2) **Arcadia**, Mod. Santana 27, Gordie Nash; 3) **Serenade**, Sabre Spirit 36, Hank Easom. (12 boats)

DIVISION F — 1) **Topper II**, Moore 24, Conrad Holbrook; 2) **Highlighter**, Islander 36, William Hackel; 3) **Crew's Nest**, Catalina 34, Ray Irvine. (12 boats)

DIVISION E — 1) **Downtown Uproar**, J/24, Darren Cumming; 2) **Chesapeake**, Merit 25, James Fair; 3) **Tchoupitoulas**, Santana 22, Steven Meyers. (12 boats)

SPORTBOAT — 1) **FlightRisk**, T650, Ben





Left: The YRA and VYC moved the Great Vallejo Race from May to August this year. Rodney Pimental's Cal 40 'Azure' (top) had the best corrected time on Saturday as scored with downwind ratings; the big boats med-tied in front of the club. Above: Racers to Benicia on September 4 had much less wind, but 'Goose' gets their name on the Jazz Cup yet again!

Landon; 2) **Hare-y Pits**, Wylie Wabbit, Michele Sumpton/Erik Menzel; 3) **Nuckelavee**, Melges 32, Mark Kennedy/Pearl Prisco. (7 boats)

NON-SPINNAKER — 1) **Bella**, Alerion Sport 33, Aidan Collins; 2) **Adventure**, Catalina 36, Steven Strunk. (5 boats)

OVERALL — 1) **FlightRisk**; 2) **Downtown Uproar**; 3) **Chesapeake**; 4) **Tchoupitoulas**; 5) **Goose**, Catalina 30, Mike & Lorianna Kastrop. (56 boats)

JAZZ CUP — 1) **Goose**, SBYC; 2) **E Ticket**, BenYC; 3) **Highlighter**, SBYC; 4) **Crew's Nest**, SBYC; 5) **Nuckelavee**, SBYC. (18 boats)

MULTIHULL — 1) **Khimaira**, F-25C, Mark Zimmer; 2) **Hammer**, Seacart 30, Jonathan Hunt. (2 boats)

Full results at [www.regattanetwork.com](http://www.regattanetwork.com)

### No Dogs Days at SC27 Nationals

The day of San Francisco Cityfront racing began like any other. As the parade of sporty boats spilled out of the San Francisco Marina Small Craft Harbor, our crew was affirming themselves of their tactics. "Hug the beach for current relief, but go deep into the Bay for wind. And don't worry guys, there will be plenty of wind. What time is slack? And —

"There's a guy smoking on *Mistress Quickly* — and he's got a dog!"

We were about to kick off the Santa Cruz 27 National Championship, arguably the most well-attended and important regatta of the year for the class. While the rest of us were sharpening

ourselves for a breezy day of summer racing, here was this throwback from the '80s, a retro sailing villain coolly smoking from behind the skipper, a dog in his lap and looking as if he were doing no more than contemplating his morning coffee. *Mistress* was also a strong contender for the podium. It was funny, yes — and not quite fair.

An announcement from the race committee snapped us into focus. The jib went up, and *Medusa*, our SC27, sprang to life, carving and slicing through the flood, an ultralight seemingly unburdened by a crew of six. The P flag went down, we charged ahead — and then the spell was broken. Someone spotted *Mistress* stalled at the side of the course — the little dog had gone into the water!

The 2021 SC27 National Championship, hosted by St. Francis YC, co-opted the one-design starts offered by the Aldo Alessio long-distance race (Friday, August 20) and the Phyllis Kleinman Swiftsure Cup (Saturday and Sunday).

The one-designs competing were typical of the San Francisco racing scene today, with large fleets of Moore 24s, Knarrs, Folkboats and J/105s present. Despite multiple courses, the fleets would mix during the Swiftsure's windward/leeward races, resulting in acrimonious shouts when someone in our fleet of 11 boats was forced to duck one of a million Moores, or, as happened

once, a Folkboat that was inexplicably positioned in irons on the start line just as we were about to cross.

But for the most part, it was a friendly regatta, with no lack of sailing puzzles to amuse the largely out-of-town crews. Each morning, *Medusa's* crew would huddle over the Saildrone app and ask questions like, "Do we go north of Alcatraz and enjoy the favorable current, or simply sail the shortest course?" On the Cityfront in summer, this was all a matter of 'best-laid plans'. The long-distance race in particular provided the windiest conditions of the weekend, with gusts in the high 20s, so there were times when our sailing had little to do with riding favorable currents and wind shifts, and more to do with simply hanging on for dear life.

In the end, the boats that ascended the standings were those that possessed youthful exuberance, but to some degree, old age and cunning. In second and third place respectively were *Hanalei* (Ryan Schuyler) and *Water Dragon* (Derek Weitz), two established crews who had continued to progress since the SCYC Spring One Design Series in June. For certain, *Water Dragon* was sailing better and more consistently, with flawless upwind legs and quick recoveries from inevitable spinnaker drama on the downwind. For their effort, they tied for points with SC27 stalwarts *Hanalei*





ALL PHOTOS THIS PAGE CHRIS RAY / WWW.CRAYERVP.COM

(2006-2010 national champions).

But neither could top *Mistress Quickly*, which regained the title they had won in 2018 and 2019. While the DOB (dog overboard) incident put them into fifth place for the first of three Saturday races, they took bullets in Friday's Aldo Alessio and two of three Sunday races. It was a solid Nationals win that built on *Mistress's* notoriety as a fast boat with a precocious, dyed-in-the-wool skipper, Evan Diola. Evan was also this year's recipient of the SC27 Dave Diola Memorial Trophy, named in honor of his father. His brother is Pat Diola, the 2021 SC27 class president.

The mood was exuberant at the StFYC after-party, with the SC27 fleet bringing down the house with unofficial awards such as Best Illegal Shrimping and Best Bruise. For many of us, it was the first post-regatta party we had attended since the pandemic began, so we were celebrating sailing, but also recovery. Recovery from a year that had separated crews and canceled countless events. Recovery of *Mistress Quickly's* Nationals title. Safe recovery of a little dog, and of SC27 *Rio's* bowperson, who had gone overboard during a particularly wild round-down (her own crew recovered her, and she went on to cheerily win 'Best Bruise').

Despite all the drama, the Santa Cruz 27 fleet is clearly as charismatic, as fun

*"The St Francis Yacht Club is hosting a combination regatta consisting of the traditional Aldo Alessio, the Phyllis Kleinman Swiftsure and the Santa Cruz 27 Nationals," wrote photographer Chris Ray.*

and as competitive as ever.

— ros & nathan de vries

### Aldo Alessio & Swiftsure Cup

Friday's Aldo Alessio long-distance race had the full fleet on one line together for the single long race for the day. The race was a bit of a grind for the smaller boats, with over 22 miles up and down the Bay. The ebb provided some help on the beats. The highlight of the day was a windy reach across the Bay with some ship traffic thrown in for extra excitement.

Saturday and Sunday brought three double windward/leeward races per day along the Cityfront. Plenty of short-tacking up the shore in the morning flood made for some exciting racing. Fleets ended up mixing a bit, which added another dimension to the seven Moores crossing tacks. We mixed it up with SC27s, Knarrs, Folkboats, J/88s, J/105s and ORR big boats!

The RC managed to get three races in for all fleets, and we were able to get back to the dock by 4 p.m. to enjoy free food and beer at StFYC. It was a well-run event. I hope the Moore 24 fleet considers it for the schedule next year, if they will have us.

— bill erkelens, moore 24 #11

### StFYC ALDO ALESSIO, 8/20

PHRF — 1) **Adjudicator**, Fast 40, Paul Dors-ey; 2) **Invictus**, Jeanneau SunFast 3600, Nicolas Popp; 3) **Peregrine**, J/120, David Halliwill; 4) **Destin**, Landmark 43, Romeo Uriarte; 5) **Flying Circus**, Moore 24, Bill Erkelens. (22 boats)

### SC27 NATIONALS, StFYC, 8/20-22 (7r, 1t)

1) **Mistress Quickly**, Evan Diola, SCYC, 10 points; 2) **Hanalei**, Ryan Schuyler, SCYC, 14; 3) **Water Dragon**, Derek Weitz, SCYC, 14. (11 boats)

### StFYC PHYLLIS KLEINMAN SWIFTSURE CUP, 8/21-22 (6r, 0t)

ORR — 1) **Chance**, J/120, Barry Lewis, 15 points; 2) **Adjudicator**, 16; 3) **Peregrine**, 21. (9 boats)

J/105 — 1) **Ne'Ne**, Tim Russell, 11 points; 2) **Blackhawk**, Ryan Simmons, 24; 3) **Godot**, Phillip Laby, 25. (14 boats)

KNARR — 1) **Nihui**, Russ Silvestri, 12 points; 2) **Viva**, Don Jesberg, 20; 3) **Snaps III**, Mike Rati-ani, 24. (12 boats)

J/88 — 1) **Ravenette**, Brice Dunwoodie, 11 points; 2) **Inconceivable**, Steven Gordon, 18; 3) **White Shadow**, Jim Hopp, 18. (7 boats)

MOORE 24 — 1) **Flying Circus**, 11 points; 2) **Wet Spot**, Mike O'Callaghan, 13; 3) **Suerte**, Nick Dugdale, 22 (8 boats)

FOLKBOAT — 1) **Freja**, Tom Reed, 8 points; 2) **Polperro**, Peter Jeal, 12; 3) **Thea**, Chris Her-mann, 19. (7 boats)

Full results at [www.stfyc.com](http://www.stfyc.com)



# THE RACING

## OYRA/SSS Drake's Bay Race

A lack of breeze, a flood tide and the prevailing coastal current conspired to repel ocean racers from their intended destination on Saturday, August 28. Kirk Denebeim, Robb Daer and Cam Tuttle triplehanded Kirk's Archambault 35 *Mirthmaker* in the OYRA's PHRO 1 division. *Mirthmaker* was the only monoull that finished within the time limit (10 p.m.) in the race to Drake's Bay — it was that slow.

Cam Tuttle reports that *Mirthmaker* led their division from Point Bonita. "Ka-hoots really put up a fight. They were a minute late finishing. We got a couple of puffs right at Chimney Rock; before that it didn't look good."

In the dark of a rural night, there was confusion among the fleet about exactly where the finish line was. "There was very little to go on except the chartplotter," commented Cam. "We had an awesome race against our division and the clock."

The fleet anchored in the protective



LATITUDE / CHRIS

arm of Point Reyes, but at 3 a.m. a wind with some south in it woke up the sleeping crews. Cam popped his head up, saw that the rode looked fine and that *Mirthmaker* was no closer to the neighboring boats, and went back to sleep.

Saturday had been an unusually sunny day along the Marin coast. Fog crept back in during the night, but lifted throughout the morning. Sunday's VMG back to Golden Gate YC wasn't bad even though the wind was light — until the

**Once around Point Bonita, Drake's Bay racers had a heck of a time getting to Point Reyes in light air and flood current on August 28. This is Todd Olsen's F-31 'Waterwings'.**

typical acceleration at the Golden Gate, with building velocity inside San Francisco Bay. Picture the tired crews finishing over-canvassed and close to shore, then having to quickly jibe away and attempt to douse in 30 knots of wind!

— latitude / chris

## STAR NORTH AMERICANS, NHYC, 8/17-21 (7r, 1t)

1) Erik Lidecis/Greg Smith, BCYC, 25 points; 2) Eric Doyle/Payson Infelise, SDYC/Wyzata YC, 27; 3) Augie Diaz/Bruno Prada, Coral Reef YC/Biscayne Bay YC, 29; 4) George Szabo/Guy Avelon, No YC, 29; 5) Andy MacDonald/Brad Nichol, Scuttlebut SC, 34. (30 boats)

Full results at [www.nhyc.org](http://www.nhyc.org)

## LIDO 14 CLASS CHAMPIONSHIP, MBYC, 8/21-22 (9r, 1t)

GOLD FLEET — 1) Greg Dair/Nick McCabe, 24 points; 2) Erik Shampain/Bobbie Sterbins, 25; 3) Stuart Robertson/Alex Fisher, 31; 4) Chris Raab/Scott McKeiver, 49; 5) Kerry Poe/Rachel Pulver, 55. (25 boats)

SILVER FLEET — 1) August Sturm, 18 points; 2) John Gresham/Chris May, 18; 3) Kent Foster/Pam Fairley, 22; 4) Jim & Kay Sterner, 28; 5) Scott & Missy Scarbrough, 30. (25 boats)

Full results at [www.mbyc.org](http://www.mbyc.org)

## StFYC RONSTAN BRIDGE TO BRIDGE, 8/26

HYDROFOIL KITE — 1) Johnny Heineken; 2) Mike Martin; 3) Geoff Headington. (13 boards)

WING FOIL — 1) Stefaans Viljoen; 2) Steve Bodner; 3) Kenneth Adgate. (17 boards)

WINDSURF — 1) Xavier Jerlet; 2) Jean Rathle; 3) Skip Boman. (6 boards)

Full results at [www.stfyc.com](http://www.stfyc.com)

## SOUTH BAY CHAMPIONSHIP, SeqYC, 8/28-29 (2r, 0t)

PHRF 1 — 1) **Daredevil**, Melges 24, Tim Anto, 2 points; 2) **Ferox**, Pogo 36, Anja Bog, 4; 3) **Mistral**, Beneteau 36.7, Mark Wommack, 6. (6 boats)

PHRF 2 — 1) **L20**, J/29, Alex Huang, 3 points; 2) **Rascal**, Wilderness 30, William Larsen, 5; 3) **Osprey**, Sabre 36, Jeff Stine, 6. (8 boats)

PHRF 3 — 1) **Pelagic**, Beneteau 310, Musto Gunan, 3 points; 2) **Kraken**, Open 5.70, Sergey

## BOX SCORES

Morozov, 5; 3) **Don't Panic**, Open 5.70, Sebastian Rosset, 9. (6 boats)

Full results at [www.jibeset.net](http://www.jibeset.net)

## FINN PCCs, SDYC, 9/4-5 (5r, 1t)

1) **Pied Piper**, Jack Jennings, 10 points; 2) **SurFinn**, Roland Fournier, 12; 3) **Finn**, AJ Nosar, 12; 4) **Second Wind**, Michael Madigan, 14. (19 boats)

## FINN MASTERS NAs, SDYC, 9/10-12, (8r, 1t)

1) **Pickle Dish**, Gregg Morton, 11 points; 2) **Beverley**, Rob Coutts, 21; 3) **BWM**, James Bulley, 24; 4) **White Crayon**, Robert Kinney, 33. (19 boats)

Full results at [www.sdy.org](http://www.sdy.org)

## RYC TOTALLY DINGHY, 9/11-12 (5r, 0t)

THISTLE — 1) Mike Gillum, 7 points; 2) Steven Hale, 16; 3) Michael Arrow, 17. (7 boats)

RS AERO — 1) James Baurley, 6 points; 2) Greg Warner, 13; 3) Craig Perez, 19. (11 boats)

ILCA7 — 1) Al Sargent, 7 points; 2) David LaPier, 19; 3) Chris Boome, 25. (16 boats)

ILCA6 — 1) Tor Svendsen, 7 points; 2) Toshi-nari Takayanagi, 8; 3) Talia Hamlin, 18. (10 boats)

EL TORO — 1) Fred Paxton, 3 points; 2) Tom Burden, 3; 3) Tom Tillotson, 7. (9 boats)

OPEN CLASS — 1) Vince Casalaina, Snipe, 10 points; 2) Russell Klein, O'Day 17, 16; 3) Steve Cameron, Melges 14, 22. (9 boats)

Full results at [www.richmondyc.org](http://www.richmondyc.org)

## CYC FRIDAY NIGHT RACES, SUMMER (12r, 2t)

PHRF 1 — 1) **Kuai**, Melges 32, Daniel Thielman, 12 points; 2) **Peregrine**, J/120, David Halliwill, 14; 3) **Pinball Wizard**, SC52, Bill Dana, 31. (4 boats)

PHRF 2 — 1) **Serenade**, Sabre Spirit 36, Hank

Easom, 21 points; 2) **Rhapsody**, Sabre Spirit 36, Laurence Pulgram, 23; 3) **Feather**, J/100, Zach Berkowitz, 28. (12 boats)

PHRF 3 — 1) **Orca**, Moore 24, Rich Bergsund, 18 points; 2) **Youngster**, IOD, Ron Young, 35; 3) **Sonata**, Laser 28, Alice Shinn, 40; 4) **Shenani-gans**, Express 27, Bill Moore, 42; 5) **Flotek**, J/70, Justin Foox, 62. (23 boats)

J/105 — 1) **Roxanne**, Charles James, 20 points; 2) **Blue Ribbon**, PJ Campfield/Kurt Jordan, 20; 3) **Alchemy**, Walter Sanford, 24. (13 boats)

NON-SPINNAKER — 1) **Q**, Schumacher 40, Glenn Isaacson, 10 points; 2) **Toppallant**, Tartan Ten, Carl Flemming, 24; 3) **QE3**, Tartan Ten, George Janson, 27. (15 boats)

NON-SPINNAKER 2 — 1) **Oriole**, Bird Boat, Lachlan MacLean, 10 points; 2) **Bolero**, IOD, Richard Pearce, 16; 3) **Liquid Asset**, Ranger 33, John Rook, 30. (10 boats)

Full results at [www.cyc.org](http://www.cyc.org)

## EYC SUMMER TWILIGHT SERIES (5r, 1t)

PHRF 1 — 1) **Good & Plenty**, Soverel 33, Justis Fennel, 6 points; 2) **JetStream**, JS9000, Daniel Alvarez, 9; 3) **Smokin'**, Melges 24, Kevin Clark, 13. (12 boats)

PHRF 2 — 1) **Wile E Coyote**, Express 27, Dan Pruzan, 5 points; 2) **Ad Lib**, Aphrodite 101, Bruce Baker, 8; 3) **Wadioactive**, Wylie Wabbit, Brendan McNally, 9. (9 boats)

PHRF 3 — 1) **Blue Jay**, J/22, Richard Pipkin, 9 points; 2) **Finn**, Capo 26, Avd Racing, 9; 3) **Os-ituki**, Cal 28, Rodney Pimentel, 12. (10 boats)

EXPRESS 37 — 1) **Snowy Owl**, Jens Jensen, 5 points; 2) **MudShark**, David Fullerton, 6; 3) **Eagle**, William Elmer, 12. (4 boats)

NON-SPINNAKER — 1) **Loco2**, Mercury, Paul Mueller, 6 points; 2) **Anemone**, Santana 22, Hank Lindemann, 9; 3) **Obsession**, Harbor 20, Kame Richards, 12. (11 boats)

Full results at [www.encinal.org](http://www.encinal.org)



#### OYRA DRAKE'S BAY I, 8/28

PHRO 1 — 1) **Mirthmaker**, Archambault 35, Kirk Denebeim. (7 boats)

MULTIHULL — 1) **Raven**, F-27, Truls Myklebust; 2) **Round Midnight**, Explorer 44, Rick Waltonsmith. (2 boats)

#### OYRA DRAKE'S BAY II, 8/29

PHRO 1 — 1) **WildCard**, SC37, Nicholas Grebe; 2) **Dogma**, Olson 40, Mike Little; 3) **Kahoots**, Andrews 43, Greg Mitchell. (6 boats)

PHRO 2 — 1) **Reverie**, J/109, John Arens; 2) **Elan**, Express 37, Jack Peurach; 3) **CruzSea Baby**, Beneteau 10R, Brian Turner. (3 boats)

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

SHS — 1) **Hang 20**, Express 27, Lori Tewsbury/Eric Ochs; 2) **Envolée**, Beneteau Figaro 2, Nathalie Criou. (3 boats)

MULTIHULL — 1) **Round Midnight**; 2) **Raven**. (2 boats)

#### SSS DRAKE'S BAY RACE, 8/28-29 (2r, 0t)

SINGLEHANDED MONOHULL — 1) **Fugu**, Wilderness 30, Chris Case, 23 points; 2) **Eyrie**, Hawkfarm, Synthia Petroka, 24; 3) **Envolée**, 25. (21 boats)

DOUBLEHANDED MONOHULL — 1) **Arcadia**,

#### IYC ISLAND NIGHTS SUMMER (6r, 1t)

SPINNAKER I — 1) **Good & Plenty**, Soverel 33, Justis Fennell, 7 points; 2) **Wile E Coyote**, Express 27, Dan Pruzan, 8; 3) **Flying Fish**, Olson 30, Jeff Lee, 16. (6 boats)

SPINNAKER II — 1) **Dream Catcher**, J/24, Steven Bayles, 9 points; 2) **Umunhum**, Ultimate 20, Scott Hester, 10; 3) **Medusa**, SC27, Nathan de Vries, 17. (6 boats)

NON-SPINNAKER — 1) **Loco2**, Mercury, Paul Mueller, 12 points; 2) **Puff Mommy**, Harbor 20, Lisa Rohr, 13; 3) **Sashay Aweigh**, Harbor 25, Ghaida Zahran, 18. (14 boats)

SANTANA 22 — 1) **Anemone**, Hank Lindemann, 5 points; 2) **Three Fisted Rat Boy**, Giuseppe Lavelle, 11; 3) **Brandy**, Billy Cook, 14. (5 boats)

Full results at [www.jibeset.net](http://www.jibeset.net)

#### OYC SWEET 16 SECOND HALF (8r, 2t)

PHRF <115 — 1) **Good & Plenty**, Soverel 33, Justis Fennell, 7 points; 2) **Flying Fish**, Olson 30, Michael Berndt, 9; 3) **Alley Cat**, Capri 30, Megan Laney, 19. (4 boats)

PHRF 168-192 — 1) **Double Agent**, Merit 25, Scott Ollivier, 12 points; 2) **Dream Catcher**, J/24, Steven Bayles, 13; 3) **Bandido**, Merit 25, George Gurrola, 15. (6 boats)

PHRF ≥115 — 1) **Obsession**, Harbor 20, Kame Richards/Aimee Daniel, 7 points; 2) **Racer5**, Olson 25, Mark Rommell/Bryan Maas, 11; 3) **Three Fisted Rat Boy**, Santana 22, Giuseppe Lavelle, 23. (6 boats)

COLUMBIA 5.5 — 1) **Carina**, Scott McCoy, 6 points; 2) **Maverick**, Ken Bodiley, 14; 3) **Roja**, John Davis, 22. (7 boats)

NON-SPINNAKER <150 — 1) **Cassiopeia**, Islander 36, Kit & Yvonne Wiegman, 6 points; 2) **Renaissance of Tahoe**, Islander 36, Steve Douglass, 12; 3) **Total Eclipse**, Kalik 40, Roger Wise, 18. (7 boats)

NON-SPINNAKER >152 — 1) **Sashay**



LATITUDE / CHRIS

Mod. Santana 27, Gordie Nash/Ruth Suzuki, 15 points; 2) **Freedom**, Worth 40, Jib & Will Martens, 16; 3) **City Lights**, SC52, Aaron Wangenheim/Patrick Burke, 17; 4) **Surprise!**, Alerion 38-1, Bob Johnston/Dave Morris, 18. (13 boats)

SINGLEHANDED MULTIHULL — 1) **Raven**, 2 points. (1 boat)

Full results at [www.jibeset.net](http://www.jibeset.net)

**Memo Gidley's Elliott 1050 'Basic Instinct' on the way to a Half Moon Bay Race win.**

#### **SSS Half Moon Bay Race**

There was only one way to Half Moon Bay in this year's Singlehanded Sailing Society race on September 11, and it was uphill.

The SSS Half Moon Bay Race is

**Rouge**, J/30, Jim Sell, 5 points; 2) **Jabouf**, Catalina 30, Daniel Courter, 12; 3) **Grinnin' Bear**, Catalina 30, John Tennyson, 14. (4 boats)

J/105 & J/88 — 1) **JTripper**, J/105, Eric Raff, 17 points; 2) **Pelagia**, J/88, Sergey Lubarski, 20; 3) **Sharkey**, J/105, Shane Palmer, 21. (8 boats)

Full results at [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org)

#### SYC SUMMER SUNSET SERIES (4r, 1t)

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

SPINNAKER C — 1) **Nancy**, Wyliecat 30, Pat Broderick, 4 points; 2) **Kele**, Catalina 320, Mark Jordan, 6; 3) **Sweet Pea**, Islander 30 MkII, Jan Hirsch, 12. (5 boats)

NON-SPINNAKER D — 1) **Escapade**, Sabre 40-2, Nick Sands, 5 points; 2) **Leilani**, Alerion 33, Bob Lalanne, 9; 3) **Island Girl**, Islander 36, Frank & Will Burkhart, 10. (7 boats)

Full results at [www.sausalito yachtclub.org](http://www.sausalito yachtclub.org)

#### TAHOE YC SUMMER LASER SERIES (17r, 3t)

LASER A — 1) William Pullen, 20 points; 2) Zachary Hester, 43; 3) Todd Jackson, 44. (15 boats)

LASER B — 1) Torston Kenegserg, 18 points; 2) Miya Casci, 21; 3) Nico Casci, 41. (4 boats)

#### TAHOE YC WEDNESDAY NIGHT SERIES (11r, 1t)

DIVISION 1 — 1) **August Ice**, J/125, Dick Ferris, 7 points; 2) **Wicked Suster**, Farr 36, Richard Courcier, 14; 3) **Racer X**, Farr 36, Gary Redelberger, 19. (3 boats)

DIVISION 2 — 1) **Rock Steady**, Melges 24, Chay McIntosh, 16; 2) **Arch Angel**, Antrim 27, Bryce Griffith, 17; 3) **Aero**, Hobie 33, William Pullen, 23. (7 boats)

DIVISION 3 — 1) **Fired Up!**, Express 27, John Morrison, 8 points; 2) **Moorigami**, Moore 24, John Siegel, 20; 3) **Sunshine Express**, SC27, Ben Tallarigo, 27. (10 boats)

Full results at [www.tahoeyc.com](http://www.tahoeyc.com)

## BOX SCORES

**Aweigh**, Harbor 25, Ghaida Zahran/Shelli Bohrer, 8 points; 2) **Brandy**, Santana 22, Billy Cook, 13; 3) **Blue Pearl**, Newport 20, Tammy Mercado, 13. (5 boats)

MULTIHULL — 1) **Triple Play**, F-31, Richard Keller, 6 points. (1 boat)

Full results at [www.jibeset.net](http://www.jibeset.net)

#### SIFYC WEDNESDAY EVENING SERIES (11r, 0t)

1) **Niuh**, Knarr, Randy Hecht, 72.26 points; 2) **Josephine**, Folkboat, Eric Kaiser, 71.62; 3) **Freja**, Folkboat, Tom Reed, 71.12; 4) **Faith**, Folkboat, James Vernon, 51.07; 5) **Alinea**, Knarr, John Buestad, 49.95. (36 boats)

#### SIFYC WING & WINDSURF SLALOM (4r, 0t)

WINDSURF — 1) David Wells, 6 points; 2) Jean Rathle, 10; 3) Soheil Zahedi, 12. (10 boats)

WING — 1) Stefaans Viljoen, 5 points; 2) Kai Mirel, 11; 3) Henry Vare, 13; 4) Eric Geleynse, 22; 5) Marcelo Segura, 28. (23 boats)

Full results at [www.stffyc.com](http://www.stffyc.com)

#### SBYC FRIDAY NIGHT SERIES (6r, 1t)

SPINNAKER <89 — 1) **Nuckelavee**, Melges 32, Mark Kennedy, 5 points; 2) **pHat Jack**, Express 37, Robert Lugliani, 10; 3) **Mr. Magoo**, J/120, Stephen Madeira/Thomas Allard, 13. (4 boats)

SPINNAKER ≥90 — 1) **Highlighter**, Islander 36, William Hackel, 8 points; 2) **Double Down**, Schumacher 30, David Crone, 14; 3) **Northern Light**, Santana 35, Andy Orion/John Eurich/Kirk McClelland, 20. (9 boats)

NON-SPINNAKER <140 — 1) **Stratocaster**, J/32, Lewis Lanier, 5 points; 2) **Bullet**, Express 37, Larry Baskin, 13; 3) **Siduri**, Hanse 42, Guy Cross/Steve Sanders, 16. (4 boats)

NON-SPINNAKER ≥141 — 1) **Cordon**



# THE RACING

usually a light-air 21-mile jaunt from Golden Gate YC in San Francisco to the finish off the last channel buoy, G3, at Pillar Point. This year's start was specifically timed for the ebb that would help the racers get out the Gate. But the current predications were wrong, and the boats had to deal with a building flood and uphill battle getting around Land's End and Seal Rocks.

The first starters benefited the most from the last bits of ebb; the later boats got stuck in light wind and adverse current. Chris Case on his Wilderness 30 *Fugu* was one of the later ones. "I heard that there was a lot of cursing out there, and I did my share."

Seal Rocks and Ocean Beach were the make or break for the final standings, as the boats that squirted out first could catch some current relief a few miles offshore. Dave Rasmussen on the Wyliecat 30 *Salty Cat* took a flier and headed north out the Gate by Point Bonita and stayed way offshore, sailing around the flood. "If anybody could see me, it looked like I was heading to the Farallones," said Dave "I didn't know if it was the right move until later." That trick worked for *Salty Cat*, as she won her division. Past Montara, the current subsided and the light wind opened up a bit to allow spinnakers to work. Most boats set at the Colorado Reef buoy for the final four miles to the finish. The finish times were spread out, with Memo Gidley and Tyler Peterson on the Elliott 1050 *Basic Instinct* taking only a little more than 4.5 hours to complete the course, and Joe Heinzmann and Rob Vellinger on the Swan 55 *Swan Fun* doing it in an agonizing 8 hours.

Synthia Petroka, who won her division on the Hawkfarm *Eyrie*, voiced the motto of the day: "Never give up." Gordie Nash attributed *Arcadia's* win to "blind obstinance."

— ncs

## SSS HALF MOON BAY RACE, 9/11

SINGLEHANDED MONOHULL — 1) **Freedom**, Worth 40, Jib Martens; 2) **Salty Cat**, Wyliecat 30, David Rasmussen; 3) **Surprise!**, Alerion Express 38, Bob Johnston. (13 boats)

DOUBLEHANDED MONOHULL — 1) **Basic Instinct**, Elliott 1050 Memo Gidley/Tyler Peterson; 2) **Jamani**, J/120, Sean & Jeff Mulvihill; 3) **Hokulani**, J/120, Tracy Rogers/Jeremy Appel. (13 boats)

SINGLEHANDED MULTIHULL — 1) **Raven**, F-27, Truls Myklebust. (1 boat)

DOUBLEHANDED MULTIHULL — 1) **Whoop-ee**, Dash 76, Glenn Howell/Heather Annesley; 2) **Bird of Prey**, F-27, Glen Murray/Coleen Kane; 3) **Lookin Good 3**, F-28R, Rafi Yahalom/Frank Ferree. (3 boats)

Full results at [www.jibeset.net](http://www.jibeset.net)

## Mercury Nationals & Homecoming

The Mercury Nationals at Stillwater YC on August 27-29 marked the 75th edition of a Mercury championship.

The racing was challenging, but just as challenging for the PRO Jerry Stratton, who dealt with starting a race in decent wind but fog. Five minutes on one tack and five on the other until you find the mark — a lesson learned the hard way. Seasoned veterans and new Mercury sailors traveled from all over California for a mixed bag of sailing.

Friday's first race was sailed in a nice breeze, but in the second race the wind went light, leaving everyone to deal with kelp flies that showed no mercy.

Saturday's racing was postponed until a pocket of clearing came in with decent breeze for the first race. Not so much for the second race, which started with breeze but only a heading and distance to go by. Plenty of boats sailed past the mark both upwind and down.

Sunday's finale trapped a few in wind holes with no way out, giving others a chance to skirt around.

It was good racing with regular lead changes and a mix of first-place winners. Social events included a beautiful evening sunset BBQ on the pier and a foggy outside dinner at local Mercury enthusiast Tim Allen's nearby home.

For the Mercury Homecoming Regatta on September 18, RYC PRO Steve Cameron and boat crew Chris Straub ran five races in Keller Cove next to a full high school regatta. The wind was 10-13 knots and did not build, which was a concern early on with a weather system moving in. Luckily also the waves stayed within reasonable limits, making for some decent sailing.

It was great to get some new people out alongside longtime Mercury sailors. One new Mercury owner, Scott Jensen, got to sail in his first race, and the youngest new Mercury sailor, Tessa Rose Lahr, 9, got to sail in her third regatta.

— lyn hines

## MERCURY NATIONALS, STILLWATER YC, 8/27-29 (5r 0t)

1) **Axon**, Doug Baird/Tarasa Davis, HLBC/Atlanta YC/MPYC, 24 points; 2) **Jade**, Mike Burch/Greg Dair, CBYC, 26; 3) **Nihui**, Russ Silvestri/Ryan Treais, StFYC, 31; 4) **Marauder**, David & Natasha Bacci, RYC, 36; 5) **Fortran**, John Ravizza/Chris Boome, StFYC, 37. (21 boats)

## MERCURY HOMECOMING REGATTA, RYC, 9/18 (5r, 0t)



ODILE HINES

**2021 Champions Doug Baird and Tarasa Davis of 'Axon', #508. Baird, 81, has now won this trophy for the 10th time.**

1) **Tsunami**, Bill Worden, 8 points; 2) **Check-erboard Lounge**, Lyn Hines/Eric Stassevich, 8; 3) **Marauder**, David Bacci, 18. (9 boats)

Full results at [www.mercury-sail.com](http://www.mercury-sail.com)

## Zongo Cup in SLO County

We had our annual Zongo Cup Race on August 14 with 13 boats starting. The race is organized by Morro Bay YC's Paul Irving, with San Luis YC acting as host at the finish in Port San Luis/Avila Beach after a roughly 20-mile race. I picked the right boat to be on again this year, as Tony Gomez's Farr 40 *High 5* was first to finish once again.

We started in the fog off Morro Rock with little wind but enough to move along reasonably well. After the start, the wind actually decreased for a while, we slowed to 1 knot, and we began to hear mumbles of mutiny among the crew. We crawled slowly past Point Buchon. Finally, the breeze started to fill.

Near Diablo Canyon Power Plant, two humpback whales visited us during our nice spinnaker run down the coast. We had a glorious, sunny, breezy finish across the line between the Port San Luis breakwater and the green buoy.

We finished about a mile ahead of the nearest boat, *Janina*, the same green-hulled Santa Cruz 27 that was featured in Delta Ditch Run articles recently. However, we were not far enough ahead to time out on her, so *Janina* was first on corrected time, and we were third. We took home another beautiful glass sculpture trophy (in addition to the barn door trophy) by local artist Ted Emrick.

— roger briggs

## MORRO BAY YC/SAN LUIS YC ZONGO CUP, 8/14

1) **Janina**, SC27, Mark Hilden/John Krossa; 2) **Fear Knot**, Holder 20, Kevin Williams; 3) **High 5**,



Farr 40, Tony Gomez. (13 boats)

Full results at [www.bigbigslo.com/cup21](http://www.bigbigslo.com/cup21)

### SeqYC Moonlight Marathon

It was a beautiful, warm late afternoon on September 18 for the start of Sequoia YC's Moonlight Marathon, a 40-mile race from Redwood City to Treasure Island and back. Winds were 15-18 knots, seas were flat, and a nearly full moon was rising to the southeast. Unlike many prior Moonlight Marathons, the beat up north toward Treasure Island was not a cold, wet affair.

Treasure Island was the only turning mark on the course, and competitors were given the option of which direction to round. Most chose to go counter-clockwise, leaving TI to port to avoid the stronger flood current on the west side.

Winds lightened and became more southerly as the fleet approached the island, making progress against the flood difficult but enabling a slow spinnaker-driven jibing duel behind the island.

Boats rounding the island were rewarded with a freshening breeze, a



TOM BORGSTROM

*Sailing to the Bay Bridge on the J/90 'Hijinks' under spinnaker, dark of night, and an almost-full Harvest Moon in Sequoia YC's Moonlight Marathon on September 18.*

strong current assist back south toward the Bay Bridge, and a beautiful view of the City.

A breeze of 6-10 knots enabled the fleet to beat back down south (yes — upwind both ways!), with some boats staying in the shipping channel for current assist from the dying flood, and

others going east to avoid the infamous San Bruno Mountain wind shadow.

After what seemed like an eternity, each crew approached the San Mateo Bridge, eager to finish the race just a couple of miles away at markers 2 and 3. Sadly, it was not to be.

Shortly after passing under the bridge, the boats got caught in a wind hole and ended up floating around together in circles, getting swept back in the building ebb. By 2 a.m. it became clear the wind wasn't coming back, so each competitor in turn fired up the engine to make it home.

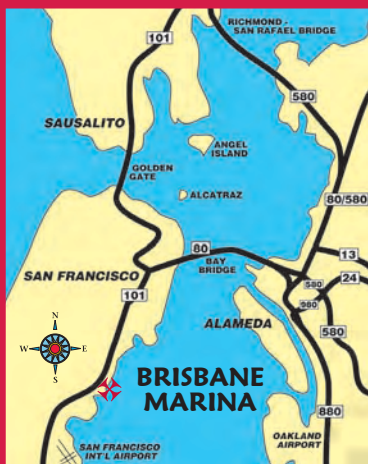
— tom borgstrom

### Hey, 2022! It's 2021 Calling

October is the month when the crews at Latitude 38 and the Yacht Racing Association gather the material for the 2022 Northern California Sailing Calendar. Don't miss out! For advertising, contact Nicki Bennett at (415) 383-8200 x109 or [nicki@latitude38.com](mailto:nicki@latitude38.com) by November 5. And please send your event schedules to the YRA's Laura Muñoz at [info@yra.org](mailto:info@yra.org) by October 28.

— latitude / chris

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# CHANGES

**W**ith reports this month from **Pamela's** trip from San Francisco to Hawaii and back; **Indy's** near miss and lessons learned; **Nari Nari** breaking in a new solo skipper; **Kolea** breaking in four feathery new crew; a look at the sometimes extreme lengths cruisers go to just to make it to the start of the **Baja Ha-Ha**; and a flavorful assortment of **Cruise Notes**.

## **Pamela — Crealock 37 Dennis Maggard Breaking Free Sausalito**

There's a sense right now about breaking free — getting out there, away from where you've been sequestered for the past year and a half. Are you feeling it?



**Dennis and Julian — there's nothing like an ocean crossing to enhance the father-son bond.**

Everyone's feeling it. I was feeling it big time in January. We've all been stuck in a time warp for a very long time.

But suppose you had a boat ...

If you have a boat, it's a very good time to sail away to Hanalei, Kaua'i. Hanalei Bay is a true paradise, the farthest anchorage west on the island of Kaua'i, which is about the farthest west of the Hawaiian Islands, a couple thousand miles west of California, and about as far away as you can get from where I've been stuck for the past year.

Like Orr, the understated hero in *Catch-22* who systematically figures out how to escape World War II by getting shot down over the sea and rowing to Sweden, I devised my plan of escape: Get new sails for *Pamela*, and new house

**'Pamela' at anchor under one of Hanalei Bay's frequent rainbows.**



batteries so she always has a proper supply of ice; and replace the busted SSB radio that left me isolated in the Pacific High on my last voyage to Hanalei in 2018. Then overhaul the outboard for my dinghy, *Pamelito*, and provision with a three-week vegetarian meal plan.

With such a plan made, I then set forth in full-on execution mode. I quit my job, retiring a second time from the world's most innovative and valuable company, and departed San Francisco in April with my youngest son, Julian, who also quit his job to launch a season of travel. On a strong ebb, under a gibbous moon, we blasted through the Golden Gate.

I hadn't been to sea in three years. I wondered if I still remembered how to sail. Will I hold up? Will the ship hold up? Are all the ship's systems working properly?

It was Julian's first ocean passage. It took him a few days to find his sea legs. The weather was blustery and cold, with churning seas and a gale running down the California coast. Day four is typically my first happy day at sea, and on that day we started eating our green-leafy stuff with hearty stews, then felt good enough to bake bread in the ship's oven in our quest to perfect the art of sailboat pizza.

It was 10 days before we could shed our wool sweaters and long johns. Then, gradually, we reached the trade winds and were surfing down the waves. The coconut oil in the ship's pantry began to melt — we were in the tropics at last!

For 22 days, we meditated. Like Kerouac's *Dharma Bums*, we contemplated the duality between escapism on the high seas and mankind's most urgent social issues. Son and father spent many hours in authentic discourse, and wise son taught wise father many things. The chart plotter showed a long stretch of ocean before us, then one morning revealed the Hawaiian Islands a few hundred miles ahead.

Then ... landfall!

From 20 miles out at sea on a blue sky morning, we spied Kalahele Mountain overlooking Anahola — interestingly enough, the opening shot in



the movie *Raiders of the Lost Ark*. Harrison Ford knows: For real escape, no place beats Kaua'i. Even more so when you arrive there from the sea after a 22-day passage.

The last couple of times I've sailed into Hanalei Bay, I couldn't actually see the land through the moody rain clouds along the Na Pali Coast. But this particular voyage was blessed by Poseidon. We followed the coast down from the Kilauea lighthouse past Secret Beach, then around the Princeville head into Hanalei Bay, blustery as usual. There before us lay the sharp peaks of the shoulders of Wai'ale'ale dripping long strands of waterfalls into the black and green taro fields.

It had changed a bit since last time I was here, but for the better — Black Pot





**A major accomplishment of 'Pamela's 2021 Hawaii cruise was perfecting the art of sailboat pizza. Below: 'Pamelito' tied to tree #3 in the Hanalei River.**



Beach had a new shower and a freshwater spigot! The fine houses lying tilted and sinking into the river from the 2018 flood were now either straightened or removed. We provisioned *Pamelito* and set her headed toward the mouth of the river. Same river; same nine coconut trees alongside. Tie up at #7 if there's a tide, otherwise #3.

With the sun setting, or the moon rising, or the sun rising, or a rainbow forming, or a rain squall coming in and starting to rip through the coconut palms, it's the same old Hanalei. Julian and I set out at once to explore the village, the taro fields, the beaches, and the nearby peaks.

Hanalei town was operating in 3/4 time, the coffee shop closing at noon, the health food store closed, the taco stand

open only on weekends. The farmers' market was closed. The pandemic had closed down several of the businesses or limited their hours, and to top it off, a recent landslide had carried away the road leading down from Princeville. The road into town was closed most of the day! From my perspective, a bum on a boat, that was as sweet as it gets, for the town and the beach were empty most days until noon.

For the locals, however, it meant they had to deal with the limited road access to get to their jobs, and for the tourists to get to their businesses. For the tourists, it meant waiting in a long line of traffic trying to get into and out of Hanalei.

When I sailed here in 2018, it was a similar story: Massive rains had damaged the local bridges and several homes

along the bay had fallen into a sinkhole. It seems Hanalei strives for that "end of the road" existence. Hard to get to, and a magnet for escape artists like me.

We struggled up to the top of steep Okolehao Trail, a grand 11-hour hike, to see *Pamela* far below, a tiny dot on the crescent blue bay. From the knife-edged ridge of this peak, you can nearly touch the numerous waterfalls tumbling thousands of feet down Namolokama, the great dark volcano that forms the dramatic backdrop of Hanalei.

Soon the rest of the family flew in to join us — my son, Lindsay, who sailed with me to Hanalei in 2018, and Pam, who sailed with me for three years across the South Pacific to New Zealand in 2014. We crammed ourselves and all our gear aboard little *Pamela*, cozy as a hobbit burrow, while the gentle swell on Hanalei Bay rocked us to sleep at night and the din of snoring threatened mutiny.

The boys backpacked the Kalalau Trail along the famous Na Pali Coast while Pam sketched the rocky shore of Secret Beach. We explored Waimea Canyon and found ripe mangoes on the other side of the island. And before we knew it, two weeks had gone by. My family flew back to the mainland. Alone aboard *Pamela*, I missed them, and knew I'd miss them even more in a few more weeks when I would be making the journey home, solo.

It doesn't take me very long in the tropics to "go native." There I find clothing superfluous, shoes absolutely unacceptable, and coconuts mandatory. Mornings I spent gazing at Okolehao and the waterfalls, sitting in quiet meditation in the cockpit with my cup of coffee. Then a barefoot run along the two-mile stretch of beach from Black Pot to Waioli Stream and back, a swim around the pier, and a freshwater shower at the beach park.

A walk into town — my "secret" back door route through the taro fields — led me to fresh bread and cappuccino at the Hanalei Bread Company, cold beer and a chat with the locals at the Hanalei Gourmet, and the local market where you can discover six different kinds of Koloa rum produced on the sunny side of the island. Afternoons I spent sitting under a tree alongside the taro fields. I was a beach bum Bodhisattva, a hallowed Hawaiian Houdini, the penultimate Peter Pan.

In my wanderings I found coconut sprouts and planted them along the Hanalei River at Black Pot Beach. I find the simple planting of a tree in an unexpected place to be a very satisfying experience, an expression of hope for the future. Similarly, picking up bits of trash left behind by folks enjoying the beach park elicited

PAMELA



# CHANGES

"thank yous" from other people who also care about these sorts of things.

With my floppy hat and deep tan, shirtless and shoeless, I received smiles of good cheer wherever I wandered. Probably because of the contented smile I couldn't wipe off my face. How can you arrive after a 2,300-mile ocean journey, then wade through the taro fields and scale the steep ridge of Okolehao without feeling that you know some deep secret? Like Orr in *Catch-22*, you simply cannot stop grinning.

And then came the Singlehanded Transpacific Yacht Race. The race committee and several of the finishers from the 2018 race arrived and we gathered on *Pamela* to watch the sunset, play guitar, and sing our anthems for the night sky. The racing fleet soon followed. In *Pameli-to*, I headed out beyond the reef to greet the winner, *Aloha*, who had broken her forestay on the last day of her fast sprint from San Francisco — but still reached Hanalei in half the time it took *Pamela*. These Singlehanded TransPac "sleds," weighing only a fraction of *Pamela's* displacement and flying their spinnakers in 25-knot winds day and night, began to fly into Hanalei Bay.

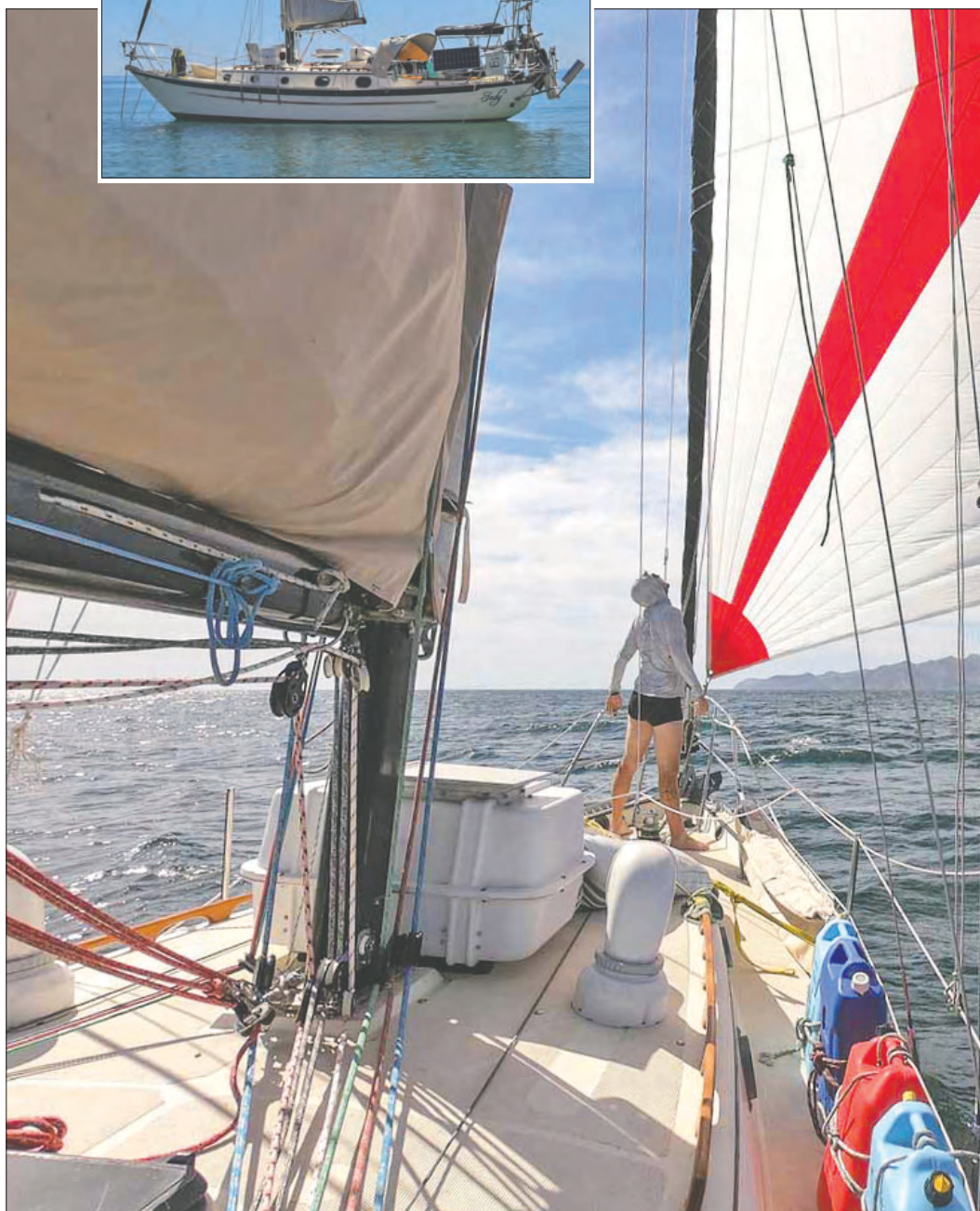
But it was now time for me to leave. I needed to get back home in time for my next adventure, planned over two years ago, to Alaska's Denali wilderness and Kenai Fjords. I had a 3,000-mile expanse of ocean to cross, a shifting North Pacific High pressure system featuring the opposing perils of flat calms and howling fronts, and a plane to catch. I figured it would take me 30 days to get home, sailing up and around the high and reaching as far north as latitude 42 before the first opportunity to make easting. Then across to San Francisco, through the sticky, cold fog to the Golden Gate.

So I made my last provisioning run to the local market and carried 40 pounds of fresh produce on my back, down the beach to the river and across the bay to *Pamela*. I laid out my woolies and foulies, trying to imagine the world north of the tropics, then weighed anchor and sailed away, wearing only the swim trunks I'd had on for the past eight weeks.

And escaped once again into the bosom of the wide Pacific.

— Dennis 8/10/21

*Pamela sailed back under the Golden Gate on August 2 — 29 days out of Hanalei. "It was flat calm on the approach," says Dennis. "The Gulf of the Farallones was covered with feathers from the vast colony of seabirds on the islands."*



## **Indy — Pacific Seacraft 37 Daniel Eicher and Emma Davis Vigilance On Watch! Anacortes**

It was a dark night, miles from land, and we were shaking with fear, unable to believe what had just happened, how close we had come to total disaster. We played out the worst-case scenario in our minds ... Would there even have been time to ready the liferaft?

We were almost finished with a 100-mile overnight sail from San Francisco to Bahia Concepcion, about halfway down the Gulf of California on the Baja side. It was a glorious downwind sail the whole way, and it was all about the headsails! We sailed wing-on-wing with our homemade drifter and poled-out jib,

and the boat balanced beautifully. With a clean bottom, no dinghy in tow, and wind and waves behind us, we were rocking a steady 7-7.5 knots! Just cookin'! Truly spectacular sailing.

We rolled past the small mining town of Santa Rosalia at sunset. Several of our friends were docked at the marina, probably enjoying ice cream and roasted chicken (Santa Rosalia's finest!), but since the marina was full we had no choice but to press on into the night. Our ETA in Bahia Concepcion was 5 a.m. *Indy* continued surging through the water at a brisk 7 knots. I was on watch from 11 p.m. to 3 a.m., I was reading *The Pushcart War*, under the stars, drinking hot chocolate to try to stay awake while Emma slept down below. Whenever I caught myself dozing





a hulking, terrifying mass of moonlit gray steel and rust. The large ship moved powerfully forward, churning a white, frothy



**Above: Daniel and Emma. Spread: Downwind under their Sailrite-designed drifter. Inset top: 'Indy'. Bottom: Not all ships have proper lookouts or decent running lights. Keep vigilant!**

wake that disappeared into the darkness. It was quiet as a ghost, though — the strong wind at our backs carried the sound of its engines away before it ever reached our ears. We didn't notice the trawler until it was practically in front of us — and within seconds, it was gone.

As soon as I had socked the drifter, *Indy* had started slowing down almost to a stop from a speed of about 7 knots. If we had kept the sail up, we might have been on a direct collision course. I watched in awe at the feeble twinkle of the trawler's navigation lights as it ghosted past us and surged into the darkness. We were seriously rattled.

I caught myself running through a mental list of how the other boat was at fault. We, a sailing vessel, had clear right of way over them, a motor vessel. Their navigation lights were barely visible — they were like candles! Did they even *have* someone on watch?! Then it occurred to me that the person *we* had on watch had not done a very good job.

I also realized that we are at a dangerous point in our cruising careers. We don't have the paranoid hyper-vigilance of rookies. We've got a few thousand miles under our belts and are feeling a bit confident, perhaps even to the point of complacency. That's the thing about keeping watch though — it's so hard because it feels as if nothing ever happens! It's totally boring. But when something does happen, it can mean the loss of our home, even our lives. It's a big freakin' deal!

The difficult part about keeping watch is knowing when to really pay attention. It's unrealistic to be constantly scanning the horizon with a laser focus. Really,

what you need is some kind of device that would tell you if something is nearby. It doesn't have to be complicated or fancy — it doesn't even have to show you what the thing is. But if it could just show you that there is *something* there, then you could know to keep a sharp lookout. That would be a great, great tool. Maybe we could call it ... RADAR! The damn radar!

I've thought more about the uselessness of blaming the other ship. At the end of the day, none of their mistakes matter at all. All that matters is what we did (or didn't do), because that's what we can control. The next time it could be an abandoned ship or a shipping container. We wouldn't have anyone to blame then! Besides, even if 'those other guys' were at fault and we were right, what good would that do us if our boat got smashed up? We'd lose. Even if we somehow survived to get the insurance check, we'd still lose. The only way to win is to avoid the collision in the first place, through means we can control. Which means: Keep a vigilant watch!

— Daniel 5/30/21

[www.sailingindy.com](http://www.sailingindy.com)

Daniel and Emma took off from Anacortes in 2019 and have been cruising the Sea of Cortez for the past couple of years. "Once the stars align," they plan to head to the South Pacific and eventually New Zealand.

**Nari Nari — Hanse 445**

**Rikki Eriksen**

**Going Solo**

**Santa Cruz**

Talk about a rough patch. A few weeks after watching my father die, I arrived in Hope Town, Abacos, aboard *Distant Drummer*, a Morgan 44CC, with the love of my life. Or so I thought. Two days before Christmas 2019, he was gone. I was alone aboard, staring at rigging, electronics, and a diesel engine — clueless. My heart was broken. Shear shock and sadness ensued.

**You never know what treasures you're going to run across on the swim back to the boat after an undersea trash cleanup.**



off, I pulled my hair hard enough to make my eyes water. That woke me right up!

As the 3 a.m. shift change drew near, I glanced at the radar and saw a blip about a mile off our port beam. I looked out into the night but didn't see any lights. Just then Emma poked her head out of the companionway hatch, cheerful and beautiful as always. We chatted for a bit, then I went forward for a sail change. The wind had been building so we decided to sock the drifter and finish up with just the jib. I was on the foredeck gathering up the sail when Emma called forward, "'D' ... what's that ahead of us?" I looked up and my jaw dropped.

A huge fishing trawler was crossing our path dead ahead — less than 100 yards away. The boat loomed tall and silent,

PHOTO BELOW: © ILKIN GULIEYEV / DREAMTIME.COM

ALL PHOTOS INDY EXCEPT AS NOTED

NARI NARI



# CHANGES

Months later, I sailed the boat to St. John, USVI, with a patient, talented captain. Tacking upwind past Puerto Rico



**Rikki can now add 'solo sailor' to her already impressive résumé. She's still working on the 'maintenance certifications.'**

was endless. I swear if I ever see San Juan to starboard again, I'll cry. Once in St. John, I commuted from my job as a marine biologist in Santa Cruz. Reality sank in: There was no way I could do this on my own. So I listed the boat for sale. I decided on one last sail through the British Virgin Islands with some dear California friends who were planning to arrive in mid-March 2020. After that, I would hand her off to a broker in Tortola.

We all know what happened next. COVID struck, my friends canceled, BVI shuttered their borders, and I did what many sailors did — started telecommuting from anchor. I soon realized I was more productive, happier, healthier, and loving the liveaboard lifestyle. I snorkeled reefs I knew well, joined St. John's pickleball and sea turtle watch teams, and was surrounded by great friends and sailors whom I adored and trusted.

Months passed and hurricane season loomed. I was well acquainted with tropical storms — not in an endearing way. My childhood home in Fort Pierce, Florida, had survived Hurricane David in 1979, but double-whammy Frances and Ivan took it out in 2004. Irma had

**'Nari Nari' in Petit Nevis. Note namesake eagle rays on the bow.**



hammered St. John in 2017, and Dorian had destroyed the marina where I had stayed at Elbow Cay in 2019. By now it was mid-summer 2020, and I wanted to get south to Bequia, at the southern edge of the 'hurricane belt.' When I mentioned this to Vinny Mattiola, a captain and budding marine naturalist, he offered to go with me. Score!

In attempting to dodge the big blows, we managed to sail straight into the southern bands of Tropical Storm Isais as it shifted course, expanded and lurched toward us. Talk about sucking the marrow. At the helm in 35-plus-knot winds, the Morgan plowed like a thoroughbred through breaking swell and pouring rain as we crossed the Dominica Channel and tucked in, albeit under a Q flag, at 2 a.m., to Les Trois-Îlets, Martinique. Tortured by the wafting aroma of fresh croissants from a nearby bakery (and unable to go to shore because of COVID entry restrictions), we spent a few nights licking our wounds, drying out mattresses, and dreaming of French food.

In Bequia, I was once again thrust into the challenges of keeping my sturdy vessel going solo. Portholes leaked, propane alarms blared, noises baffled me. Hoisting the dinghy was hazardous. Lifting the watermaker encouraged me to initiate a daily routine of pushups. And the bilge alarm shrilled intermittently, sending me into frantic late-night unclad dances of bucket brigades and phone-a-friend calls for help.

(During this time, I started a video series for my family called "You Know You're a Sailor When ..." [YKYSW] as a way to share my challenges. Here's a smattering. YKYSW you have sargassum seeping into your sink; YKYSW an afternoon activity is wringing out your wardrobe; YKYSW your search history is filled with terms like "stuffing box," "toxic level of propane poisoning," and "biocide ratios for diesel fuel dummies.")

In Bequia, I was fortunate to befriend a group of Swedish (I'm Danish originally) sailing vessels and Beau and Brandy of Sailing Saoirse. They took me under their wing, showed me some basics, and

I embarked on my first totally solo passage — meaning I hoisted all sails as the only soul aboard — for the 20nm sail from Bequia to Mayreau. The Swedes came sailing past as I was



getting smashed around trying to get the sail down, shouting for me to put on my PFD. All cheers hailed as I pulled in solo for sundowners.

That also sealed the deal on cruising. Rather than sell the boat and give up on the dream, I began to realize that, with effort and some help, I could — just maybe — make it on my own.

As summer turned to fall, my days were spent below decks working on the computer, with evenings reserved for tackling an inordinate number of mechanical challenges. I was drowning in critical boat





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*Rikki dives with a sea turtle in the Tobago Cays. Above left: Breaking up is hard to do — saying goodbye to the Morgan. Center: Girls' day out with Brandy of 'Sailing Saoirse' and Krystal of 'Too Short'. Right: The anchorage at Bequia.*



ALL PHOTOS NARI EXCEPT AS NOTED

projects — by which I mean not sinking, not exploding, and lighting the stovetop without singeing my eyebrows. Although I was gaining confidence that I could sail the boat, when it came to maintenance, I was out of my league. If I wanted to continue this lifestyle, I decided I needed a different boat. My criteria were: 1) easier to singlehand, 2) less leaking, 3) less beeping, 4) safe, yet forgiving of a green-horn skipper, 5) monohull, 6) nice lines, and 7) a few creature comforts. I loved my Morgan, but she was too much for me.

I recalled a boat from the San

Francisco Boat Show years earlier that I really liked, a Hanse 445. One day, I was swimming back to the boat with my bag of plastic trash from the seafloor in tow — when I realized the boat I was swimming by was a spotless Hanse 445. A conversation ensued and the owners said they were looking to upgrade ... she was for sale!

Fast-forward half a year, and I'm in love with my new *Nari Nari* (the scientific name of the spotted eagle ray), the stunning gray Hanse 445 that I purchased with the brokerage help of Vinny from passages prior. The Morgan was purchased by a

resourceful young family from the Yukon. They re-plumbed the propane, fixed the leaks, made a suite of major upgrades and splashed her with a new name, *Lupine*. The previous owners of the Hanse upgraded to their dream Nautitech 46 — *Whispering Winds*. I feel as if the three vessels share an unspoken bond — we even holed up together for Hurricane Elsa in Canouan over July 4th weekend.

The constant maintenance, breakages, intermittent sounds and issues that come with liveaboard cruising haven't stopped, but today I'm happy and learning to skipper my vessel with more confidence and competence, eager to experience what's over the next horizon.

— Rikki 9/4/21

## **Kolea — Catalina 400 Tim Hanson and Larissa Musico Getting the Ducks in a Row Hawaii**

We sail Hawaii and live full-time on the hook. I'm focusing on staying off-grid as long as possible, with the eventual goal of being self-sustaining.

As part of this plan, we bought seeds and soil with the hope that we could grow some veggies or at least sprouts aboard. I also told Larissa that I wanted to bring a couple of chickens on board for the fresh eggs. She fought me for months about this. One day I caught her in a good mood and she finally said OK. Our friend McKenzie heard about this plan. She couldn't find any chickens, but she did find four baby ducks and dropped them off.

We didn't know much about ducks, but took care of the little guys as best we could. Larissa Googled around and found they were Muscovy ducks. (We were hoping for mallards, as apparently they are better swimmers.) But still, with a little patience, I figured we'd have fresh eggs for years once they got old enough. At this point, they've been on board for about eight weeks and are probably 10 weeks old.

When you think about it, ducks make a lot more sense than chickens. For one thing, they can swim. A chicken overboard is a lost chicken, whereas a duck just swims around until you get it back on board. Also, you don't have to deal with the storage, mess and expense of buying chicken feed. Ducks can eat fish, and there are plenty of those in the waters around Hawaii.



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We soon got attached to our little brood. Mr. Rogers, named for his great, doglike personality, was the runt. The others were Donald, Lilly Belle and Waylon. (Donald was named by my father; the others came prenamed.) We hoped Mr. Rogers would turn out to be a Ms. because he was such a cool little guy. As it turns out, Muscovy males and females are almost impossible to tell apart when they're young. As they got a bit older, we thought we had confirmation of two males and two females, and that Mr. Rogers was one of the males. But we still aren't sure.

We slowly adapted to having ducks on the boat. I had an old air-conditioner case that made a perfect 'coop' for them. It hangs out over the stern on davits. When the ducks take their daily swim, I can lower it into the ocean and it will clean itself. I also made a duck ladder for them to climb back up. The ducks now all stay on the stern and are very well behaved.

We've had a few duck-overboard incidents. One time, a big wave tossed the boat and two ducks fell out of the coop. They were successfully scooped up by Larissa, and I added some zip ties to make



Larissa and McKenzie with the brood. Above right: Tim bonds with Mr. Rogers.

the net door more secure. Another time, a big tackle bag rolled toward them when I was putting lines out. I caught the bag, but Donald jumps in the ocean when he's scared. This was the third time Donald went overboard.

In total, we've had seven official duck-overboards. If we were sailing and it was too rough for scooping, I would heave to, backwinding the sails so I drifted down to the ducks. They would be scared but I found that quacking at them gave them confidence to swim to the duck overboard



KOLEA

ladder, where they climbed up and dried off — having no clue they had just been in

10,000 feet of water and four-foot chop.

Once behind Lanai, I put them into the water and they got blown away. As mentioned, Muscovy ducks are not strong swimmers. I was going to pull anchor but they fought hard and swam back.

I have had many people tell me I can't have ducks on a boat. But it has been way easier and more exciting than I ever imagined.

— Tim 8/23/21  
(*'sailboatkolea' on instagram.com*)

## Cruise Notes

- Jamie Gifford was shocked — as any boat owner would be — when he slid back the companionway hatch of the family's Stevens 47, **Totem**, to discover water over the floorboards! Even more surprising: *Totem* wasn't even in the water! The boat has been on the hard at Cabrales Boatyard in Puerto Peñasco for several months now.

The good news: At least it couldn't sink.

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**Giorgio and Jan are still working on getting 'Jan' back to the South Seas.**

He knew almost instantly what it was. The boat has been undergoing a major re-fit, and after putting the tricky yard hose in the tank to top it off the night before, he got busy with other stuff, returned to the apartment the family is renting — and basically forgot about it until the next morning. Once full, the tank overflowed from an open access port into the bilge. When the bilge pump kicked on, the removal of various thru-hulls and rerouting of various hoses caused it to basically just recirculate the ever-rising water level.

"Once this was identified and rectified, what else could we do but laugh at the situation?" wrote wife Behan on the family's website, [www.sailingtotem.com](http://www.sailingtotem.com). "There's no damage, or not much; it's water. (Almost everything) was dry in a few hours, thanks to the desert climate."

• Back in 2018, Giorgio and Jan Aru picked up their sparkling-new Hallberg-Rassy 48 **Jan** at the yard in Sweden, and set out for a circumnavigation. They got as far as the Marquesas when, in March 2020, COVID forced a change in plans and the boat returned to Washington via Hawaii and Alaska. Plan B was to use

this year's Ha-Ha as a springboard back to the South Seas. But with the resurgence of COVID and new closures in the Pacific Islands, that plan had to be canceled, too. The boat is currently at San Juan Island, where the Arus are working on Plan C.

## Ha-Ha Cruise Notes

*For some of the more far-flung Baja Ha-Ha entries, doing the rally is only half the story. The other half is getting to the start in the first place. Many cruisers from the Pacific Northwest and Canada have to make longer voyages than the 750-mile Ha-Ha itself just to make it to San Diego in time for the start (November 1 this year). We checked in with a few 'out of towners' to see how that part of the adventure was going. As always, we were amused, amazed and fascinated by some of their stories.*

• We've heard of smelling the roses, but to call Andrew and Laura Park's trip from the PNW to San Diego for the start of Ha-Ha 'leisurely' is a bit of an

understatement. They departed Friday Harbor aboard their Jeanneau Sun Odyssey 44 **Ever After** on Labor Day 2020, and have been on the slow-go ever since.

"The original intent was to head south more quickly and do the 2020 Ha-Ha," says Andrew. They made it as far as the Bay Area when the announcement came last September that the 2020 event had been canceled due to COVID concerns.

As with many cruising boats in 2020, they quickly found silver linings: October and November in the Bay Area, Christmas in Monterey, rounding Point Conception at New Year's, and really 'doing' Southern California this past summer, with stops in Catalina, Santa Barbara, Alamitos Bay, Redondo Beach, and several of the Channel Islands. They were in Ventura at this writing, planning to do the last 170-mile jump to San Diego via Avalon at the end of September.

• What started out as a 10-year goal



**Andrew and Laura have been headed to the Ha-Ha for more than a year!**



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# CHANGES

to go cruising has become a reality in only half the time for Leah and Kyle Mackenzie of the Seattle-based Gulfstar 44 **Jubel**. In the past three years, they've explored the PNW, Canada and as far north as Alaska, all in preparation for a planned circumnavigation. Things have gone so well that now, says Leah, they're ready for "warmer climates, turquoise water, and palm trees." *Jubel* left Victoria in mid-August, spent September in the Bay and has been proceeding farther south at a semi-leisurely pace, with planned stops in Newport, Dana Point and the Channel Islands.

Kyle is already a Ha-Ha veteran, having participated in the 2000 edition with his parents when he was just 10.

Leah had no sailing experience until five years ago, when they bought their first boat, an Ericson 29. "I instantly fell in love with the sea," she says. And the skipper, too — the couple tied the knot aboard *Jubel* last September.

• Scott and Moira Fisher of the



**Leah and Kyle got married on 'Jubel' last September.**

Endurance 35 **Arctic Willow** have a problem that no American Ha-Ha entries have ever had to deal with: The US border is not yet open to 'non-essential' boat traffic! Indications, rumors and hopes are that it will have opened on September 21, but, says Scott, the chatter is not too positive on the sailing/cruising blogs that he frequents. "To my knowledge, nobody in this neck of the woods has moved south yet," he says.

While this wrinkle might deter some Canadian cruisers from even coming, Scott and Moira are Mexico cruising veterans, and the lure of mañanaland is strong. If worse comes to worst, *Arctic Willow* may leapfrog the US West Coast entirely and join the Ha-Ha fleet from Ensenada.

• Another Canadian sailor 'in the same boat,' so to speak, is Paul Reshaur of the Victoria-based Hanse 40 **Red Surge**. Paul retired from the Royal Canadian Mounted Police a bit over a year ago. (He explains that the boat's name is a play on the

iconic red serge tunic that Mounties wear for ceremonial events.) Like the Fishers on *Arctic Willow*, he was hoping the US border would open to 'non-essential' marine traffic on September 21. Also like the Fishers, if it doesn't, his

Plan B is the same as theirs: bypass our West Coast and join up with the fleet from Ensenada.

• It will be something of a family affair for the Oregon-based Rarey brothers and their better halves in this year's Ha-Ha. Brian and Lori are heading south aboard their Beneteau 473 **Valhalla**, in company with Brian's brother Sean and his wife Amanda on their Catalina 42 **Serenity**.

"We're planning on giving ourselves three weeks to make it down to San Diego, with the last week in October spent



**Canadians Scott and Moira of 'Arctic Willow' (top) and Paul Reshaur of 'Red Surge' (in his Mountie uniform) were hoping the US border would open in September.**

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provisioning and on final preparation for the Ha Ha, which will be the first one for all of us," says Brian. "My brother and I have both sailed from L.A. up to Oregon on our boats, so we are familiar with many of the bays and anchorages along the way. We're looking forward to going 'downhill' this time!"

As for Sean and Amanda, at this writing they were on the final return portion



VALHALLA



SERENITY

**Brothers Brian and Sean Rarey (left in both photos) and their wives Lori and Amanda (right in each pic) are heading south in company with one another.**

Florida. They have cruised extensively on the East Coast and Caribbean on various boats, always on

the lookout for 'The' boat that would carry them to farther horizons. Unexpectedly, they found her in the Tayana 58 **Reverence** — in San Pedro — and sailed the West Coast for the first time aboard her. Now retired, they moved aboard in May. They are currently enjoying life in Ensenada, where, says Mike; "We are excited to join the Ha-Ha, then continue through Mexico to Panama."

• Todd Blanchard and his Cape George 36 **Aurora** have been all over the West Coast in the past decade. He found the boat in Washington while he was working in San Francisco. He had her trucked down and lived aboard in Sausalito for a couple of years. When work took him out of the country for a couple of years after that, he dry-stored the boat in Napa. Upon returning to the US, he found work

in Seattle, so the boat went back there again.

In 2009, he took a vacation in San Diego and liked it so much, he found a job and stayed. That's where he met Ann Case. "I mentioned to her that I had a boat in Washington that I needed to bring to San Diego, and she volunteered to be crew," he says, adding, "Girlfriend test: passed with flying colors!" They have been prepping the boat for cruising ever

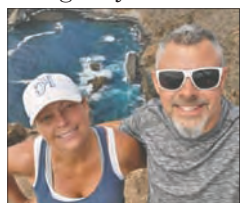


AURORA

**'Aurora' has been bouncing up and down the West Coast for years. Now it's time to head south. Inset: Todd and Ann.**

since. "I've been watching boats leave for the Ha-Ha for years. Now it's finally time to head south ourselves."

— latitude/jr



REVERENCE

**Mike and Leah sailed the West Coast for the very first time on 'Reverence'.**

"Having accomplished this adventure without using a single drop of petroleum, we are eager to see how little we can use in the 'next leg' with the wind at our backs (hopefully) as we sail south," says Sean.

• Mike and Leah Otis are born-and-raised Missourians currently based in



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**13 FT BOSTON WHALER 1968.** New console and seats, 40hp two-stroke with oil reservoir so you don't need to mix the fuel, runs really strong, heavy-duty hull, clean! Trailer available. \$6,700. Pt. Richmond. [alex@HCIS.com](mailto:alex@HCIS.com)



**12FT MAINE PEAPOD 2020.** Brand-new. Epoxy/wood construction. Arch Davis design. Includes trailer, sail, cover & oars. \$10,000 OBO. Carpinteria. [carpdory@gmail.com](mailto:carpdory@gmail.com) (720) 250-8060

**8 FT WALKER BAY SAILING DINGHY 2014.** Weight 71lbs, wood oars, side tubes, tows well or stow on cabin top, foredeck. Full sailing rig. Plus other boat, cruising items. \$1,450 OBO, + additional items. San Carlos, CA. [sv\\_murmur@hotmail.com](mailto: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. \$3,000 OBO. Oakland. [jdlesser@gmail.com](mailto:jdlesser@gmail.com) (801) 710-0863. [www.portlandpudgy.com](http://www.portlandpudgy.com)

## 24 FEET & UNDER SAILBOATS

**24 FT J/24 1977.** Ready to race. Two sets of sails, 4 hp outboard, current registration. Has new race bottom, older trailer. Bare interior but bargain racer. If trailer not suitable, I have others available for \$1200 to \$2500 that will go anywhere. Can deliver. \$4,500 OBO. Valley Springs, CA. [bonnielopezunr@gmail.com](mailto:bonnielopezunr@gmail.com) (209) 772-9695

**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](mailto:bonnielopezunr@gmail.com) (209) 772-9695



**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

**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](mailto:efconn@yahoo.com) (562) 439-7952. [efconn@yahoo.com](mailto:efconn@yahoo.com)

## 25 - 28 FEET SAILBOATS



**27 FT ERICSON 26 1974.** Ready to sail. New bottom paint. Recent mast upgrade. Recent standing rigging. Auto tiller. Full-batten main. Three jibs. Spinnaker. 4hp Yamaha 4-stroke. Many extras. Will deliver to S.F. Bay. \$4,800. Bodega Harbor. [stevsars@sonic.net](mailto:stevsars@sonic.net)

**27 FT CAL 2-27 1976.** Cal 2-27 sailboat, Atomic 4 motor, Lots of sails and 2 spinners, 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](mailto:joesheehy@sbcglobal.net) (415) 710-7902

**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



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**25 FT CATALINA 25 1978.** 9.9 Nissan two-stroke with electric start and cockpit control. All lines brought back to cockpit for singlehandling. Schaefer Marine CF-700 furler. Ullman 150% furling jib and std mainsail. Lewmar self-tailing winches. JVC KD-X240BT stereo with speakers in cabin. Standard Horizon GX2200 Matrix AIS/GPS VHF radio with cockpit remote handset. Raymarine Dragonfly 4 Pro with Wi-Fi and Navionics. Rudder Craft Blue Water super heavy-duty rudder. Simrad TP10 Tiller Pilot. Forespar telescoping whisker pole. \$6,500. Glen Cove Marina. Vallejo, CA. nolingr@mac.com (707) 252-1059



**27 FT CATALINA 27 1985.** Bay-ready. Well maintained, bottom painted April 21. Check link for full details and photos. \$13,000. San Francisco. hello@amywhitney.co.uk (650) 804-9416. www.tinyurl.com/94nvvae5



**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. stromstadsloop@gmail.com



**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 daysailer, winning PHRF 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

**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

## 29 – 31 FEET SAILBOATS



**29 FT ERICSON 1972.** 2002 Beta Marine 22 diesel w/2203 hrs, radar, chartplotter. Located in Fortman Marina. \$8,000. Alameda, CA. bill.black94@yahoo.com (206) 618-6902



**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 BABA 30 (FLYING DUTCHMAN) 1978.** Cutter rig, just refit, New: fuel tank, lifelines, mainsail, staysail, sail covers, varnish and bottom job. Volvo diesel low hrs, includes Achilles 9-ft with Honda 2hp, new windlass, cabin heater, Force 10 stove with oven, hot & cold pressure, refridge, new Bluetooth stereo, too much to list. Call or email for details. \$45,000 OBO. Moss Landing. captndmund@gmail.com (831) 359-1866



**30 FT RAWSON 30 1963.** Complete refit and modified to Chinese junk rig in 2011. If the junk rig is something you are interested in, this may be your boat. Professionally designed rig. Super-easy to sail. This "Plastic Classic" is a comfortable family cruiser, set up for spending extended time out on the water. Many large lockers, full galley and head complete this famously tough-built Pacific Northwest boat. The addition of hard dodger and cabin heater provides comfort during cooler months. Beta Marine 16hp for harbor work, and Hydrovane steering for offshore sailing included. \$25,000. Long Beach, CA. mnmsailarwen@gmail.com (714) 206-6196



**30 FT CATALINA 30 TALL RIG 1983.** Turnkey. Recently upgraded and beautifully maintained. Universal 25hp diesel 392 hrs. New 14 gal fuel tank, fuel sensor, gauge and fuel lines. Self-furling jib, spinnaker w/sock – good shape. Big V-berth forward, aft double bunk and settee at midships – sleeps 6. Beautiful teak interior with fresh upholstery and curtains. Propane stove and oven, icebox, hot/cold water with dual sinks. Electric marine toilet and shower. Dual battery charger. New LED lights. Stern perches, cockpit cushions, Hard-top dodger. New running rigging, lifelines, backstay. Hauled Feb 2021. Freshwater boat until this year. All the hard work done, get in and go. \$24,000. SF Small Craft Marina. Matmalan86@gmail.com (916) 956-3606. www.tinyurl.com/u97pxjbl



**30 FT ISLANDER BAHAMA 1980.** As sole owner, I purchased the yacht new November 1980. It's always been insured, and it's well on its way to looking and sailing like new. Why sell? I am an 89-year-old widower who loves his boat but is without the stamina for sailing anymore. I have been rejuvenating the yacht since 2016. Jib is 130 Hood roller furling. Main is Farnet roller furling. Power is 28hp Volvo diesel. New original-mold Islander windows and ports were installed in 2016. New Raymarine 150 depthsounder, 2020. New Lewmar 30 self-tailing 2-speed winches, 2020. New carpet underway. Price reflects cost of improvements since 2016. Much, much more. \$28,665. Clearwater, FL. lendeaddman@gmail.com (727) 475-8597



**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. \$6,000. 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 HENDERSON 1996.** Full complement racing sails, 4 hp motor, galvanized trailer, Tacktick speed and depth. Excellent bang for the buck. \$22,250 OBO. Carmel Valley. timcordrey@rocketmail.com (831) 277-1792

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**30 FT SANTANA 30/30 GRAND PRIX 1984.** Overhauled, including rigging, repowered Yanmar 15hp, restored interiors, new race bottom, with complete race/cruise sails and all equipment plus dinghy. \$19,840. 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/105 1997.** A rocket ship of a boat, I've had tons of fun with her and my mates racing. Sail #183 currently in Tiburon. I am moving on to racing Bird Boats. I will return to Marin Oct 16-Nov 20 if you are interested in seeing the boat. I can be reached by phone on those dates. \$45,000. Marin. (415) 505-7010



**32 FT BENETEAU OCEANIS 321 1997.** A great cruising boat with plenty of room for a 32-ft boat. Large king aft cabin. Well maintained and cared for throughout. Very clean and ready to sail. Easy to sail, as all lines and winches are led aft to the cockpit. Roller-furling main and genoa make for easy sailing. Located in Redwood City, CA. Call Tom for more details. A must-see. \$45,900 OBO. Redwood City, CA. mchugh.tom@gmail.com (617) 930-2800



**34 FT HUNTER 34 1986.** 'Itinerant' is a well maintained, excellent sailing S.F. Bay sloop. Perfect for daysails or coastal cruising. She has always had a bone-dry bilge. Standing rigging replaced, bottom painted & asymmetric spinnaker added in 2021. Engine has less than 750 hrs. We have all maintenance receipts since 2012. Work done mostly by List Marine and KKMI. She has a roomy interior with lots of storage and living space. Set up to easily singlehand. Transferable berth at Clipper Marina, Sausalito. \$35,000. Clipper Yacht Harbor, Sausalito. bruce@greatpairings.com (707) 484-5617



**35 FT CHEOY LEE LION 1964.** Fiberglass hull, teak decks, masthead rig. Complete cruising gear, 3 headsails, newish main, hollow spruce mast, solid wood boom, Atomic 4 engine last run three years ago. Barient mast winches, D.S., VHF radio, gas gauges. 40 gal water, 20 gal fuel. Sleeps 5 with hanging locker and collapsing table. Small wood bulkhead stove. Kept under custom cover. Owned for 40 years. Present condition 7 out of 10. \$14,900 OBO. Alameda. shadowmere64@comcast.net (510) 582-1048



**33 FT CATALINA 320 1996.** Amazingly spacious with excellent sailing performance. \$42,500. Seattle. fpot@comcast.net (206) 850-7664. www.tinyurl.com/czndtzxx

**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

**35.5 FT ERICSON 35+ 1983.** Great for S.F. Bay. Good sails, running engine. HD ST6000 autopilot, spinnaker, extra sails and parts, 6-ft 2-in fin keel. Traditional teak interior, Ericson quality and speed, 10.0 kt max (per GPS). Easy singlehanded sailing. Needs work, but not a fixer-upper. Perfect buy if you have the skills and labor. Call or email for info and photos. \$22,000 OBO. Emery Cove Marina. pmchin47@hotmail.com (925) 477-9987

**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 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, solar panel, smart charger, refrigeration, composting head. Engine is a newly rebuilt (2016) Atomic 4. More about: Raymarine ST2000 Auto Pilot, new Garmin fixed vhf radio, manual anchor windlass, new harken 8-1 main sheet system, lazy jacks and jack lines for singlehanded, boomkicker, preventers, Ram swing arm mount for charts on tablet-swings from cabin to cockpit, interior/exterior lighted compass, Updated cabin lighting in berths, head, and salon, Fresh Cabin Paint, resealed windows, comes with up to date flares Price: \$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 wind-vane. Hauled out 2014, 5-axle trailer included. \$12,000 OBO. San Jose, CA. tcassell@sbcglobal.net (775) 482-4076



**34 FT PETERSON 1978.** Beautiful boat. Very stiff, points high. Edson wheel steering, Harken roller furling, traveller, and adjustable fairleads. Lewmar rope clutches, Navtec hydraulic backstay adjuster, preventers, 10 Lewmar winches, 90% jib (2019), 120% genoa, 1-1/2oz spinnaker, 3/4oz spinnaker, spinnaker sock, lazy jacks, Raymarine GPS, chart, autopilot, radar and sailing instruments. Signet wind instrument. VHF Radio with cockpit speaker, stereo, Bose speakers. 3-stage battery charger (2017), electronic battery monitor, galvanic isolator, 15hp Yanmar diesel, Racor fuel filter, Raritan head (new pump 2018), Lectrasan, 2 automatic bilge pumps, 2 manual bilge pumps, 4 Marincos Day/Nite solar vents (2020), bare stainless lifelines with gates (2018), Marincos shore power cord. Selling As Is. \$20,000 OBO. South Beach, SF. jackmcneal@gmail.com 650-207-3673. www.tinyurl.com/rstrefk3

## 36 – 39 FEET SAILBOATS



**37 FT O'DAY 37 1978.** This center cockpit sloop is a joy to sail. A separate cabin aft is great for a family or two couples. The main cabin has recent upholstery and a center folding table. Interior old teak. Price: \$23,500. Alameda. rboyden87@gmail.com 5108476889



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**36 FT CAL CRUISING 36 1968.** Classic Plastic, Perkins 4-107 diesel, beautiful teak interior, LPG stove, head. \$12,000. Vallejo. bill.black94@yahoo.com (206) 618-6902



**39.75 FT BENETEAU FIRST CLASS 12 1988.** The Jean-Marie Finot-designed First Class 12 brings together beautiful lines and performance. 'Adorno' is a wheel helm, triple-spreader rod-rigged masthead version, with an interior suited well for light cruising or racing. She has been well cared for, is sail-ready, and has received some recent upgrades, including LED lighting throughout, new PYI Inc. Max-Prop (04/21), Bluetooth stereo, new cockpit speakers, bottom paint (04/21) and more. \$58,000. Monterey. jfaxon@awsolutions.us (831) 200-5799



**36 FT JEANNEAU SUN ODYSSEY 361 2011.** The only late-model 36 ft Jeanneau for sale on the West Coast! Sails beautifully and points as high as 22 degrees. 6-ft 4-in draft, 2 dbl berths plus dinette sleeps 6. 1 head (new Raritan). Separate shower stall. Garage for toys. 3YM30 diesel with 3700 hrs. Dripless shaft seal. Navionics electronics. Touchscreen chartplotter. Autopilot. All maintenance records. Full swim step aft. Walker Bay dinghy. Bimini, dodger, BBQ, electric windlass. Fully battened mainsail. 110% furling genoa, spinnaker. Lazy jacks, StackPack. Tides strong track. Many new lines. New epoxy bottom paint. Original thru-hulls and nav lights replaced. Lifesling, life raft, 4 fire extinguishers, flares, ditch bag. USCG doc. Transferable Tacoma, WA. slip. \$92,000. Tacoma, WA. aussieflyer98@hotmail.com (360) 281-0965

**37 FT BLACKWATCH 37 1967.** The Blackwatch 37 is a predecessor of the Tartan 37 and is ready to be out on the water. She used to be a racing boat and was recently outfitted to go cruising. New in last 2 years: Autopilot, watermaker, electric toilet, windlass, anchor & rode, solar. \$35,000. Tiburon. ilchianti@gmail.com (916) 995-7853



**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. Pilot house motorsailer ideal for cruising the Salish Sea, BC Inside Passage, SE Alaska, Baja Ha-Ha, or wherever your imagination may take you. Fully outfitted with all best-quality equipment. Excellent condition. Maintained by knowledgeable professional and continually upgraded. Easily singlehanded. Sails fast. Motors fast. See website for complete information and photos. Motivated seller. Price reduced! Price: \$95,000 Reduced. Pt. Richmond, CA. FarHarbour39@gmail.com (510) 381-0802. www.sv-cloud.com



**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 singlehanded 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 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. Must sell. \$22,500 OBO. Tiburon. tainaseaman@gmail.com (415) 378-9658



**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



**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. Price: \$12,000 OBO. Noyo Hbr, D-13 Ft Bragg, CA. cliffw@att.net (907) 602-3523

**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. glenn99@gmail.com (541) 274-9268



**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



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**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/2hs9rnec](http://www.tinyurl.com/2hs9rnec)

## 40 – 50 FEET SAILBOATS



**43 FT LANCER MOTORSAILER 1986.** 4-236 Perkins diesel with Velvet Glide transmission, 710 hrs since both rebuilt, impeller just replaced, refrigerator and separate icebox, new canvas 2016, new autopilot and electronics still in box, 3-cabin layout and 2 heads with holding tank, recent oversized rigging and lifelines with new roller furler, older sails. The bad: Boat had been neglected for several years and needs attention. \$59,000 owner will carry with \$20k down. Sausalito. [reflowdude@gmail.com](mailto:reflowdude@gmail.com)



**48 FT ALAJUELA 1985.** Meticulously maintained 1985 center cockpit ketch. Many upgrades and great sailing package with many spares. She is located in the Sea of Cortez, ready for her next adventure. She can be seen by appointment only. For more information you may email or call us. \$159,000. Sea of Cortez. [svwhirlwind@yahoo.com](mailto:svwhirlwind@yahoo.com) (360) 620-5385



**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. Barient 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](mailto:sanyata@msn.com)



**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.livefree2sailfast.com](http://www.livefree2sailfast.com)



**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](mailto: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](mailto:nrosenthal621@gmail.com). [www.malaya4sail.com](http://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](mailto:michael@infinityyachtsales.com) (615) 417-4931

**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](mailto:sfhand@gmail.com) (415) 310-6015



**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](mailto:crew@sailingjuniper.com) (415) 992-1429. [www.tinyurl.com/49d5uycf](http://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](mailto:svcricket@hotmail.com) (831) 332-0920

**48 FT SUNCOAST 1980.** Type of vessel: ketch. Estimated speed: 10 kt power, 6-8 kt sail. Built Netherlands 1980. Time of lay-up: fall 2012. Hull: length 48-ft, beam 15-ft, draft 7-ft. Frames: varied dimensional steel. Topsides single skin steel plate, 1/4 thick estimated; bottom single skin steel plate, 1/4 thick estimated; deck and bulkheads steel plate. Hull layout: V-berth, forward head, forward triple berth, settee/berth, chart station, galley, captain's berth, engine/machinery/maintenance room, after master bath, after head, straight inboard diesel engine auxiliary powered. New bow thruster (2010), electronics, autopilot, forward underwater sonar. Six-cyl Leyland diesel, midline, 350 gal water, 250 gal fuel. Pictures at website. \$54,900. Cleveland, OH. [maudeij@yahoo.com.au](mailto:maudeij@yahoo.com.au) (954) 235-2527. [www.guapasailboat.com](http://www.guapasailboat.com)



**41 FT BLOCK ISLAND CUTTER 1980.** Block Island Cutter, 12-ton wooden sailboat, massively built, 50 hp Perkins diesel, 5 sails, navigation system. Galley and room for 4. She's a Hawaii and Tahiti vet. Last trip to Hawaii 2016. \$18,000. California Delta. [Seanelyson17@gmail.com](mailto:Seanelyson17@gmail.com) (510) 325-2507



**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](mailto:njallison@frontier.com). [www.tinyurl.com/5ev69y96](http://www.tinyurl.com/5ev69y96)



**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](mailto: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](mailto:pacificwhwy44@gmail.com) (340) 473-8597

**43 FT HUNTER LEGEND 1995.** 'Dos Leos' is a 2011 Baja Ha-Ha veteran. Includes a new 10-ft Aquapro RIB dinghy and new 5hp Yamaha outboard. Well cared for and well equipped for cruising. \$70,000. Mazatlan Marina, MX. [rpcart007@yahoo.com](mailto:rpcart007@yahoo.com) (830) 431-1965. [www.hunter-legend.com](http://www.hunter-legend.com)

**50 FT HUDSON FORCE 50 1978.** Center cockpit, Lehman 80, aft queen with windows, good condition. \$79,000. Berkeley. [Tcparfitt@yahoo.com](mailto:Tcparfitt@yahoo.com)



## 51 & OVER SAILBOATS

**57 FT BRUCE ROBERTS NY 55.** Steel, fin keel, skeg rudder, custom pilothouse deck. Ready for blasting/paint — have all paint. Also portlights, hatches, winches. One 80-ft carbon fiber mast. One 60-ft aluminum mast. Make offer. Property being sold. Must relocate. Make Offer. El Granada, CA. (650) 712-1425



**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. cscottsy@gmail.com (805) 863-2381. www.tinyurl.com/uas6jsrh

## CLASSIC BOATS



**31 FT MODIFIED FRIENDSHIP SLOOP 1949.** Gorgeous classic gaffer designed by Ralph Winslow, built 1949. Extensive refit in 2008 including new Yanmar diesel, full rewiring and new teak decks. New mast in 2013. For more info please visit website. \$75,000 Negotiable. Berkeley, CA. rsk.nautical@gmail.com (415) 500-5468. www.boatrightarts.com/blackwitch



**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-steel fasteners, 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



**27 FT CORSAIR F-27 1992.** This boat has sailed the Sea of Cortez, the San Juan Islands, the Gulf Islands, Lake Tahoe, San Francisco Bay, and other lakes and reservoirs. She has raced effectively and cruised luxuriously. Smythe square-top main in good to very good condition. Calvert racing jib: very good condition. Calvert jib: very good condition. Screacher: excellent condition w/ Harken furler. Asymmetric spinnaker and regular spin. Brand-new (only 2 hours of use) Yamaha 9.9, extra-long shaft, high thrust, electric start and power tilt. Control box. New tank and fuel line. New AGM U1 battery dedicated to motor. New West Marine 12V house battery. Trailer, lots of other stuff. \$39,000. Berkeley. garyhelms44@gmail.com (510) 865-2511



**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.** Carbon F25c. Mylar main, jib, code 0, by Skip Elliott. Mylar Screacher. 9hp 4 stroke Mercury. Main tramp nets are brand-new. Always dry-sailed. Double-axle road trailer. 'HiPer' has a great ORCA racing record. \$39,500 OBO. Los Angeles, CA. davidcollins@mindspring.com (310) 310-4914

**40 FT LEOPARD 2006.** '4OurPlay' was an original four-cabin. Converted to three cabins. Starboard side forward converted to storage. Watermaker, Furuno plotter/radar, Furuno SSB, 11.5 AB dinghy with 25hp Yamaha, solar, newer main, lots of spare parts and equipment. Really great sailing and comfortable cruiser. Contact for more information and photos. \$225,000. La Cruz, MX. Kevinpersson@live.com (509) 899-0100



**55 FT TRIMARAN, HORSTMAN-INSPIRED 1989.** MUST SELL! Majestic comfortable liveaboard, 62 LOA X 27 W. New-ish sails: Norseman System main; furled genoa. Dinghy/outboard. 800W solar, Outback VFX2812. 15kW Westerbeke generator. Needs motor. Refrigerator, large freezer. Watermaker. 2 kayaks, Brownie's Hookah, fishing equipment. 3 heads, sleeps 6+. Custom SS lifeline, large brass portholes in V-berth, teak table in large covered cockpit. Custom deck box. Includes 20-ft Novurania Equator 600 w/trailer in dry dock. \$80,000 OBO! Panama City, Panama. bsseevers@msn.com (775) 350-4935 or (775) 782-7035

## POWER & HOUSEBOATS



**38 FT TOLLYCRAFT 38 1990.** 38-ft 11-in at waterline — two staterooms — two baths — large salon and galley area. Upper and lower decks. New 9.5-ft inflatable dinghy with aluminum bottom. 5 hp 4-stroke Mercury long shaft. Good condition; too many features to mention. Must see to appreciate. \$45,000 Obo. Delta Loop. Boat.captain1952@yahoo.com (775) 691-3029



**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



**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. www.bit.ly/2Us88zz



**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



## PARTNERSHIPS

**SEA OF CORTEZ ADVENTURES.** 473 Beneteau 2002, immaculate condition. Two-stateroom version. Sail-ready, 1/3 interest. Current boat and rigging survey. Repositioning to Mexico for Sea of Cortez adventure(s). Call Ted. \$50,000. ted@californiameridian.com (805) 305-0517

**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 at South Beach Harbor – next to the Giants' Oracle Park. Parking and insurance included. Flexible schedule options. Stable non-equity partnership. \$275/month + annual maintenance fee (payable as 2x\$500). Text/Call Val. South Beach Harbor. valtaft@gmail.com (650) 670-5300



**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

## 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

## BERTHS & SLIPS

**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 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

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**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. Monterey. diane@montereybayboatworks.com (831) 373-7857. www.tinyurl.com/3y77yjp9

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## TRYING TO LOCATE



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**JAMES MCDOWELL.** Trying to get your advice on one of the boats you previously owned. Thanks a lot for your time. [saylor44@gmail.com](mailto:saylor44@gmail.com) (650) 714-7777. [www.tinyurl.com/3z23tbfh](http://www.tinyurl.com/3z23tbfh)

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

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