

Latitude 38

VOLUME 533 November 2021

WE GO WHERE THE WIND BLOWS

The Loss of Leviathan
Season Champions Part I
Mexico Myths and Misconceptions
Boat of the Month: Alerion 28
Will You Still Luff Me Tomorrow?





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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 in September. 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.

Both his longevity and his victories are cause for celebration.

Pineapple Sails has been making sails since 1973. So Pineapple Sails is rather old, adapting as boats and materials and even racing rules have changed. Again, no treachery required, just applying years of experience and design expertise.

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Here, Emma Casey, sails into Hout Bay
in early 2020 in Cape Town South Africa
after rounding the Cape of Good Hope.

Credit: Phil Zygmunt

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FREEDOM 39

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Latitude 38
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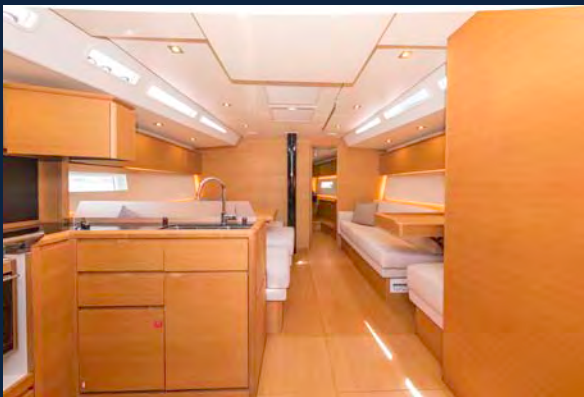
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CALENDAR

Non-Race

Nov. 1 — Baja Ha-Ha Kick-Off Parade and start, San Diego, 10-11 a.m. Info, www.baja-haha.com.

Nov. 3 — Delta Heritage Forum, via Zoom, 2-7:30 p.m. Info, <http://delta.ca.gov/calendar/delta-heritage-forum-2021>.

Nov. 3 — Wednesday Yachting Luncheon with Terry Anderlini, via YouTube, 12:30-1:30 p.m. StFYC, www.stfyc.com.

Nov. 4 — California Clean Boating Network virtual meeting, 10 a.m.-12:15 p.m. Free. Registration required, <https://tinyurl.com/za455s7t>.

Nov. 4 — San Francisco Sailing Science Center Castaway Gala, Bay Model, Sausalito, 6-9 p.m. Music, hosted tropical drinks, live & silent auctions, seated dinner, exhibits. Tour the Matthew Turner at 5 p.m. \$125. Info, (510) 390-5727 or www.sailingscience.org.

Nov. 4 — Baja Ha-Ha cruisers vs. Mexicans baseball game, Turtle Bay, BCS, 3 p.m. Info, www.baja-haha.com.

Dec. 4 — San Diego Parade of Lights Boat Lighting Seminar, West Marine, Point Loma, 5:30-7 p.m. Learn about the latest developments in lighting for your boat, including using LEDs and less electricity. Free. Info, www.sdparadeoflights.org.

Nov. 5 — Baja Ha-Ha Beach Picnic Party, Turtle Bay, BCS, 1 p.m. Info, www.baja-haha.com.

Nov. 6 — Baja Ha-Ha Leg 2 start, Turtle Bay to Bahia Santa Maria, BCS, 9 a.m. Info, www.baja-haha.com.

Nov. 6 — Small Boat Sailing, South Beach Harbor, San Francisco, 9:30 a.m.-4 p.m. Weather permitting; RSVP in advance. Free. BAADS, www.baads.org/sailing.

Nov. 6-7 — Sea Glass & Ocean Art Festival, Cocoanut Grove, Santa Cruz, 10 a.m.-5 p.m. With 40+ artists, gift basket giveaways, full bar and food for sale. Info, (831) 423-5590 or www.santacruz.org.

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

Nov. 7-28 — Keelboat Sailing, South Beach Harbor, San Francisco, noon-5 p.m. Weather permitting; RSVP in advance. Free. BAADS, www.baads.org/sailing.

Nov. 9 — Baja Ha-Ha Rock 'n' Roll Party, Bahia Santa Maria, BCS. Info, www.baja-haha.com.

Nov. 10 — Baja Ha-Ha Leg 3 start, Bahia Santa Maria to Cabo San Lucas, BCS, 7 a.m. Info, www.baja-haha.com.

Nov. 11 — Veterans Day.

Nov. 11 — Catalina 30 Fleet Meeting, SBYC, Pier 40, San Francisco, 7-9 p.m. Info/details: Lorianne, (650) 670-2277.

Nov. 11-13 — Baja Ha-Ha activities in Cabo San Lucas, BCS. Info, www.baja-haha.com.

Nov. 14 — Expired Marine Flare Collection Event for Alameda County boaters, 10 a.m.-1 p.m. Free. Make an appointment at www.stopwaste.org/marineflares.

Nov. 14 — Expired Marine Flare Collection Event for East Contra Costa County boaters, 8-11 a.m. Just show up at 2550 Pittsburg-Antioch Hwy., Pittsburg. Free. Info, www.deltadiablo.org/marine-flares.

Nov. 17 — Virtual Freshwater Aquatic Invasive Species Prevention Workshop, 9 a.m.-noon. Free. Register by 11/15 at <https://tinyurl.com/3ssj7c8a>.

Nov. 17, 1869 — The Suez Canal, which connects the Mediterranean and Red Seas, opened.

Nov. 19 — Full Beaver Moon on a Friday.

Nov. 20 — Online Sea Chantey Sing, noon. With Peter Kasin. Info, <https://maritime.org/events-home/chantey-sing>.

Nov. 21 — La Paz Beach Party, La Costa Restaurante, BCS, 4-7 p.m. Mexican folk dancing, live music, food & drinks, door prizes. Free for the first 50 Baja Ha-Ha 2021 participants. Info, www.baja-haha.com.

Nov. 21 — Groove Music with the Hausmann Quartet,

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Maritime Museum, San Diego, 2:30 p.m. Part of the Haydn Voyages concert series. \$10-\$50. Info, www.sdmartime.org.

Nov. 24-Jan. 1 — Nightly tree lighting ceremonies, Pier 39, San Francisco, 5-10 p.m. Light show with synchronized music every hour on the hour. Info, www.pier39.com.

Nov. 25 — Thanksgiving Day.

Nov. 28 — Hanukkah begins at sunset.

Nov. 1981 — Excerpted from *Letters* in Vol. 52 of *Latitude* 38: "Sailin' ain't just sailing your boat, racing or cruising. It's lying in the cockpit, relaxing with a cold beer and taking in the sights around you. It's watching the beautiful, white egrets as they stalk anchovies. They strut slowly and gracefully along the pier and between the boats."

"Here comes folks I haven't met before. We say Hi, talk, have a beer. The little blond girl, with her lovely young parents, runs to greet me. The sharing of books and comparing stories."

"All the Oakland Yacht Club members who share Pier 8 with me are grand folks. My working days are over. I'm 70 years old, alone, yet thanks to all of you for making my life worth living." — Doc S., Oakland

Dec. 4 — Lighted Boat Parade on the Oakland-Alameda Estuary. Passes Fortman Marina, Encinal and Oakland YCs, Pasta Pelican, Jack London Square, Grand Marina. Benefit for Oakland Firefighters Random Acts and Alameda County Community Food Bank. Info, www.lightedyachtparade.com.

Dec. 4 — Lynn Hahn Memorial Delta Reflections Lighted Boat Parade, San Joaquin River, Stockton, 5 p.m. \$25 donation benefits the Ebony Boat Club's Youth Foundation. Stockton YC, <https://stocktonyc.clubexpress.com>.

Dec. 4 — Lighted Boat Parade in Santa Cruz. SCYC, www.scyc.org.

Dec. 11 — Winterfest Sausalito, 6 p.m. Lighted boat parade and fireworks. Info, www.winterfestsausalito.com or (415) 332-3150.

Dec. 12, 19 — San Diego Parade of Lights, 5:30 p.m. Theme: 12 Days of Christmas. Info, www.sdparadeoflights.org.

Dec. 17 — Decorated Boat Parade in San Francisco. StFYC, www.stfyc.com.

Racing

Nov. 2-3 — The last of the beer can races in Santa Cruz. SCYC, www.scyc.org.

Nov. 6 — Vanguard 15 Invitational, hosted by BVBC. Fleet 53, www.vanguard15.org.

Nov. 6 — Commodore's Cup. CPYC, www.cpyc.com.

Nov. 6 — Last Gasp Regatta. HMBYC, www.hmbyc.org.

Nov. 6 — Turkey Shoot Regatta for dinghy classes, with poultry for prizes. LWSC, www.lwsailing.org.

Nov. 6 — San Francisco Pelican races in Benicia. Info, www.sfpelicanfleet1.com.

Nov. 6, 20, Dec. 4 — Hot Rum Series in San Diego. SDYC, www.sdy.org.

Nov. 6, Dec. 4 — Fall Races. SSC, www.stocktonsc.org.

Nov. 7 — Amazing Grace Cheney Cup for women. RYC, www.richmondyc.org.

Nov. 7 — Crew's Revenge. MPYC, www.mpyc.org.

Nov. 7, 14, 21 — J/22 Fall Series. StFYC, www.stfyc.com.

Nov. 13 — Harvest Youth Regatta, Pillar Point. HMBYC, www.hmbyc.org.

Nov. 13, Dec. 11 — Santana 22 Team Racing. SCYC, www.scyc.org.

Nov. 13-14 — Fall One Design Regatta in San Pedro. CBYC, www.cbyc.org.

Nov. 16 — The Big Sail, Cal vs. Stanford. StFYC, www.stfyc.com.

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CALENDAR

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Nov. 20 — Turkey Cup on Clear Lake. Konocti Bay SC, www.kbsail.org.

Nov. 21, Dec. 5 — Fun Sail Fall Series. ElkYC, www.elkhornyachtclub.org.

Nov. 26 — Wild Turkey Race. TYC, www.tyc.org.

Dec. 4 — Die Hard Regatta. HMBYC, www.hmbyc.org.

Dec. 10-12 — Caribbean Foiling Championships, St. Martin, FWI. Info, www.caribbeanfoiling.com.

Midwinter Series

BENICIA YC — Frostbite Series: 11/13, 12/11, 1/8, 2/12, 3/12. Info, www.benicayachtclub.org.

BERKELEY YC — Separate Saturday & Sunday Midwinter Series: 11/13-14, 12/11-12, 1/8-9, 2/12-13. Champion of Champions: 2/27. Chowder Series: Every Sunday through March except when it conflicts with the Midwinters. Info, www.berkeleyyc.org.

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

CORINTHIAN YC — Midwinters: 1/15-16, 2/19-20. Info, www.cyc.org.

COYOTE POINT YC — Winter Sails: 1/9, 1/23, 2/13, 2/27, 3/13, 3/27. Info, www.cpyc.com.

ELKHORN YC — Chowder Cup Series: 11/7, 11/20, 12/18. Info, www.elkhornyachtclub.org.

ENCINAL YC — Jack Frost Series: 11/6, 12/4, 2/5, 3/5. Info, www.encinal.org or www.jibeset.net.

GOLDEN GATE YC — 50th Manny Fagundes Seaweed Soup Regatta: 11/6, 12/4, 1/2 (a Sunday), 2/5, 3/5. Info, www.ggyc.org or www.jibeset.net.

ISLAND YC — Island Days: 11/14, 12/12, 1/9, 2/13, 3/13. Info, www.tyc.org or www.jibeset.net.

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

MONTEREY PENINSULA YC — Perry Cup for Mercurys: 11/6, 12/4, 1/8, 2/5. Info, www.mercury-sail.com.

OAKLAND YC — Sunday Brunch Series: 1/16, 1/30, 2/6, 2/20, 3/6, 3/20. Info, www.oaklandyachtclub.net.

RICHMOND YC — Small Boat Midwinters: 12/5, 1/9, 2/6, 3/6. Info, www.richmondyc.org.

SANTA CRUZ YC — Midwinters: 11/20, 12/18, 1/15, 2/19, 3/19. Info, www.scyc.org.

SAUSALITO YC — Chili Midwinter Regatta: 11/7, 12/5, 1/9, 2/6, 3/6. RegattaPRO Winter One Design: 11/13, 12/11, 1/8, 2/12. Info, www.sausalitoyachtclub.org.

SEQUOIA YC — Winter Series: 11/6, 12/4, 1/8, 2/12, 3/12. Redwood Cup: 11/20, 12/18, 1/22, 2/26, 4/2. Info, www.sequoiayc.org or www.jibeset.net.

SOUTH BEACH YC — Midwinters: 11/20, 12/18, 1/22, 2/26, 3/19. Info, www.southbeachyachtclub.org.

SPINNAKER SAILING OF REDWOOD CITY — Winter One Design: 11/7, 11/21, 12/5, 12/19, 1/9. Info, racing@spinnakersailing.com or www.jibeset.net.

TIBURON YC — Mott Midwinters: 12/4, 1/1, 2/5, 3/5. Info, www.tyc.org or www.jibeset.net.

VALLEJO YC — Tiny Robbins Midwinters: 12/3, 1/8, 2/5, 3/5. Info, www.vyc.org.

YACHT RACING ASSOCIATION — Shorthanded Sunday Midwinter Series: 11/21, 12/19, 1/23, 2/27 at GGYC for doublehanders. Info, www.yra.org or www.jibeset.net.

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CALENDAR

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November Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
11/06Sat	0138/5.1	0622/2.3	1240/6.8	1924/1.3
11/07Sun	0139/5.0	0610/2.8	1224/6.7	1917/1.3
	LOW	HIGH	LOW	HIGH
11/13Sat	0031/0.3	0743/5.5	1333/1.9	1915/4.7
11/14Sun	0122/0.6	0821/5.7	1425/1.3	2023/4.6
	HIGH	LOW	HIGH	LOW
11/20Sat	0041/4.6	0507/3.0	1107/5.9	1801/0.4
11/21Sun	0126/4.6	0543/3.2	1136/5.8	1835/0.3
	HIGH	LOW	HIGH	LOW
11/25Thu	0444/4.5	0908/3.6	1425/4.9	2134/0.2
11/26Fri	0532/4.6	1031/3.4	1529/4.6	2230/0.3
11/27Sat	0614/4.8	1144/3.0	1646/4.4	2325/0.5
11/28Sun	0651/5.1	1243/2.3	1807/4.3	

November Weekend Currents

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

date/day	slack	max	slack	max
11/06Sat	0300 1354	0524/1.3E 1648/3.4E	0742 2118	1124/3.6F
11/07Sun	0730 2106	0030/3.7F 1112/3.4F	0254 1336	0512/1.2E 1630/3.4E
11/13Sat	0154 1500	0512/3.1F 1730/1.8F	0848 2030	1130/1.6E 2336/1.3E
11/14Sun	0248 1606	0606/3.3F 1842/2.1F	0930 2142	1224/1.9E
11/20Sat	0224 1248	0424/0.7E 1554/2.6E	0624 2024	1012/2.7F 2318/2.9F
11/21Sun	0318 1318	0512/0.6E 1618/2.5E	0700 2048	1048/2.4F
11/25Thu	0954 2300	0206/2.4F 1342/1.4F	0636 1554	0830/0.4E 1900/1.7E
11/26Fri	1106 2354	0254/2.4F 1442/1.2F	0724 1654	0924/0.5E 2018/1.5E
11/27Sat	1230	0348/2.5F 1548/1.2F	0800 1812	1018/0.7E 2148/1.4E
11/28Sun	0048 1400	0436/2.7F 1700/1.4F	0830 1942	1112/1.1E 2254/1.4E

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

CATALINA 30 FLEET 1 MEETING

The Catalina 30 Fleet 1 Sailing Association invites all Bay Area C-30 skippers to a Fleet Meeting to discuss cruising, racing & social activities.

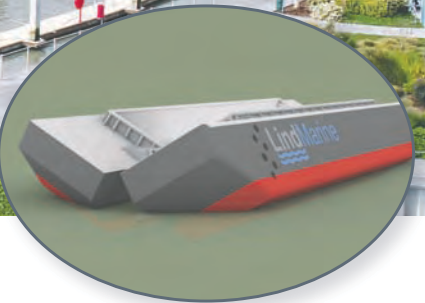
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LETTERS

THE DEBATE OVER WINGING FOIL-BOARDERS RIDING SHIPS' WAKES

Wing boarding in shipping channels on the bow wave of container ships is dangerous, and will provoke a Coast Guard closure of all sailing sports in US harbors when safety or security is at risk. Mariners should keep a safe distance from other vessels.

The actions of these wing boarders will result in closed access for all sailors, just like when skateboarding was banned in parks because of a few arrogant stunt junkies.

Captain Curt Taras

Curt was commenting on the September 24 'Lectronic Latitude: Wing Sailors Catch Ship to Ride the Endless Summer.

A REMARKABLY SIMILAR COMMENT ON A DIFFERENT STORY

I just read your article [the April 16 'Lectronic: Winging It, and Wondering What to Call this New Watersport] because it was linked to a sailboat cruiser's forum. The post there was pointing out that wingers have been purposely putting themselves very close to big ships on the Bay to catch their bow waves. If this continues, sooner or later someone will be killed, and it won't be the crew on the ship.

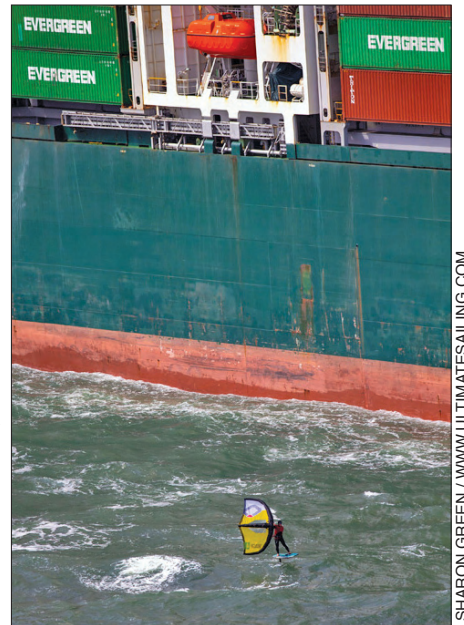
That said, winging-it sounds fantastic, especially if I can do it in the East Bay, where winds are usually inconsistent if you need the 15 knots or greater required for windsurfing.

Doug

Curt — For years we have been amazed at how close some windsurfers, kites and now wingers get to huge ships. Frankly, we can't believe that there haven't already been several terrible accidents.

In the end, we neither condone nor condemn this behavior. (The windsurfers on our staff admittedly wouldn't come within a mile of a ship.) But if, God forbid, there were a fatality, or even just a scary close call, we can't imagine that the Coast Guard would — or conceivably could — close all sailing sports. Not even the most conspiratorial among us believe that. (And, oh yeah, it's true that a lot of public places have banned skateboarders, or created architectural features that discourage skating. But this push-out has led, directly or indirectly, to the proliferation of municipal skate parks, which are awesome. And, oh yeah, this kind of skating made its debut in the Olympics this year, and it was awesome.)

Doug — We take issue with your statement that the wind in the East Bay is inconsistent and not windsurfable. In the



SHARON GREEN / WWW.ULTIMATESAILING.COM

This photo gives us a queasy feeling in our stomachs, and makes us fear for the 'Winger' and fret for the crew of the ship. Our younger selves might have thought this looked fun, but our older selves can only gasp, and yearn for the relative safety of shallow, ship-free waters.

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LETTERS

summer (especially these past two years) the wind at Point Isabel in Richmond, and to a lesser degree Berkeley, has been 'on tap', and as sure and steady as the sunrise and sunset.

↑↓ TAKING ISSUE WITH OUR RESPONSE

Captain Curt — You are absolutely correct concerning the arrogance of many windsurfers along with jet skis and a host of other stunt junkies.

To *Latitude*: For you and any related organization not to condemn this type of behavior is irresponsible and to me borderline criminal. The fact that you don't "condone" the behavior doesn't relieve you of any responsibility should an accident occur. How do think the captain or pilot of any vessel would feel if someone were killed? That nightmare would be in their thoughts forever. Putting skateboarding in the same category as interfering with commercial ship traffic is amateurish.

Mark Wincent

↑↓ I SECOND AND THIRD THAT

I am going to have to agree with Captain Curt on this one. As it is, bar pilots have their hands full bringing giant cargo ships into the Bay. They don't need this type of distraction and potential hazard. It is just plain unsafe. Recreational boaters (power, sail or foil) have no business getting this close to commercial traffic navigating the crowded, windy Bay (not to mention currents).



A conga line of foiling winged surfers ride a ship's rollers down the Bay in late September during the Rolex Big Boat Series.

There is no way I would support a bunch of guys on jet skis coming this close to a cargo ship just to play in its bow wake, and most sailors would be appalled if they saw a group of jet skiers pulling this stunt. The men and women operating these ships are doing a difficult, important job. Their purpose is not to provide recreational boaters with a thrill ride. It's like riding dirt bikes on a construction site while workers are trying to operate heavy equipment and do their jobs. Frankly, it's just plain disrespectful of the job these people are doing.

This doesn't help advocates for reasonable boating regulations who are constantly defending our sport against new onerous laws and restrictions.

Finally, a more responsible editorial comment might have been: "Getting close to commercial traffic is fundamentally unsafe and a bad practice. It is especially dangerous inside our busy wind- and current-swept Bay. We all should give shipping a wide berth."

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LETTERS



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Here's a different type of tanker-surfing, as seen — for decades now — in Texas. (There's even a charter company that will take you out to the waves.) No, this type of ship-wave riding is not comparable to wingers in the Bay; traditional surfboard surfers are, by definition, relegated to the shallow water where the waves break, whereas winging foilers get much closer to ships to catch their rides.

It's just common sense. That's my two cents.

Steve Zevanove
Annie, Cal 29
Bay Area

↑↓ INEVITABLE WARNINGS?

Soon we'll see warning text on the bows of ships: "Wing boarding is dangerous. Do so at your own risk."

Irv

Irv — Shouldn't anyone stepping on a "Wing Board" already know that it's dangerous, and that they should do it at their own risk? (Such a warning is akin to the "Contents of this hot beverage are very hot" disclaimer that is probably legally required to be on coffee cups because of a lawsuit 30 years ago.) If a wing boarder is just learning that the sport is dangerous from a sign painted on a ship, Lord help us.

↑↓ JUST TAKE IT EASY, GUYS

The fact that there has not been an incident in how many years speaks volumes. Getting sliced up in a ship's prop as a result of foiling the bow wave is a physical impossibility. If you want to stop everything that is dangerous then we will all end up wrapped in bubble wrap and never leave home!

How many cyclists have been hit by trucks or trains? But cycling is still allowed. I could come up with a hundred other examples. Just because you do not understand what's happening or know the sport, are too scared to do it yourself, or are simply jealous that other people are out there having fun, it does not mean you should try to stop them! They are not bothering you in the least, and I can promise you they are not in the least bothering the ships' captains, crew or the pilots.

Plenty of yachts have been hit by ships, and guess what? Yachts are still around!

Eugene

Curt, Mark and Steve — We share your concerns, and we appreciate that you're advocating for safety on the water. To our knowledge, the Coast Guard has not issued any public service announcements regarding wingers and ships, nor have we heard any professional mariners, let alone a plurality, state that wingers are "interfering" with ships, or that it's a "distraction and hazardous." (If anyone has heard otherwise, please let us know.)

We'll repeat what we first said: We would never, ever get that close to a ship. It does seem unsafe to us, but to Eugene's point, other activities are, statistically speaking, more

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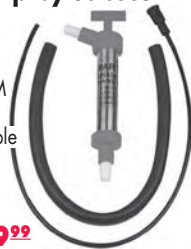


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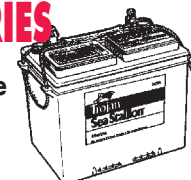
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LETTERS

dangerous. There are lots of things we would never do — like the Volvo Ocean Race or a singlehanded nonstop circumnavigation — which other sailors accomplish with relatively high rates of success. This is exactly why we're careful not to take a stance on things that we don't understand.

While we acknowledge that a foiler-vs-ship accident could absolutely occur, we hope we can all agree that there has been a bit of an overreaction here. Curt said that wing boarders will "provoke a Coast Guard closure of all sailing sports in US harbors." Mark said condoning the wingers in question was "criminal," and that we will bear responsibility in the event of an incident.

There are a handful of people who believe that if Latitude so much as mentions something that seems to them even remotely unsafe, then suddenly, droves of hapless, unwitting sailors will flock — like so many moths into a flame — to their preventable (had we just intervened) doom. If anyone reading this comes to the conclusion that because we did not explicitly condemn getting run over by a ship, it must therefore be perfectly fine to do so (and that if you do get run over by a ship, someone else is to blame), to that person we say please don't ever go sailing, please don't leave the house, and please don't reproduce. (And, just so we're clear, please do not get run over by a ship.)

Mark — Fair point; our writing about skateboarding was pedestrian (and a tad 'bro-y'), but we obviously weren't comparing that sport with wingers foiling near ships. Our point was that a sport that was once reviled and in some cases outlawed is now celebrated.

Keep in mind that this summer, St. Francis Yacht Club held their first-ever wing regatta series, which had a massive turnout. There is a large and growing community of sailors, race-committee members, chase boats, etc. on the water daily among the Coast Guard, professional mariners and other sailors. As much as we wince when someone gets closer to a ship than we are comfortable with, we trust — or at least hope and pray — that the community will ultimately take care of itself.

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Tom Carr
Bluebird, Mirror 19
Baja Ha-Ha veteran, 2015



The mighty 'Merlin', the grand dame — and at 71.5 feet, the biggest of the big boats — of this year's Rolex Big Boat Series.

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LETTERS

AND MANY MORE MERLIN MEMORIES

Congrats on doing Big Boat with *Merlin*! We did it in 1985, and tried to break every part of her. Read chapter 13 of my book *SURE — 40 years of Sailing*. She is still the best downwind boat ever built. Long may she sail.

Craig Brown

Craig — The boat is really fun to race, and will be racing a lot more on the West Coast in 2022. I look forward to reading your book. We have one coming out next month about our experiences with *Merlin*, called *Mavericks & Merlins: Sailors and Renegades Leave Shore, What About You?*

Chip Merlin

Merlin, 71.5-ft custom Bill Lee sled
Tampa, FL

AND MANY MORE BILL LEE BOATS

I was lucky to be a guest crew at Big Boat Series in the '90s aboard *Grand Illusion*. She's still going too. I sailed from Catalina on *Panache* (an SC40 prototype of *Merlin*) doing 12 knots without chute. I'm currently 'sailing through fleet' on the SC40 *SeaStig* in Vallejo. Bill Lee's boats are amazing!

Jim 'Goose' Gossman

ReGale, West Wight Potter 18
Benicia

MEETING LEGENDS IN THE FLESH, AND TELLING THEM WHAT THEIR WRITING MEANT TO ME

It was in the pages of their book *Cruising in Se Raffyn* that I first became aware of Larry and Lin Pardey. Their stories inspired me as I worked to prepare my own boat in 2002-03 for a voyage in 2004.

I happened to run into them in Seattle one year when Larry and Lin were visiting the Pike Place Market one evening. It was such a joy to share with them, face-to-face, what their writing and adventures meant to me.

Kelvin D. Meeks
Latitude Nation

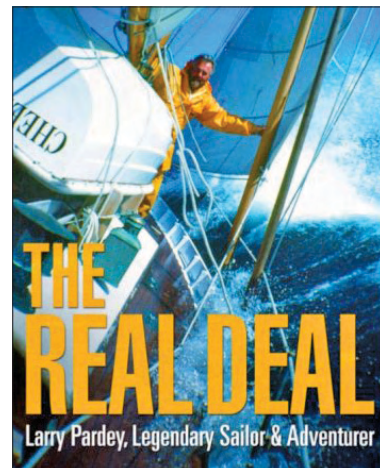
UNAWARE OF THE SIGNIFICANCE

I believe that I met the Pardeys in Washington at the Oak Harbor Marina in '78 or '79. Unfortunately, I was unaware of the importance of that event in my personal list of significant lifetime events.

Paul Reardon

A LOCAL SAILOR GETS EXCITED FOR A LITTLE BOAT FROM A BIG SAILING NATION

Those minis are jamming across the Atlantic in this downwind hysteresis that follows a blasting trade recognized since Cortez thought he was in India. *Ha ha*. That Mini 6.5 has got to be the most exhilarating sailing machine on the planet in anything above 15 knots — they're planing at 25



MAVERICK PICTURES

Kelvin and Paul were commenting on the September 8 'Electronic Latitude: The Real Deal — Larry Pardey, Legendary Sailor & Adventurer, which is also the name of a soon-to-be-released documentary on one of the most influential cruisers to sail the globe.



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LETTERS

knots! I got to sail one out of La Rochelle a few years ago while visiting a friend.

So, why is it the French literally dominate singlehanded ocean racing, relegating the entire international sailing world to the backwaters of also-rans? One of my dreams is to race a 6.5 in the Mini Transat with a respectable finish before Europe cuts us off. Happy sailing, *Latitude*.

Ross Angel

European Offshore Racing Enthusiast

Ross was commenting on the September 27 'Lectronic: Mini Transat Race Off to a Late Start. We had an error in the original text of this 'LL; the Minis stop over in the Canaries, not the Azores.

↑↓ WE CONTINUE LAST MONTH'S DISCUSSION ABOUT YOUR EXPERIENCES WITH COAST GUARD BOARDINGS

I've only been boarded once in 35+ years on the Bay. We were returning from the Westpoint Regatta in Redwood City under power a few years ago with just two of us on board; the Coast Guard boarded as we passed Yerba Buena Island, at the mouth of the Estuary.

They were very polite and professional; they filled out their checklist — license and registration, flares and PFDs, etc. — and were on their way.

I think your chances of being boarded close to home or in calm water are fair. Chances of being boarded in the Slot in 20 knots? Probably not going to happen.

Andy Newell
Ahi, Santana 35
Point Richmond

↑↓ MACHINE-GUN COASTIES

In 18 years of ownership with my last boat, I was only boarded once, in 2014, for a routine inspection. The year before, I scheduled a USCG inspector to come to my marina to inspect my boat, making sure I was in compliance. The subsequent search was no big deal and very professional.

The day we were boarded, I was taking my son out to the Farallones, and he got a big kick out of seeing the CG's most intimidating

machine gun mounted on the bow of their vessel. To me, it meant business.

Ted Crocker

Hummingbird, Pacific Seacraft Dana 24
Berkeley

↑↓ WE MIGHT HAVE A RECORD FOR NUMBER OF BOARDINGS

I've been boarded a dozen times. *Luna Sea* is docked in Marina Village, Alameda, and the Coast Guard is next door. We've been boarded so many times that I have photocopies of our documents and just hand them to the CG and tell them they can keep the copies. Most of the time that works, but sometimes they want to see the originals.

Mostly, I believe it is just a training exercise for new Coasties. The only time it was bad was when someone pointed



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Don't forget that in addition to conducting safety checks and rescuing sailors, the Coast Guard is also tasked with homeland security and drug-trafficking enforcement. Hence the big guns.

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LETTERS

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Coastie: "OK, if you're going to make people walk the plank, then they've gotta have their lifejackets on." **Pirate:** "Aye, Coast Guarrrrrrrrrrrd."

the machine gun on the bow of their boat at me. That really was unnecessary, and I told them that. It used to bother me, but it doesn't anymore. Maybe they know that, which is why they continue to pick our boat.

Dan Knox
Luna Sea, Islander 36
Alameda

↑↓ KEEPING THE BOOKSHELF CURRENT (AND A SNEAKY COMMENTARY ABOUT THE CORPORATE CHANDLERY)

Don't forget to have the current edition of *Navigation Rules and Regulations Handbook*, which is prepared by the USCG! If it's a thorough boarding, they will ask to see it — and for it to be valid, it must be the latest edition. The handbook can be purchased at any chandlery or a marine box store that used to sell boat stuff, but that now only sells kayaks, SUPs, clothing, nautical-themed pet supplies, shoes and other stuff you don't need.

Tom Varley
Spirit, Gulfstar 50
Channel Islands

↑↓ FENDERS, PLEASE

I have been boarded two to three times in earlier years by the Coast Guard and by Homeland Security. In fact, I was boarded twice in the same evening in the Tiburon area. What I remember is that they came fast and did not leave us time to hang our fenders, nor did they end up using their own fenders.

I do not mind the inspections, but I mind the lack of manners and appreciation for our plastic hulls. And in both cases, they boarded and unboarded pretty fast

because of some calls more urgent elsewhere on the Bay.

I suspect that the Coast Guard were on a training session that evening, and it must have been a very busy one.

I have great respect for the work the USCG does all over the area. But that was an unusual evening for me!

Bernard Portet
Obelix, Beneteau 361
Tiburon

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A boat owner welcomes the Coast Guard, and protects his gelcoat, on the Mystic River, in Connecticut, in 2013.



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LETTERS

↑↓ **THOSE UNIFORMS, THOUGH**

I'm still trying to figure out why the boarding party wear boots and blue-gray camouflage uniforms — do they intend to sink, or just not be seen if they fall overboard?

Regardless, they were utterly polite and professional.

Larry Tytla

↑↓ **I COULD HAVE USED A LITTLE MORE COWBELL**

We were boarded only once on *Molly B* at St. Lucie as we returned from the Bahamas. Everything passed with flying colors, *except* that the mouth of our bell was only seven inches. It was a beautiful cast-bronze cowbell that I'd gotten in Switzerland long before, and that now hangs next to our front door in France.

I told the Coasties it *was* eight inches by slowly pushing the measuring tape to the eight-inch mark, and letting the starting end extend an inch over the other side of the bell.

They laughed and checked it off.

Fred Hoette
France

↑↓ **CHECKING IN . . . TO THE GROCERY STORE**

The first time I sailed under the Golden Gate Bridge from Hawaii, a Coast Guard boat came out to meet us. We were overdue, and friends had called them. At the dock they boarded and interviewed us, and then brought us to Safeway in the Marina because we had run out of food and we were hungry.

LOL. They were great.

Peggy McCormick



US COAST GUARD

Your letters about Coast Guard boardings from the past two issues have been overwhelmingly positive, even when the boarding felt redundant, inconvenient, or just plain annoying. (The most feisty letters will follow shortly.) We think it's safe to say that most of us take comfort in knowing that the Coast Guard is 'Semper Paratus' — always ready when sailors are in need.

↑↓ **NOT HELPING**

I was skipper on a boat charter out of OCSC two years ago, with several other members. We were boarded because the Coast Guard was cracking down on boatowners operating charters without their six-pack certification. Once the petty officer realized we were just daysailors out of Berkeley, they did a safety equipment check. One of my 'friends' had to spout off to the petty officer, "You don't think we'd pay him to take us out, do you?"

Not helping.

We saw the crew board several other boats that day.

David Henry
Berkeley

LETTERS

↑↓ HEAD-BONK BOARDING

Returning to Richmond on a lazy Friday afternoon, a large orange Coast Guard inflatable with 20-year-old trainees and a 30-year-old 'officer' approached us. They 'asked' to board, we said the obligatory, "Yes," but told them we would not be stopping our sail. They tied alongside, and the officer stepped on board. When we asked for his ID, he said he'd left it on his boat, and wondered if he should go back for it.

"Yes."

They shortly returned, ID in hand, and the officer and an assistant came on board, immediately thrusting his head into the boom! First time on a sailboat?

Not injured (we did not laugh) and showing no sign of weakness, he asked for our boat papers, which we supplied. He next asked for a "picture ID" and (suspiciously) suggested a driver's license would be OK. We reluctantly provided them. From legal work, I knew a birth date is required to run a warrant check, and asked if that was his intention.

"Yes," he grinned. Disappointed to find no outstanding warrants, he then asked a few 'safety' questions, about flares, PFDs, etc., never going below to look at anything. Upon departure, he gave us a receipt, which stated on it that "Photo ID" need *not* be provided.

I guess harassment training is a required course. How much did that episode cost, and how much safer are we all?

Jane Pitts

Shore Loser, Valiant 40
Richmond

↑↓ IN THE OCEAN, WITH THE SPINNAKER UP

I've been boarded maybe seven or eight times in the last 20 years — twice in the open ocean with spinnaker up. I understand the need for boarding training, but it is an intrusion for sure. I wonder why they are stepping up boardings at this time. Anybody know?

Al Fricke

Jubilee, Catalina 36
Alameda

Al — We'll keep our ear to the ground on that question. Readers, Al actually wrote about another Coast Guard boarding — this one in the Oakland Estuary — in the June issue of Latitude 38. Read it here: www.latitude38.com/issues/june-2021/#40.

↑↓ THEY QUITE POSSIBLY SAVED OUR LIVES

Kelaerin has been boarded four times: once in the Channel Islands, once in the Florida Straits on our way to the Dominican Republic, and once off the coast of Nicaragua. We passed with flying colors each time.

The last time was 180 miles off the coast of Oregon after we had set off our EPIRB after we were turned over by a rogue wave. It was an impressive crew that quite possibly saved our lives.

Joy Carey

Kelaerin, Omega 45
Bellingham, WA

Read about the Careys' harrowing last day of a 17-year circumnavigation: www.latitude38.com/issues/august-2018/#70, as well as the subsequent thread in Letters here: www.latitude38.com/issues/september-2018/#24.

↑↓ TELL ME A TALE ABOUT TELLTALES

Does anyone know the true history of those pieces of yarn

A Few Upwind Tacks

The Berkeley Marina's location right in the "slot" from the Golden Gate means fresh winds this Spring, and all summer long. Landmarks like Angel Island, Alcatraz, and the Golden Gate Bridge are reachable by a few fun upwind tacks. *"There's really nothing better,"* said long time Berkeley Marina slip holder, Barbara B., from Sacramento, who added *we chose Berkeley because we're real sailors.*

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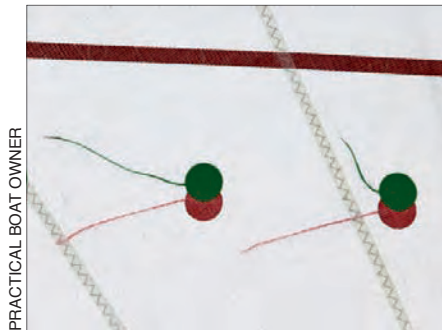
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LETTERS



PRACTICAL BOAT OWNER

Refreshingly low-tech, telltales can be a sail trimmer's best friend.

time. My perception is that we would determine whether the sails were in trim by continuously heading up or sheeting out a bit until the sails luffed, and then bearing away or sheeting in. The whole fleet was doing the same thing. Then in one race, one boat just trounced all the others. After several races, word spread that the magical advantage was to sew a piece of yarn through the jib's luff and then "trim toward the tattling tail, or, bear away from the tattling tail."

This is history as perceived by a young lad.

Does anyone know the actual story? Were telltales invented on the San Francisco Bay or elsewhere?

By the way, isn't it remarkable that on modern boats loaded with all sorts of electronics, we rely on bits of yarn to tell us one of the most critical pieces of information, whether our sails are in trim?

Dan Marshall
Sailing instructor

⇅ SYNTHETIC STANDING RIGGING. WHY (K)NOT?

We made the change to synthetic rigging a few years ago. Our C&C 38 had its shrouds swapped from the original Nitronic-50 rod (size10; 10,000 lbs tensile strength) to Colligo Dux 9mm about 10 years ago. We've owned the boat for two and a half years now; it sat on the hard for five years before we bought it, so the rig has essentially only had four to five seasons of use, but the UV has already taken its toll. The lines are getting fuzzy. This is in New England, not the tropical sun. The lifespan of Dyneema rigging seems to be much more dependent on UV degradation than any other factor. Usable life will probably be even shorter in the tropics.

All this is to say that we still like the range of advantages of synthetic rigging. It's very easy to repair, replace, and inspect. Now that the boat has all of the Dyneema eye fittings, we can rerig all the shrouds for \$600 total (Am-steel SK78 3/8; 19,700 lbs) or \$1,200 for the heat-set stuff (9mm; 18,000 lbs). I'm not an engineer, but from our experience I would say the heat-set product is not worth double the price. The initial month or two of sailing will break in the heat-set stretch, so the DIYer just needs to account for this stretch in the non-heat-set version.

Riley Anderson
C&C 38
New England

Riley was digging deep into the Latitude archives and commenting on the February 4, 2019, 'LL with (mostly) the same name as this letter.

⇅ WATERTIGHT BULKHEADS? WHY NOT?

Many years ago, *Latitude 38* published an article on

GOOD JIBES

Latitude in your ears Aug 27, 2021
***** chazboxchops

I'm a longtime reader of Latitude, but I don't always have time to read the stories in depth. Good Jibes genuinely has the same vibe as the magazine – but it's available in my ear, when I drive, bike, or sail. Bay Area sailing just got a little more accessible.

Great west coast podcast Oct 6, 2021
***** Clayton-R

Just spent 2 days at work binge listening. Great west coast sailing podcast. Love to hear stories about areas I go and those I plan to go to. Thanks for this.

GOOD JIBES

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LETTERS

watertight subdivision for sailboats based on real accidents. That piece was updated recently, in 2013, in *Professional Boatbuilder* in an article titled *The Unsinkable*. (Here's the link: www.proboat.com/2013/03/the-unsinkable.)

Watertight subdivision (yes, like on the *Titanic*) is readily feasible for most sailing yachts, at least for new construction, and might be worth considering.

Christopher David Barry

↑↓ A WORD ABOUT NON-BRIGHTLY COLORED FOUL WEATHER GEAR

I have a rant:

While watching the Rolex Big Boat Series on my computer, I saw the crews of damn near every fast boat wearing dark foul weather gear — charcoal and black foulies, to be exact. Because the boats are so fast, maybe the belief is, "I don't expect you to find me, or be able to come back for me." That this shit is accepted, I don't understand.

This evening, I showered wearing my 50-year-old Atlantis seafarer hood, and it worked perfectly. All I expected, when I purchased the gear, was to be more visible than the freakin' ocean, should the need arise — marketing be damned. Transit workers wear reflective vests to be seen, but they're not going 15 knots downwind. It seems odd that this isn't a sponsorship, insurance and yacht club understanding, as they all stand to lose when the fan soils.

Pardon my rant.

Rodney Morgan, crew
MudShark, Express 37
 Richmond

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PRACTICAL BOAT OWNER

No, this is not an advertisement for Paradise Village Marina, just outside Puerto Vallarta, Mexico. Rich Brazil said that his Nauticat 43 'Tally Ho' survived Hurricane Nora just fine. Read more in the August 30 LL: Hurricane Nora Makes Landfall in Mexico.

↑↓ A GOOD FRIEND HELPED GET OUR BOAT THROUGH THE STORM, UNSCATHED

We had constant communication via WhatsApp with our amazing Mexican friend, Horacio, during Hurricane Nora. Horacio keeps an eye on *Tally Ho*, our Nauticat 43, in the Paradise Village Marina, and during the storm he reported that all was well.

Horacio has tended to *Tally Ho* for almost three years, and has provided many outstanding services such as bottom cleaning, boat wash, battery maintenance, and much more. The marina is situated behind the Paradise Village Resort and is very well protected from the sea. We chose this marina based on our insurance company allowing us year-round coverage. Having a safe slip and our good friend Horacio gives us peace of mind to know that when we arrive in PV, we can hop aboard and open a couple of cold ones!

Rich Brazil
Tally Ho, Nauticat 43
 San Francisco

LETTERS

WIKIPEDIA COMMONS



Flying fish are at once nature's most awkward and elegant of creatures. For Craig Russell, a flying fish punctuated a moment of reflection on his sailing life.

↑↓ THIS FISH WAS CLEARLY TRYING TO TELL ME SOMETHING

In the 2011 Baja Ha-Ha, we were approaching Cabo at sunrise, still 30 miles away. The sun started to rise. The crew was asleep, and I

was in the bow thinking about how sailing had enhanced my life, the experiences I'd had, and all the great people I had met.

All of a sudden, a flying fish jumped out of the water and flew into the tip of my penis. It shocked me, but no injuries were reported. He was flopping on deck so I picked him up and threw him back into the water.

Do you know what they call that? Crotch and release!

Craig Russell
Aquarius, Jeanneau 40
Emeryville

↑↓ ONLINE COLLEGE OR SAILING TO HAWAII — WHICH WOULD YOU DO?

Congrats to these young people! College can wait, and meanwhile these sailors are learning all sorts of life skills. I sailed from England to San Diego in 1975 not knowing my life direction, and everything worked out well.

Michael Eyton-Lloyd
Calafia, Catalina 42 MkII
Santa Barbara

VERA SAVAGE



After graduating from high school, 19-year-olds Bella Siegrist and Tyler Savage's plans for college were kiboshed by the pandemic. Facing the prospect of online-only classes, the couple (pictured above) decided to sail to Hawaii on their 1964 Cascade 29 'Drifty One'.

Michael was commenting on the October 4 'Electronic Latitude with the same name as this letter.

↑↓ SAILING VS. WHAT YOU'RE SUPPOSED TO DO

When I was Bella and Tyler's age, I believed that I had to follow a certain order to things: Go to college, get a job, get married, buy a house and raise a family while trying to advance in my career. I'm not complaining because I'm thankful for what I have, but I also find it inspiring that this couple had the courage to consider other options, and were just being present in the world.

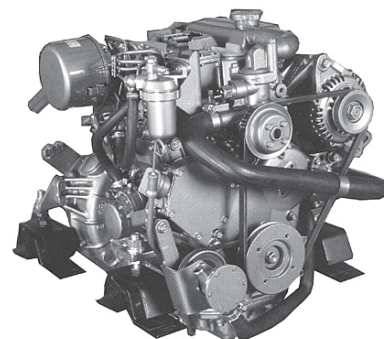
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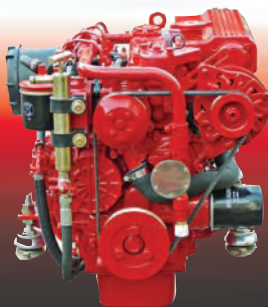
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LETTERS

NO CONTROL, OTHER THAN YOUR PERSONAL COMFORT ZONE

COVID was a perfect example of how we have little control over many things in our lives. I won't pass judgment on whether sailing across an ocean with little experience is a good idea or not because that's a personal choice, but it's my belief that those who are willing to take risks and step out of their comfort zone are generally more resilient and adaptable to whatever gets thrown in their path.

Carliane Johnson
Kyntanna, Freedom 38
Oakland

A WORD FROM THE COUPLE IN QUESTION:

We are so honored and in disbelief that we are actually in *Latitude 38*. This is the sailing magazine that I've always really valued, and to be in it is just unbelievable.

Thank you so much for taking the time to write about us and keep our good memories alive. Reading it really inspires me to keep sailing and do more crossings in the future.

Ty Savage
Drifty One, 1964 Cascade 29
San Diego/Hawaii

GOOD NEWS WEEKEND AS STOLEN (MOTOR)BOAT IS RECOVERED

Good news about boats that burn petroleum product? I see *Latitude 38* as a sailing magazine and one that purports to be friendly to the environment and cognizant of what is causing climate crisis. I cringe whenever I see one of the gas guzzlers race by or tie up at our yacht club dock, which, ironically, is considered to be a 'Green Marina'. Allowing these motor yachts to tie up at our dock is aiding and abetting, and now I'm complicit. But not for long.

Dennis Bailey

Dennis — We're not quite ready to purge all gas-burning vessels from the Bay, but your point is taken, as is your sense of urgency to take action.

Curiously, we find ourselves wanting to defend the existence of speedy motorboats, because they're essential in supporting large-scale regattas, and they make great photo boats. No, we would never own a dual-engine speedster, but if someone lent us the keys, we sure would have a grand time blasting around the Bay. (But seriously, who needs four 250-horsepower engines?) There are a number of electric motorboats that will hopefully hit the market "soon." Alternative energy always seems like it's forever in the future — just a decade away — but sparsely in the present.

In defense, we want to say that motorboats probably make up a small and relatively insignificant percentage of the petroleum burned globally. But again, point taken: If we're serious about 'going green', then we all have a responsibility to cut emissions wherever we can. If we're really going to go after wasteful vessels on San Francisco Bay — and to truly be cognizant of what's causing the climate crisis — then we should turn our attention to the ships coming and going under the Golden Gate. "By burning heavy fuel oil [aka bunker fuel], just 15 of the biggest ships emit more of the noxious oxides of nitrogen and sulphur than all the world's cars put together," *The Economist* reported.

But wait, this story — from the September 27 'Electronic Latitude with the same name as this letter — was about a stolen boat being returned to its owner. We're just happy that there was a good outcome to some bad news.

LETTERS

US COAST GUARD



↑↓ SAILORS, SURFERS AND SEA LIFE SUFFER ANOTHER SOUTHERN CALIFORNIA OIL SPILL

This spill has nothing to do with urban oil drilling, fracking, or onshore transportation or use of oil. It's on offshore pipeline probably for discharge of tanker's cargo.

Give us information on that, not propaganda for alternate energy.

Peter Ogilvie

How frequent are oil spills? More than you might think. Data from NOAA said that there were 137 oil spills in 2018 — ranging in size from 30 gallons to 2.1 million gallons — which was an average of nearly 12 per month. The early October spill off Southern California, pictured above, could potentially have an impact on coastal wildlife for years to come, according to conservation advocates.

for disaster at every step of the way, and this spill, like so many others, was predicted and then ignored, just as were the BP Deepwater Horizon rig, the Exxon Valdez, etc.

This industry, like mining and plastics, needs to be held to the highest standard, not the lowest/cheapest, and if gas costs more, so be it; I watched Alaska struggle for years to recover while Exxon got off at a small fraction of the actual cost.

Damon Cruz

Peter — The very first line of our October 4 'Electronic (with the same name as the original letter) said, "The New York Times reports that a pipeline failure has caused up to 126,000 gallons of oil to spill in Southern California." So there's the information on that.

We have no idea what you mean by "propaganda for alternate energy." Our article quoted stock prices for electric car companies, and reported on the hefty investments that Ford and GM have made in electric car manufacturing facilities. Alternative energy has been part of the national conversation for well over a decade, and is an urgent, constantly evolving matter of local, federal and global policy.

But every time we say anything 'bad' about fossil fuel or anything 'good' about renewable energy, someone freaks out, even though, despite our differences, none of us wants to see oil spills or environmental catastrophes.

↑↓ ANOTHER DISCUSSION ABOUT DOING THE BAJA HA-HA IN THE TIME OF COVID

It was sad to see the Port Townsend Wooden Boat Festival be canceled due to COVID. It seems like an overreaction, as reasonable precautions are available to allow for an outdoor event like this to proceed.

On the other hand, it will be interesting to see what — if any — guidance the Baja Ha-Ha leadership gives to participants of this year's event. The answer, to date, is not a word said. The "don't ask, don't tell" approach so far by the Ha-Ha doesn't seem reasonable, or prudent either. It will be interesting to see what the next six weeks brings.

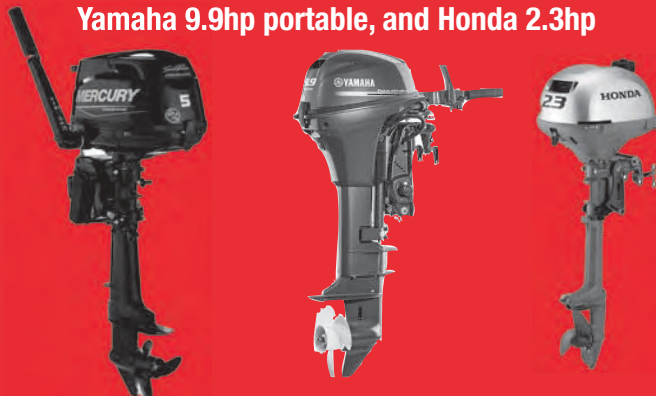
Joseph DiMatteo

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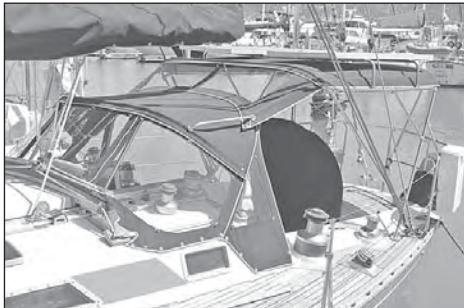
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LETTERS

Joseph — Thanks for your note on the September 17 'LL: Excellent News Out of Bahia Santa Maria for Ha-Ha Fleet. Here's a truncated message the Grand Poobah sent to this year's Ha-Ha participants: "The official Ha-Ha policy is that participants will not be required to be vaccinated or show proof of a negative COVID test. However, the Poobah urges everyone, in the strongest possible terms, to be fully vaccinated before the November 1 start. Reason one is that the vaccines have proven to be safe and effective. Reason two is that there is no meaningful healthcare in the 700 miles between Ensenada and Cabo San Lucas. Besides, who wants to be that irresponsible gringo who could have easily gotten vaccinated, but who ends up taking an ICU bed in a country where vaccines are difficult to come by and where there is a shortage of treatment facilities?"

"The Poobah and Doña de Mallorca are both fully vaccinated, as are the 10 crew who will be aboard the mothership Profligate. The skipper and crew of Assistant Poobah Patsy Verhoeven's Talion are also all fully vaccinated. In both cases, being vaccinated was a non-negotiable condition of coming on those boats. If you are over 80 and have a serious medical condition, the Poobah urges you not to do the Ha-Ha this year — and probably not any year.

"Mirroring the current COVID protocol in Mexico, nobody will be allowed into the Kick-Off Party without having their temperature taken and getting a squirt of gel on their hands. Nurse Goodbody will be in charge and will offer to take entrants' temperatures via an infrared, oral or rectal thermometer. The Poobah recommends the infrared, as sometimes nurse Goodbody gets the other two devices mixed up."

LEANING TOWARD COMPLACENCY?

In reaching for the middle point between undue alarm and complacency, I'd say a spot was selected much nearer to complacency rather than one of simple prudent precaution. It is interesting that both *Profligate* and *Talion* require all crewmembers to be fully vaccinated. I am sure many, many Ha-Ha boats will also require full vaccination for all their sailors. Undue alarm might have been once again canceling the Ha-Ha.



RICHARD SPINDLER

As the pandemic seems to be winding down, the debate over vaccines continues. We wish everyone sailing in this year's Baja Ha-Ha good health, fair winds and following seas.

Requiring full vaccination for all Ha-Ha participants at this point in time would seem to be just common sense, regardless of any dangers to libertarian bona fides. I feel the Ha-Ha would be showing the utmost respect for the people of Mexico by sailing a fully vaccinated fleet. Leave it to privileged Americans to turn down a readily available vaccine



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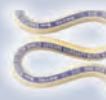
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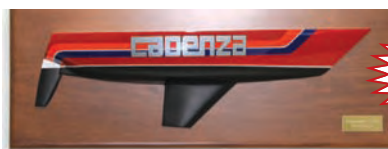
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LETTERS



LATITUDE / ANDY

The Baja Ha-Ha mothership 'Profligate', way back in 2013, long before anyone was talking about pandemics, social distancing and vaccines.

that millions of Mexicans would sorely love to receive.

Jon Hafstrom
Sea Horse, Island Packet 35
San Francisco

Mr. Hafstrom — Very well said; I completely agree. And I would suspect that if any of the Ha-Ha participants are of the belligerent "I have the right to get sick" type, they will likely be dealt with quite differently by the Mexican authorities than they are in the US.

Sandy Edmonson
Faith, Morgan 41
Portland, OR

↑↓ MANDATES VS. ACCOUNTABILITY

I applaud Richard for coming up with a reasonable approach to the Ha-Ha COVID guidance. It was well written, including a bit of levity, which is hard to mix in with this topic. Jon's point is well taken though, and having 100% of the Americans in Mexico vaccinated, given we are their guests, would be ideal.

But, the strident, anti-vax/mask crowd is here, and they will be migrating south with or without the Ha-Ha. Hopefully some will heed the advice of the Poobah. I am no fan of mandates, but I am a fan of accountability. In this case, it is really up to Mexico to enforce whatever COVID guidelines they want. If the Mexican government had mandated vaccinations for foreigners that might have been the best solution.

Joseph DiMatteo

↑↓ ONE OF THE PREMIER SAILING EVENTS

Well, it looks as if I'll not be on another Baja Ha-Ha again this year. I was planning on attending the crew party earlier this month, but my belated 25th-wedding-anniversary charter to the Greek Cyclades preempted that. Now I've signed on to crew on the delivery of a 50-ft Beneteau from Panama (the Caribbean side) to San Diego. So, even though I'll be sailing during the Ha-Ha, it won't be the Ha-Ha.

Something about the Ha-Ha makes it one of the premier sailing events of the year, and not much can replace it — even a transit through the Panama Canal! I'll wave as we pass going in opposite directions.

Ron Harben

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

LOOSE LIPS

Well, October's Caption Contest(!) was a smashing success! We received over 100 comments, many of which alluded to the sounds of fiberglass crunching or the need for repairs. As Mike Faber said, "Time to corner the gel coat market." Some readers took a different view and scored points for their mention of everyone's favorite magazine. "We're all just trying to get our boat into *Latitude 38*." — Marcus Anderson. Although the other Marcus saw it differently — "Damn *Latitude 38* photo boat was in the way again." And what is it with Grey Poupon turning up in recent months? "Sheesh, all I said was 'could you please pass the grey poupon?'" — Pat McCormick.

The winner and next top ten picks are below.



CREDIT: SAILCHECKER YACHT CHARTER & SAILING

"When the plug was pulled, all the boats were inexorably, relentlessly, drawn toward the deepening, widening whirlpool!" — Bill Huber.

"This is how we swap crew midrace." — Charlotte Hampton.

"The group therapy session for sailors proved to be more of a problem than originally thought." — Mark Caplin.

"When there's one slip left by the bar." — @tisquatch.

"I always look forward to the weekend so I can get away." — William Gilmore.

"The Club Sandwich." — @thewrightmarinesurveyor.

"Unsurprisingly, the Staten Island Yacht Club was upset when their scene in 'The Purge' wound up on the cutting room floor." — John Tennyson.

"Next time please make the finish line longer..." — Jeff Drust.

"All going for the biggest Pumpkin on the Great Pumpkin Regatta." — Jeff Cook.

"The winner gets any item of their choice at West Marine! Go!" — @cgeorge6250.

"This is the moment, we guessed, the race committee started drinking." — Rob Sesar.

"Sail Forth- Steer for the deep waters only. Reckless O soul, exploring. I with thee and thou with me. For we are bound where mariner has not yet dared go. And we will risk the ship, ourselves, and all." — Walt Whitman.



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SIGHTINGS

marie rogers — trailblazing sailor

Marie Rogers is an exceptional woman. Since learning to sail at the age of 26, she has found her power as a teacher, leader and trailblazer in the sailing world — not just as the role model for a new, diverse generation of sailors, but as someone actively opening doors and creating spaces for them within yacht clubs and sailing organizations. In 2019, Marie served as the commodore of the storied Los Angeles Yacht Club — becoming the second woman in 118 years, the second black person, and the first black woman ever to do so. That same year, she also competed in the 50th Transpacific Yacht Race. Today, she is actively building pathways for people of color to experience and have their lives changed by sailing by providing a blueprint for diversity, equity and inclusion that's going nationwide.

"You know, my family would have never been able to join that club, the oldest club in Los Angeles."

Growing up with four generations of family rooted in South Los Angeles, Marie Rogers is aware that not many people of her description walk into yacht clubs on an average day. Possessing a captain's license, the determination of a sailing athlete, and a lively sense of humor, she speaks energetically and candidly — especially if the topic is boats, or getting people onto them.

As a young person, she was adventurous and loved the outdoors; her

continued on outside column of next sightings page

sailing books for

We're a bit-old school here at *Latitude 38* in that, for pleasure reading, we prefer actual books. If the Kindle or laptop thing works for you, great. But whatever medium you prefer, there are plenty of new reads out there for sailors to enjoy. Here are a few of the new ones out this year. Look for more in our December issue.

Testing the Wind (Peter Ilgenfritz, \$15.95) — "Sailing's the last thing I thought I'd ever do," writes the author near the beginning of this book. "I've never been interested in boats... or liked tippy things like roller coasters. I especially didn't like wind."

Then he had 'The Dream' — you know, the one we've all had of being at the helm of a small boat scudding across turquoise seas past white sand beaches with swaying palm trees. And, at middle age, he decided then and there that, for his next sabbatical from 20 years as a pastor at a church in Seattle, he would learn how to sail. This book



Spread: The 66-ft 'Cheetah'. Inset left: Marie teaching cast members from an L.A. Cirque du Soleil show. "These guys doing a local production asked if I could give them lessons. We traded for seats for me and my friends!" Right page: Marie Rogers in her element.



holiday shopping

LATITUDE / JR



is the fascinating recounting of the many tacks and jibes in that voyage.

Island of the Lost (Joan Druett, \$16.95)

continued in middle column of next sightings page



marie rogers — continued

father was a lifeguard, so Marie was not a stranger to the beach. However, it wasn't until her mid-20s that her ex-husband purchased a boat, and with their son, Colin, she learned to sail.

The auspicious moment was when Colin made friends with several LAYC members and started crewing on *Cheetah*, a Peterson Dencho 66. A made-for-Transpac ULDB sled designed by Doug Peterson, *Cheetah* was not only the vehicle for a lot of fast — and successful — West Coast racing, but also where Marie found her happy place at the helm. It was also on *Cheetah* that Marie met Bill, the man who not only motivated her to become a better sailor, but eventually, to launch LAYC's Community Sailing program. A few years into sailing together, Marie and Bill married. When I ask her to list the boats that she and Bill have owned, she laughs, before launching into a list that includes a Cal 46, a Calkins 50, some trawlers ... "We got a bunch of other really cool boats," she says animatedly, "but they were not *Cheetah*-cool." Currently, Marie and Bill cruise and race *Marie*, a Nelson Marek 55.

Marie had not been a yacht club member prior to LAYC, and perhaps this distance is what allowed her to see what was happening. Women like her were participating in yacht clubs, but they weren't actually sailing. Marie purchased a Cal 25 and was actively racing with the fleet, but described having an all-woman crew — at that time, in L.A. Harbor — as a "phenomenon." Many women didn't sail without their husbands or partners; meanwhile, Marie was already looking to get others hooked on sailing. She started by obtaining an instructor's certification and bringing people from work, from her circles and yes, women, out on the Cal. Then, the 2008 recession hit and Marie was out of work; with little else to do, she was out sailing six days a week. In her words, "This thing became like a program.

"Long story short, [Bill and I] put together a business plan to have a Community Sailing program at LAYC. It became a club within a club; Bill was the rigger and I was the instructor and 'people person', and together we just made it work. New people came in who never thought they'd ever step into a yacht club, number one. Number two, they never thought they'd get on a boat, ever-ever-ever."

LAYC's Community Sailing program became a magnet for volunteer specialists, drawn by the visible impact of getting more Angelenos on boats, and soon the program's team grew to more than 30 people. It was an ASA-certified school; money was made that boosted the club's coffers; there were public, on-the-water clinics that you could join for only \$20 for four hours of sailing time on one of three Capri 22s or the original Cal 25.

Initially, Marie wanted to target schoolteachers and educators like herself, but professionals flowed in from the start. She describes how these people — cardiologists, tax lawyers, "super-professional" types — would just light up. "Like, oh my God! We're reeeally close to the lighthouse — it's so much fun! And oh, it's a dolphin! Oh, there's some sea lions over there! And then we'd see a whale and they'd just freak out. You'd know they were definitely on the Kool-Aid — that this is something that's accessible, that they could do. And there were people who joined because [sailing] was a bucket-list item for them, too."

During this time, Marie was invited to join the LAYC board. "The whole leadership thing was never a bucket-list item," she said, but she agreed anyway, to further the Community Sailing program and because it was a huge honor to be asked. Two years later, she became a flag officer. Then, two years after that, she was elected commodore, setting a historic precedent as the first black woman leader of LAYC. It was a monumental achievement, one that gained Marie a taller platform to talk about the things she is truly passionate about — sailing, and getting more people sailing. And from there until the horizon, that could have been all there was to say — that is, until the novel coronavirus blew on in.

Even with the very little knowledge that we had at the time, it was already clear that minorities and those with previous health histories were being disproportionately affected by COVID, so Marie suggested to the new club leaders that the Community Sailing program be put on hold. Instead,

continued on outside column of next sightings page

marie rogers — continued

"They just wanted to hire someone to take our place, so that's what they did."

She has since learned that every club goes through changes based on the interests of those in charge. Marie's other club, California YC, has sustained a keelboat program for many years. As soon as vaccines became available, Marie was asked to teach in the club's Martin 242 fleet, so she is back doing what she loves.

— ros de vries

ocean rescue off southern california

In 'Electronic Latitude on October 20, we shared the story of Khosrow (Koz) Khosravani from Marina del Rey, who rescued a woman who had been treading water in the ocean for 12 hours. The rescue occurred in September during Khosrow's first sail aboard his 1982 Catalina 25 Defiant. The following is Khosrow's account of the rescue.

How did this young lady end up miles offshore, staying alive for roughly 12 hours with nothing to hold on to — just treading the water and dealing with all the fears associated with being in that situation (sharks, dying alone in the dark, etc.)? Lucky for her, Santa Monica Bay has its warmest temperatures in late August and early September.

According to Marina del Rey harbor sheriff's deputies and L.A. County Fire Department rescue boat captain Matt Rhodes, she went swimming all alone on a Saturday, near midnight (shockingly, many young people skinny-dip late at night, I was told). She could not make it back to shore and drifted away until we found her a few miles offshore 12 hours later. She is a true fighter who defied the odds and survived in the cold water. We noticed her thanks to the pod of dolphins we were watching just a minute or two before. [Khosrow and his guests were watching the dolphins when they saw a hand waving.]

I am not religious nor that spiritual, but one must wonder about this universe! I acquired this boat a month or so ago and learned sailing just a few weeks ago. I took ASA 101 and 103 courses from Blue Pacific Yachting in Marina del Rey. Also, I got my California Boater's License online. Unbelievable timing. In the previous weeks, I had ordered two pieces of rescue equipment from Amazon, and we ended up needing both. It's much more complex than you might think. No captain jumps in the water in such situations unless the person has sunk below water and is drowning.

Before leaving port for Paradise Cove, Malibu, I spent roughly an hour training my three guests (non-sailors) on safety issues and on the rescue plan if any of us fell into the water. I told them such a situation would not occur in years, but you never know. Now, we know! The crew did not go overboard — someone else was found in the water.

When we saw the survivor, I had to pass her twice. First I asked one guest to point to the survivor's location at *all* times. Then I made a fast approach forward to reach her vicinity quickly and asked guest #1 to throw the square-shape lifesaver toward her. Second, I went forward about four boatlengths and performed a figure-8 approach to get the survivor between the wind and the boat (I did not want the boat to crash into her skull/face). Third, I asked guest #2 to throw an orange 70-ft-long rope so the survivor could let go of the first device (or keep both) and grab the rope for us to pull her gently toward the boat. (She let go of the first device — if anyone sees my orange square lifesaver anywhere in the Pacific Ocean, save it and bring it to me — LOL!)

Then I asked guest #3 to lower the ladder off the transom. When the survivor was next to the center of the boat, I turned off the outboard engine. We pulled her toward the ladder. It then took two strong men (thanks, Gold's Gym Venice Beach) to pull her up. She had zero muscle function to help us. My other guests (thanks, ladies) went below and got dry towels, water, and a thick blanket.

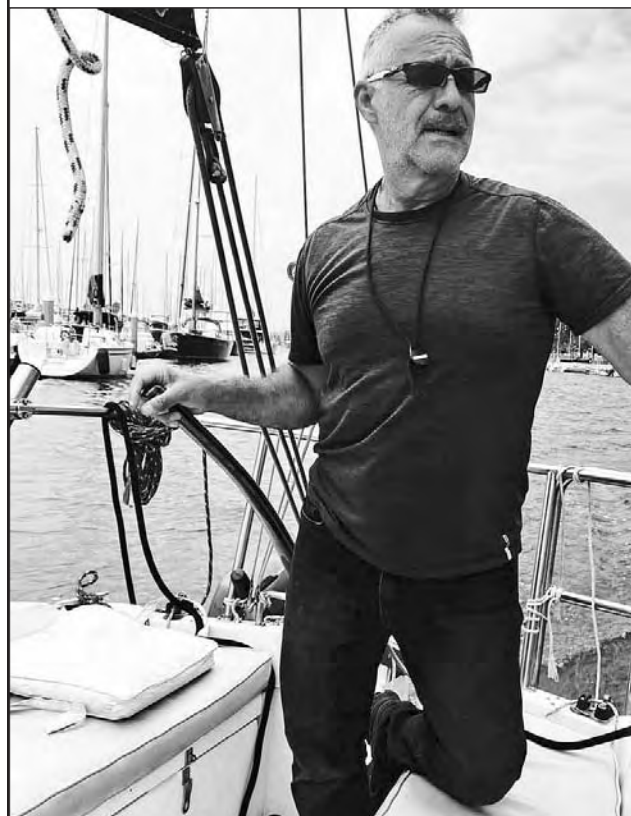
At this point, I felt free to initiate a Mayday for the US Coast Guard. (The

continued on outside column of next sightings page

sailing book reviews

— We are constantly amazed at all that we don't know about the history of sailing. For example, every sailor worth his salt knows about the amazing small-boat journeys made by Captain Bligh and Ernest Shackleton. But before we received this book, we had no idea about the epic story of Captain Thomas Musgrave and the crew of the schooner *Grafton*, wrecked on forbidding Auckland Island 300 miles south of New Zealand in 1864.

Over the course of a year and a half, the five men build a shelter, modify a lifeboat using wood from the wreck, and eventually sail to New Zealand and salvation. In the



— continued

meantime, another ship, the *Invercauld*, runs ashore on another part of the island, and a more *Lord of the Flies* scenario ensues, where the men turn on each other. Fascinating reading.

Wind, Fire & Ice (Robert M. Bunes, \$32.95) — No one is left who can offer a firsthand account of what it was like when *Titanic* hit that iceberg. But in this book, the author experienced it aboard — of all things — an icebreaker off Antarctica in the early '70s.

The *Glacier*, in seemingly open water, struck the submerged tongue of a tabular

continued in middle column of next sightings page

socal rescue — continued

night before I had made sure the VHF radio was fully charged and that I knew how to use it.)

Special thanks to L.A. County Rescue Boat Captain Matt Rhodes and his partner — you guys are heroes. Many sailors who have sailed for decades, and the rescue boat operators, told me they have never heard of such a scenario or seen it, and I got myself in this situation in my first little voyage from Marina del Rey to Malibu — 15 miles at best. Go figure! There must be a meaning behind all of the above happenings to align perfectly for this young woman to survive, and to live for decades to come, hopefully.

The woman was taken to Ronald Reagan Hospital at UCLA and at last report was in a stable condition.

In response to this story on 'Lectronic, EMT-paramedic and founder of Backcountry Medical Guides John Taussig shared some cautionary words about hypothermia treatment. You can learn more when we chat with Taussig on an upcoming episode of our Good Jibes podcast series. — ed.



Clockwise from top left: Khosrow Khosravani at the helm of his Catalina 25 'Defiant'; the rescued woman aboard 'Defiant' — the rescue demonstrates the benefits of sail training and practice; the two recently purchased items Khosrow used to help with the rescue; Khosravani aboard the Catalina 25 he bought in August, just weeks before the rescue; the L.A. County Fire Department rescue boat was quick to arrive on the scene.



ALL PHOTOS COURTESY KHOSROW KHOSRAVANI

SIGHTINGS

cj perez — a young lady at speed in sailgp

SailGP brings its adrenaline-filled stadium foiling circus to historic and scenic venues around the world. With the Women's Participation Program, SailGP moves the sport forward in a way that not only embraces diversity but creates a realistic path into sailing opportunities for young women.

On the US SailGP Team, skipper Jimmy Spithill has infused a winning mentality that has proven contagious to his solid supporting cast of seasoned America's Cup veterans and now to the two young women who have burst onto the team's scene. Daniela Moroz from Lafayette and CJ Perez from Hawaii both know how to — and love to — go fast on the water. Perez and Moroz share a dream and a seat on the American team that they have earned as they rack up their own hardware of trophies, dominating their respective sports: foiling Waszps and kitefoiling.

Moroz comes fresh from closing out a remarkable win at the Formula Kite World Championships in Torre Grande, Sardinia. She came from behind in a dramatic final shootout to take five world titles in a row!

"I was really happy to make it five," said Moroz. "It feels really surreal, and I haven't processed it yet. The biggest challenge was definitely just handling all the pressure, especially going into the final race, but as soon as the warning signal went off, it was game on!"

CJ Perez went from underage teenager one week to calling tactics in Cadiz, Spain, for Spithill and the US SailGP team in 25 knots with six other foiling F50 catamarans on steroids the next. They just didn't throw her a wild joyride 18th birthday party. She was part of an insane roller coaster posse with the other checkered flag-starved teams flying around her as she calmly called out tactics.

"I was just thrown on board racing for that first day. Obviously I was a little bit nervous but just mainly excited to take in everything that comes with being on board with some of the best sailors in the world," said Perez. "I mean, I didn't even have any time on the boat prior. I just got sent straight into a race, and our team finished second, which is amazing!"

"I was acting as the tactician on board right behind Jimmy, and I was basically being the eyes and ears for everyone on the boat. I was looking for what boats were going to hook us, what boats would really be a threat for us at the start, calling out time to start and boundaries during the races.

"You could tell that everyone was a bit on edge. I've grown up with the awareness of the risks of going that fast, so it wasn't at the forefront of my mind. I was able to stay calm and keep my heart rate low, and that allowed me to think more on how I can make the boat faster rather than how I can cross the boat safely."

When GBR (Ben Ainslie) spun out and capsized right in front of them in the podium race, Perez had the moment of her young life. "It honestly happened so fast. I think Rome [Kirby] didn't even know it happened until, like, 10 seconds later!" exclaimed Perez. "On that first initial reach you're going so fast, and after GBR capsized you see it, then a split second later you have to focus on your own boat because our bow was digging and you have to brace on and start thinking about getting back on our foils so we can catch up to the Aussies. Everything is just so fast and decisions are made in an instant."

Perez joins the team with an impressive amount of foiling ability, most recently displaying a dominant performance winning the 2021 Waszp USA Championship. She is a proud native of Hawaii. She currently takes classes online from UC Berkeley, where she will be studying engineering.

"My parents actually have no knowledge of sailing, nor do any other family members. I wasn't introduced to the sport because of them. I got into it because I live near the water. I'd kind of just drive by the ocean every day and watch sailors just rip around Kaneohe Bay, and I thought that was just so cool!"

"Hawaii is such an amazing place for many reasons. I love the weather, and the people are amazing. The weather allows me to go sailing or surfing any time of the day, any time of the year. So being in Hawaii as a water person is paradise. It is such a diverse community, and the people I've grown up with come from very diverse backgrounds from around the world. I was

continued on outside column of next sightings page

sailing book reviews

iceberg that everyone felt as a "bump," but that put a 20-ft-long, 2-ft-wide gash in her underbody. Luckily, the inner hull saved her from immediate peril. A lieutenant named Pitt had the con at the time and the iceberg was immediately named "Pitt's berg." (This book has nothing to do with sailing but is a great read.)

High Latitude Sailing (Jon Amtrup and Bob Shepton, \$35) — This reviewer has never done any high-latitude voyaging, but it seems from reviewing several books on the subject over the years that there are



COURTESY CJ PEREZ



RICHARDO PINTO / SAILGP

— continued

significant differences in more than just how many layers of clothing you have to wear.

For one thing, guns are generally recommended due to the possibility of encountering polar bears. For another, there are many ways ice can hurt you, trap you and kill you if you aren't careful. That said, in this thoughtful and informative book, the authors impart not only their wisdom borne of many cruises into the high latitudes, but the rewards offered to the brave sailors who venture there.

— jr

cj perez — continued

given a multicultural perspective on life.

"In the morning I'll go for a foil surf when the wind is light. I go to the gym about five times a week or go boxing," said Perez. "I'm vegan. I love to eat as clean as possible, because I think that's what my body responds to the best, and it gives me the most energy and strength to perform while in races. But you know I'm still quite young. I've got a fast metabolism and I love sweets — that's my weak point!"

"I was really lucky to start foiling here in Hawaii; I wish there was a lot more sailing that went on here though."

We suggested to CJ, "Maybe you can talk to Russell Coutts or Larry Ellison about bringing SailGP to Hawaii or to Lanai."

"For sure! Wouldn't that be cool?" she laughed.

— mark reid



Spread: CJ Perez strikes a pose as she ventures forth in the uncharted waters of SailGP. "Sailing on the F50 is surely one of the coolest things I've ever done!" Above: CJ on her Waszp. "I love Kaneohe Bay because the water is flat and it's perfect for foiling." Left page, top: "What SailGP is doing by incorporating females into their league is everything for us!" Bottom: CJ Perez calling tactics behind skipper Jimmy Spithill on the US SailGP team. "I'm able to learn really quickly, and I'm able to adapt to the situations really fast."

COURTESY CJ PEREZ

BOB MARTIN / SAILGP

empowering women on the water

In the second weekend of October, novice sailors and returning students came together for the 29th year of the Northern California Women's Sailing Seminar (WSS) hosted by Island Yacht Club. After last year's program was held virtually due to COVID-19 restrictions, this year's precautions were not taken lightly. Proof of full vaccination and masks were required from all participants.

The event was held at the Encinal YC and Oakland YC, IYC's neighbors at their previous location on the Alameda waterfront. The yacht clubs have collaborated on a number of events since IYC lost their clubhouse in 2020 as a result of the Alameda Marina development.

IYC has a long history of bringing women sailors together and cultivating diversity and inclusion. Since its inception in 1970, there have been more than 10 years of female reign. The current commodore, Melissa Grudin, is in her second year in that role, and has been involved with the WSS for 12 years. Melissa has helped carry the club through its recent hardships of becoming a 'paper club'. Through her effort, and that of the rest of the board of directors, the club has continued its race program and events despite the lack of venue.

"Our club has a heart, a crazy streak of perseverance, stubbornness, and the ability to make a change. Women's Sailing Seminar has been one of the glues that held us together."

The seminar choices this year included 'Beginner Track', in which students learned basic terminology, sailboat anatomy, and safety. The classes were held in the classroom, dockside, and on the water. 'Crew Track' was geared toward new sailors, giving participants the opportunity to polish up their beginner skills and practice different roles on the boat. In 'Sailor Track', groups practiced sail shape, learned how to maximize or depower a boat in various conditions, and reviewed basic rigging and knots. 'Divas of the Bay' focused on more advanced skills such as crew overboard drills, docking, navigation, and plotting, as well as reviewing VHF radio calls and the rules of the road. A new addition to this year's courses, 'Racing Track' was designed for students to learn racing rules, tactics, and crew positions. 'Racing Track' included four Alameda-Oakland Estuary races, which concluded the weekend's on-the-water instruction segment on Sunday.

Friday evening's keynote speaker and co-founder of the WSS, Linda Newland, kicked off the weekend with a slideshow of old photos that told her inspiring story of '50 Years of Sailing'. When Linda joined IYC in 1974, she began a "girls' group" sailing on the Estuary, which subsequently became the birthplace of WSS.

Pioneering the way for future women sailors, she has completed numerous ocean races, deliveries and singlehanded passages. She also holds the record for the fastest woman in the singlehanded Transpacific Race from San Francisco to Japan.

This was the first year WSS had an instructor from the local Bay Area Association of Disabled Sailors (BAADS). IYC member Cristina Rubke is currently the BAADS race program director, as well as a coordinator and skipper for their keelboat program. Her sailing career and involvement with BAADS began back in 2007, when she was recruited off the streets of San Francisco to go sailing with the program. She is now the organization's staff commodore. "Once I started, I was hooked," she said.

In her role as WSS instructor, Cristina took students out on *Raven*, a 20-ft Freedom, to teach the Beginner and Crew students.

Women from near and far traveled to participate in the seminar, such as cousins Pam McComas from Park City, UT, and Jeanine Rutherford from Sacramento.

Jeanine considers herself a lifelong learner who loves to sail, but is new to sailing on San Francisco Bay. "I think women have more in common with each other and can better relate to each other in group settings."

Pam, who has previous West Coast sailing experience and has completed multiple Lahaina Return races with her son in Hawaii, mentions, "I've always been intimidated by San Francisco Bay, so I'm trying to get over that." Pam is now planning to spend more time on the Bay, where she may

continued on outside column of next sightings page

the return of the

Our annual pilgrimage to the Annapolis Boat Show is a reinvigorating experience. Annapolis is a beautiful town rich with sailing culture, October is an ideal time to visit, and, most of all, the show is packed with sailors, vendors and sailboats to inspire any sailing dreams.

Last year's cancellation only made the show more refreshing and rewarding this year. We spent four days walking the docks, tents and booths confirming the accuracy of the headline news — sailing is very popular, demand for boats, gear and equipment is strong, and the primary constraints are the supply-chain issues of finding people, materials and distribution to deliver the finished product to waiting sailors.

Aside from a late-afternoon rain squall on Saturday, October 16, the weather this year was perfect. The lines to get into the show each morning stretched down the street, and the lines to board a boat stretched down the docks. Dealers and manufacturers were taking orders for boats, with many of the deliveries scheduled a year or two or

ISLAND YACHT CLUB



ROS DE VRIES



annapolis boat show

more in the future. Nonetheless, new boats are being ordered and delivered.

LATITUDE / JOHN



Most of the world's charter locations are also reopening. Charter companies report strong demand as health protocols at most destinations are now travel-friendly, and charter weeks have been booking fast.

The pandemic's silver lining for sailing was on full display in Annapolis, with current owners upgrading their now more active boats. Many new and younger sailors were looking to expand their sailing horizons. Once again, Annapolis refreshed our enthusiasm for sailing.

— john

empowering women — continued

potentially purchase her own boat. She sees WSS as a great way to look for potential crewing opportunities and make new sailing friends. "I think there's a little more finesse to instructions when a woman coaches another woman, and it always seems to be a bit more fun because we laugh a lot," Pam explained.

This year WSS, drew attention from not just women. When SFSU student Nicolas Cholula learned about the event, he became intrigued. He explained, "I was really surprised to hear that WSS was one of the first places to teach women to sail in the Bay Area. There are a handful of places doing something similar, but none are doing anything like this seminar." As a fourth-year photojournalism major and *Xpress Newspaper & Magazine* photographer, Nicolas decided to do a piece on the WSS to bring more attention to the program. (Find his story at www.goldengatexpress.org.)

Historically, sailing has been a male-dominated sport. The WSS encourages more women to take the helm. The relatability and commonality of communication styles experienced through women-to-women instruction allow for a safe learning climate. This type of foundation creates space for building competency and networking, all while generating new opportunities for women in the sailing community.

The original leaders of WSS, who continue to be the backbone of the community, hope to hand off the baton. As students become teachers over the years, the program continues to develop pathways for the next generation of women sailors. Next year, they will look forward to celebrating the 30th anniversary of empowering women on the water.

— monique selvester



NICOLAS CHOLULA

Left, top: Cousins Jeanine Rutherford and Pam McComas. Bottom, left to right: Shelli Bohrer, Pam McComas and Jeanine Rutherford, with Monique Selvester at the helm and instructor Sandy Andersen Wertanen. Spread: Rebecca Hinden teaches the Race track during Sunday's Estuary races on October 10.

asked and answered?

In the 100-plus-year saga of anchor-outs on San Francisco Bay, the question of who, if anyone, has authority over people living on the water has been passionately debated in the pages of *Latitude*, and has called into question the very nature of government. Laws about anchoring out have long been on the books, but have gone unenforced, and the reality on the water and in shoreside communities has remained in a kind of stasis, some would say a quagmire. Tempers have flared, boats have broken loose, sunk, and been destroyed, and lives have been affected, but the anchor-out community — which is mostly centered in Richardson Bay, but has also taken root in the Oakland Estuary and other corners of the Bay — has persisted for well over a century, ebbing and flowing with the economic and cultural tides. Over the past four years of reporting on this issue, many seasoned anchor-outs have told us that the majority of vessels at anchorages are unseaworthy and their occupants non-mariners — or simply, 'homeless', a population that is often plagued by drug abuse.

The weapon of choice in the anchor-out battle seems to be the lawsuit. The Bay Conservation and Development Commission, who — despite protests from the annals of *Latitude* — ultimately has authority over anchor-outs, threatened to sue the Richardson Bay Regional Agency if it didn't enforce

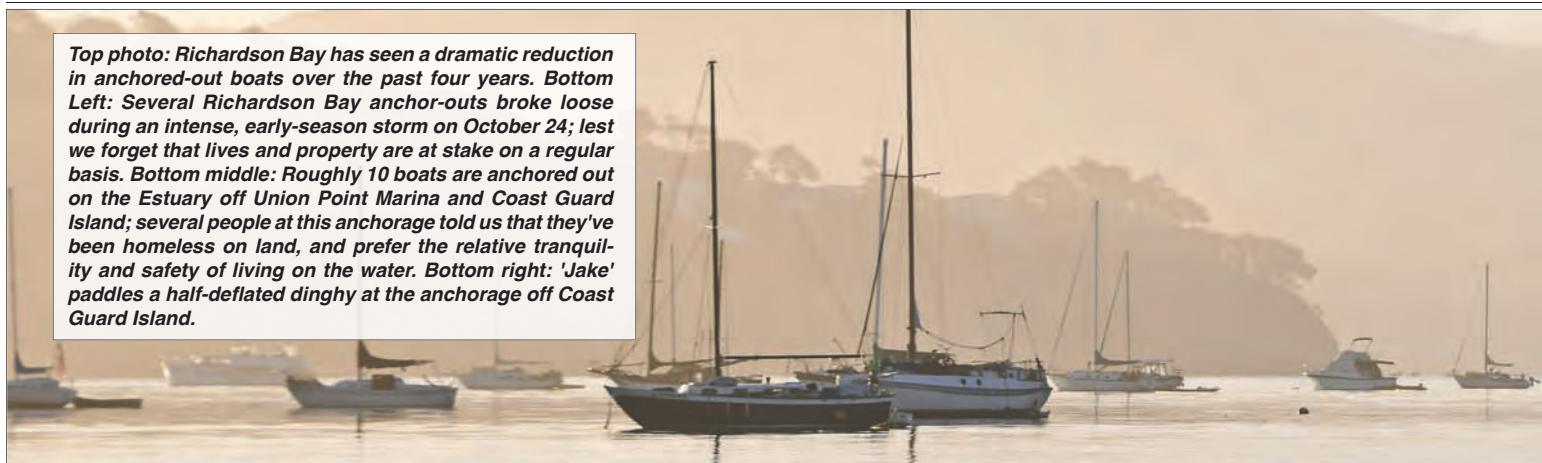
its own long-standing, but long-ignored, 72-hour anchoring policy. To avoid litigation, BCDC and RBRA came to an agreement at the end of the summer: By 2026, long-term anchor-outs will no longer be allowed on the Bay. The city of Sausalito is also making plans to move its remaining "legacy anchor-outs" off the water by December 2025. Is the anchor-out saga nearing an end game?

Not so fast. The pendulum swings both ways.

A bevy of lawsuits have been filed by anchor-outs who have had boats confiscated and crushed. In Oakland, a \$280,000 settlement was reached with two boat owners. Two lawsuits, both filed by former Richardson Bay anchor-outs seeking \$1 million in damages against the RBRA, are currently in process. Off the water, Caltrans settled a \$5.5 million suit to settle claims that the state highway agency had illegally destroyed property owned by homeless residents camped on its land, such as the area at the entrance to Berkeley Marina, which was recently cleared of its years-long encampments and gated off. According to the *Mercury News*, the Caltrans lawsuit would pay up to \$5,500 per camper, with another \$700,000 going to a homeless advocacy group, and an astounding \$3.5 million in attorneys' fees.

Is it strange that one taxpayer-funded agency, the BCDC,

Top photo: Richardson Bay has seen a dramatic reduction in anchored-out boats over the past four years. **Bottom Left:** Several Richardson Bay anchor-outs broke loose during an intense, early-season storm on October 24; lest we forget that lives and property are at stake on a regular basis. **Bottom middle:** Roughly 10 boats are anchored out on the Estuary off Union Point Marina and Coast Guard Island; several people at this anchorage told us that they've been homeless on land, and prefer the relative tranquility and safety of living on the water. **Bottom right:** 'Jake' paddles a half-deflated dinghy at the anchorage off Coast Guard Island.



LATITUDE / JOHN



TIM HENRY



who has authority over anchor-outs?

would sue another taxpayer-funded agency, the RBRA, so that taxpayers are paying lawyers to litigate disputes between agencies with similar goals: to protect Richardson Bay? "It's a classic bureaucratic process," a former BCDC executive director told us about the flow of power, neither disparaging nor exalting the tools at the agency's disposal. The BCDC is not a law enforcement agency; they can only issue cease-and-desist orders, or sue permit holders. But no one is going to sue an anchor-out who is already living on the financial margins.

Latitude 38 has long questioned the BCDC's authority. "Our perception of the situation has been that many boat and marina owners look to the BCDC in the same way Afghans look to the occupying Soviets: an unwanted outside agency coming in under false pretenses and telling them how to live," *Latitude* wrote in a 1983 interview with a BCDC staff member. Though the specifics of exactly why the BCDC has jurisdiction over anchor-outs have been documented in this magazine many times, a good number of people are still skeptical of the agency's authority. The BCDC has been incredibly successful in halting the wanton "filling" of the Bay — but suddenly, people living on their boats were regarded as "fill," and all hell broke loose. The question became: Can people make their "residence" on the Bay?



LATITUDE / JOHN



TIM HENRY

It's usually at this point in the debate that some version of this question is raised: "Isn't some of [Richardson Bay] federal — a Coast Guard 'general [or 'special'] anchorage'?" *Latitude* asked in the 1983 interview with the BCDC. "We had always understood that the cities couldn't interfere with the Coast Guard's designation as a general anchorage; that the cities can't come and make boats conform to their laws." The BCDC responded: "That's not correct. [Richardson Bay] is not owned by the federal government, it's just a designation by the Coast Guard on a map." The BCDC staff member said that local governments have authority over general anchorage areas, and that they can pass regulations governing them. Still, most anchor-outs we've spoken with over the past few years have told us, "If what I'm doing is illegal, then why hasn't the Coast Guard kicked me out yet?"

"There's a misconception about the Coast Guard's role in general, and a misunderstanding that if it falls on the water, it's the Coast Guard's responsibility," a Coast Guard officer told us recently, adding that with regard to illegal anchor-outs, the Coast Guard "does not have the authority or jurisdiction to remove those vessels," unless there's a threat of pollution, or a vessel in question is impeding marine traffic.

The RBRA and city of Sausalito have presented numerous legal studies repeating what the BCDC said in the 1980s: that state and local agencies absolutely *do* have authority within special anchorage areas. "That is pretty well-settled law; residential use [of Richardson Bay] is prohibited; that's clear as well," Sausalito Mayor Jill Hoffman told us. Legal studies and distant court rulings tend to be met with skepticism on the water. "Only the lawyers understand what any of that means," one anchor-out told us. There is, however, a degree of willful ignorance at play. If your lifestyle requires you to either bend or ignore the rules, chances are that you'll choose to interpret the law to your benefit, deferring to an authority whom you know to be indifferent to your presence.

Have these questions now been sufficiently asked and answered? Authority — which is not infallible or beyond reproach — has been established by an admittedly tedious and imperfect democratic process. This is what we, as a society, came up with, for better or worse. Still, we have to ask: Do we want a Bay *completely* free of anchor-outs?

Latitude has long supported the idea that some people should be able to make their residence on the Bay, provided they do so within the rules of the community and are experienced mariners with well-found boats. (We recognize that homelessness must be confronted before we can reasonably expect that the unhoused won't anchor out on the Bay.) We've always supported the idea of a well-managed anchorage, and look at San Diego's mooring fields as a success story.

As part of the settlement between the BCDC and RBRA, there's a plan to install approximately 15 to 20 moorings by December 2022 "for temporary vessel relocation." But that proposal is already controversial. "This term was reached with no input from, or collaboration with, Sausalito," Mayor Hoffman wrote in the *Marin Independent Journal*. "The last time RBRA inserted 'temporary' moorings, [anchor-outs] overstayed their permits by 16 years and [moorings] were rented for residential and storage use."

Clearly, the anchor-out saga is not quite over.

— *latitude*

Readers — Please check in with 'Electronic Latitude' in early November for more on the anchor-out debate.

THE LOSS OF

After sharing a US Coast Guard rescue story on 'Electronic Latitude' about the loss of Thomas Fritz's sailboat, Léviathan, southwest of Point Conception, we caught up with him in Germany, where he shared the following recollections of his rescue at sea.

In the early hours of August 14, 2021, Thomas Fritz was singlehanded his 1984 Hunter Cherubini 36 *Léviathan* at the start of a lengthy voyage from Moss Landing in Monterey Bay to Hamburg, Germany. An unexpected storm, blowing east by southeast, pushed his boat off course and westward into the Pacific Ocean.

"There was zero notice of the storms on the weather radio," Thomas said, "and the navigation equipment struggled to keep the boat on course."

"Every minute, the alarm went off ... of course. The autopilot motor jammed ... of course."

However, as sailors do, Thomas adjusted his sails and *Léviathan* weathered the 30mph winds and successfully navigated the blow.

"I had the mainsail pulled in and tied down. Foresail out a little, maybe about 97 square feet on a 130% foresail."

Léviathan was rigged with a retractable forestay and oversized standing rigging, a combination that, Thomas believes, helped prevent the vessel from being dismasted.

"When the storm had passed, the autopilot was working fine and I returned to my original course."

However, the following night again delivered unexpected weather. Between the hours of 1 and 2 a.m., the navigation alarms sounded and *Léviathan* was once again off course, and again there was "no warning."

At around 4 a.m., the sails were under control and the engine was running. According to a USCG news release a few days later, *Léviathan* was now approximately 370 nm west-southwest of Point Conception, battling 60-knot winds.

Securing gear and equipment for the passage.



ALL PHOTOS THOMAS FRITZ EXCEPT WHERE NOTED

"I was heading downwind, exposing the stern to the waves, which, because of the boat's design, would break beneath the boat, versus having them break on the bow, which would twist the boat to one direction or the other, leaving a side exposed. This could have broken port-holes and allowed water in."

Prior to the voyage, Thomas had spent four months upgrading the (new to him) vessel and repairing much of its equipment and infrastructure to the point of "overbuilding," to improve its seaworthiness in heavy weather, which he would undoubtedly encounter as he rounded Cape Horn in the coming weeks.



Sadly, Thomas's cat Nella was not to be found at the time of rescue.

A half-inch line that served as a Chinese-jibe preventer broke, along with the mainsheet pulley block's 3/8" stainless pin on the boom. "With no control left, I lassoed the boom with a line from the Chinese-jibe preventer and tied it down." By now the Kevlar mainsail had torn due to the excessive luffing.

At around 5 a.m., Thomas deployed the sea anchor to stop the boat from being pushed farther out into the Pacific. But in his mind, he was preparing for the worst outcome. The lone sailor had been aiming to reach Germany ahead of the rough weather. "Another day, and I would have beat it!" Thomas reflected. However, as things went from bad to worse, he took steps to make the best of his situation.

"I went below to get the wallet with about \$100 in cash and dead man's money from its hiding spot and Gorilla-taped it to my leg. It had my next-of-kin information."

By 6:30 a.m., the waves had increased to crest at around 30 feet in height. "They were about as high as the spreader bars," Thomas added. He issued a 'Pan Pan Pan' and notified the US Coast Guard that his vessel was "in distress" and running low on fuel.

Then Thomas encountered another problem. "I could hear fiberglass breaking

and cracking from someplace, from being twisted from the waves."

At 10 a.m., Thomas issued a "Mayday" — his fuel had run out and, due to the design of the yacht and the pushpit placement, the lone sailor was unable to refuel in the prevailing weather conditions.

"In normal weather, it is a difficult job; in this weather, deadly. I pushed the little Yanmar 15 hp motor to the point where it was smoking awful. I was afraid that it would catch fire, and I sprayed it down. This poor little engine ran on high for seven hours."

Despite the now inconsistent communications, the USCG had received the Mayday and advised Thomas that he was "the farthest person out," and that it would take a while to reach him, and added that he was in the worst part of the storm.

"USCG said not to attempt to fix the boat because that is how most people are hurt. I programmed the EV100 autopilot to attempt to return to shore, to surf the waves heading east to the USA. The roller furling was tangled badly, and the movement on the bow was harsh: hard to port, hard to starboard, hard on the bow, etc."

"I did go below when it was rocking hard — so hard, it tore the top off the microwave wooden cover that was secured by 1/2-inch-long wood screws. The wooden ice box covers had fallen off, which told me the boat was going to capsize soon. My box of tools, about 150 lbs., was skidding around, smashing on anything like it was nothing. It would drag things like a fishing pole that fell down, a fishing gaff with a huge alligator hook exposed. It was all bad ... very bad."

Thomas felt there would be a third storm with even stronger waves, and that his boat would not make it. There was little he felt he could do but wait and hope.

The vessel's three bilge pumps were working overtime, and the electrical system was pushed to its limits: "400 Ah batteries, and a wind turbine that screamed under the stress of the winds to keep the pumps going at full power."

The reality of his situation was beginning to weigh heavily on the mariner, not only for his own safety, but for the probable loss of his sailboat. "So much money and time poured into this yacht, lost."

Over the four months prior to departure, Thomas had combed over the entire boat in preparation for the long voyage ahead. He updated most of the electrical system with marine-grade wire and LED technology, and replaced any spliced

Thomas Fritz updated and upgraded 'Leviathan' for an ocean passage. Inset: Thomas felt like he'd aged 20 years by the time he was finally safe aboard 'Antonella'.



wires with IP64 waterproof junction boxes with blocks for all connections.

"Really, everything was gone though, replaced or repaired," he added. "I got pretty good with yoga to get into some tight spots! For example, I changed the fuel vent and filler hose to bring it up to current specs with two hose clamps on each side, [and] removed the loop in the fuel vent to bring it to a 'V', so that idle fuel would not get trapped in the vent tube and pollute the ocean, and ocean water could not climb up the V to get into the tank.

"The biggest compliment on my work was from a very seasoned yachtsman. He saw it only took me a few hours to find a short in the mast and repair it, whereas the past owners had hired three different marine electricians who were unable to locate the short.

"He asked me to join him on the Baja Ha-Ha, but I was racing time to get out of the northern waters."

At around 8 p.m. a cargo vessel, M/V MSC Antonella, appeared about 200 yards

The inflatable before stowing for the ocean passage.



from *Léviathan's* port side. "I called out to them, and asked if they would assist the USCG on this Mayday call. They said they couldn't even see me. They were on H-deck, about 100 feet at least, above the water and could not see the mast over the waves."

It didn't help that the vessel was pitching violently from port to starboard.

"I told them that I was dead in the water, no way to get any sails up, the foresail roller furler had jammed, the USCG said not to attempt to repair, and the engine was dead and still smoking. I was left to the mercy of the seas."

Thomas's emergency RIB lay on the bow, deflated. In accordance with USCG regulations, the RIB, along with its electric motor and lithium batteries, had been removed from the davits above the transom prior to departure so that the boat's name would be clearly visible.

The irony was not lost on the equally deflated sailor. "My RIB was worthless, but anyone could read the name of the boat."

Fortunately, skillful driving and no doubt a dose of good luck prevailed, and the 980-ft-long *Antonella* was able to pull alongside *Léviathan*. Thomas's most pressing problem now became how to get safely off his vessel and aboard the container ship, while carrying the few meager possessions he was able to grab.

"They dropped down a rope with a monkey's fist tied to the end, which I attached to *Léviathan*. A few hard crashes of the mast against *Antonella* and it was docked.

"They had already opened the pilot's

door, and a rope ladder came down. I tried hand gestures to signal that I wanted to throw up a line to them, or them to drop a line to me. I wanted to attach it to my safety harness, so that I could not fall between the vessels and be crushed. I was severely exhausted, beaten and battered by the waves, and dehydrated. I had drunk a ton of water and energy drinks, but it wasn't enough.

"They didn't understand my signals and with only a blanket vacuum-bag full of contents from *Léviathan*, I made it onto *Antonella*.

"I saved my documents, and this computer I have now. I didn't even have shoes or socks when I abandoned ship. My cat, lost, hidden in a hole somewhere — it was too dangerous to go hunt for her, and she was too scared to come out."

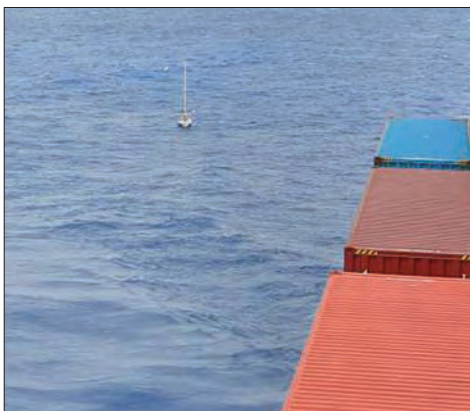
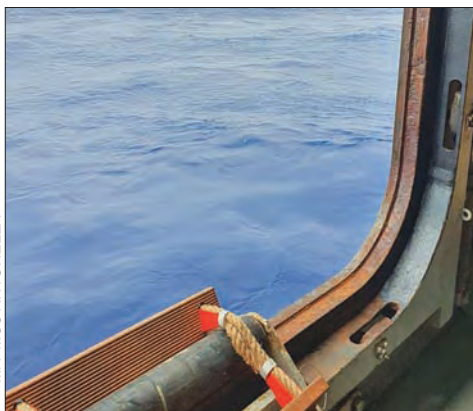
Torn up and out of energy, Thomas climbed up a few steps to board the cargo ship, where he was able to pause and take stock of his situation.

"Toe bleeding from being smashed hard at nav station. My leg, broken a few years before and not totally healed, was screaming in pain, swollen and huge. It hurt, but I'd made it."

The cabin steward gave Thomas dry clothes, which he quickly switched for his own sodden gear. Meanwhile *Antonella's* medical officer had warned that their new guest would be "as tired as a person who ran the marathon," and that they should keep a sharp eye on him for a heart attack or stroke. However, Thomas was able to slowly recover from his exhausting ordeal, and after downing a liter of water, enjoyed a shower and a rest.

THE LOSS OF LÉVIATHAN

MV MSC ANTONELLA



Ladder at the ready for the battered 'Léviathan'. Thomas and Sophie's personal effects, also bound for Germany, were lost along with the vessel.

The experience aboard *Léviathan* had taken its toll. "In the mirror, I looked 20 years older." But he was alive, in relatively good health, and from reading the notes he had written on his salvaged computer soon after being rescued, he was still in good spirits.

The solo sailor was no longer heading to Germany. Instead he would spend the next two weeks aboard *MSC Antonella* as she continued on her course to Japan where, according to the USCG, the relevant authorities had been notified of Thomas's pending arrival.

Now in Frankfurt, Germany, on the River Main, thousands of miles from the Moss Landing dock where his journey began, Thomas aims to continue sailing. But first, the mariner, who learned to sail on local lakes in Texas and later spent a lot of time windsurfing offshore in Florida and then on San Francisco Bay, will need to purchase a new vessel.

"I had a 150-mile-limit insurance policy and was blown way off course by the two days of extreme weather — 450 miles offshore when rescued. They are refusing to pay the claim, so I have to start fresh.

"My wife, Sophie, initially said I'm not allowed anywhere near a boat."

Sophie has since relented a little, although she has insisted on a larger boat. "Something larger than the 36-ft. I'd like to cruise the Bahamas, the Caribbean. Perhaps Tahiti."

In the meantime, the enthusiastic sailor seems undaunted by his most recent experience and is dreaming about his next boat as he quips, "I didn't make it to Germany via my yacht, but I did make it by plane!"

— latitude / monica



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2021 SEASON CHAMPIONS PART 1 —



The sailing year 2021 got off to a slow start due to a holiday surge in coronavirus cases. Although the vaccines swooped in to save the day, they came too late for a few of the usual suspects (Northern California one-design classes, that is) to organize a championship season.

Other classes never missed a beat.

J/105 — Ne*Ne Tim Russell, SFYC

Among those classes that persevered through the pandemic — even in 2020 — was J/105 Fleet 1. Like last year, Tim Russell's Ne*Ne emerged victorious (see our *Champs* report in the December 2020 issue of *Latitude 38* to learn how this class and others handled a season of lockdown, social distancing and the like).

"I just love racing J/105s, especially on the Bay!" enthuses repeat champ Russell. "The competition and camaraderie of the fleet is second to none. The fleet keeps getting stronger, and we keep pushing each other to get better. We might be fierce competitors on the race course, but we are all friends at the dock.

"On Ne*Ne, we started the 2021

*This fabulous photo from Day 3 of the Rolex Big Boat Series in September shows Tim Russell's 'Ne*Ne', #003, ahead of a pack of J/105s. The class had the largest division — with 22 boats — at the regatta, which served as the final event in the Bay Area J/105 Fleet 1's 2021 season.*

— photo by Sharon Green / Rolex

season off slow, but we ended strong, finishing the last 13 races with mostly firsts and seconds.

"What was nice about the season this year was that we went out to Point Diablo several times. We raced a weekend in the Knox course area west of Angel Island, which we haven't done in years. Returning to the Cityfront was a treat, as we hadn't raced there for two years. And of course we had the usual Berkeley Circle, which seemed windier than most years. I remember saying at one point while sailing on the Circle, 'Can we please just have one race when it's not gusting over 25 knots?'

"It was an unusual season as relates to crew. We started the season with a super-strong bench, but due to various reasons we struggled for crew in the middle of the season. I can count at least 17 different people we sailed with — too many to name them all! But our core group consisted of Nolan Van Dine, Ben Wells, Kelsey Tostenson, Kyle Hunt, John Claude, Ted Wilson, Max Roth and Will Martens.

"Special shoutouts to Jeff Thorpe and the *Blackhawk* team for the coaching and tune-up sessions; Lisa and Ron Romero, who are so reliable in keeping the bottom clean; and Lyndsay Brown, who keeps Ne*Ne running and is always available to fix things before they break."



LATITUDE / CHRIS

Tim Russell

The highlight of Team Ne*Ne's year was outside the Fleet 1 area — they took the boat to Annapolis to compete in the North Americans in late October.

WE'RE JUST GETTING STARTED

"Look for the competition to heat up next year," says Tim, "because San Francisco Yacht Club will host the 2022 North Americans. It is rumored that several accomplished local sailors are looking for boats. Come join the fun! The J/105 is a lot of bang for the buck."

This fleet sails the most amazing number of races in their nine-month season. This year began in January and February with three doublehanded regattas and concluded with the seven races in the Rolex Big Boat Series at St. Francis YC in mid-September. All included, we counted 51 races and 12 throwouts.

See www.sjf105.org.

More boats participated than did last year, but the podium is the same.

1) **Ne'Ne**, 75 points; 2) **Blackhawk**, Ryan Simmons, SFYC, 97; 3) **Maverick**, Ian Charles, StFYC, 142. (27 boats)

International 110 — **Lady Bug** **Bren Meyer, Inverness YC/RYC**

Bren Meyer won the District 3 Championships for the International 110 class. The Bay Area fleet is based out of Inverness YC on the Point Reyes side of Tomales Bay.

"Sailing on Tomales Bay returned somewhat to normal this year, and normal never felt so good," reports Bren.

"Racing in earnest started in April with an informal practice day and then on to the season opener, the Half Hog on the 11th. Winds seemed to be a bit lighter and shiftier this year, but generally blew either straight down the bay or straight up the bay."

The local International 110 fleet has a season consisting of about 15 days of racing up through the end of November.

"Dates are totally driven by the tide cycle, since our hoist and dock are dry at low tide and the window of adequate water can be short on even the ideal days," explains Bren. I-110s have a fixed keel and draw 3 feet.

"We have two fleets starting each day, the Open Class and the International 110s. The Open Class regularly has Lasers, Flying Scots, Flying Dutchmen, Day Sailers, Johnson 18s, Ravens and whatever else shows up. International 110s race as a one design; we typically get 8-12 boats.

"A new fleet of 110s has started up on Bainbridge Island, WA, with as many as three crews making the trip down to mix it up with the locals."

Fleet captain Milly Biller added, "The new Bainbridge fleet is pretty interesting. They are Six Meter sailors, who said that they were 'sick of sailing lead mines with no strings to pull,' so somehow decided on the 110 fleet and contacted me out of the Ethernet. They bought three 110s in three weeks. There are some very astute sailors and industry folks involved."

"Our premier racing event for the year is the Hog Island Race on Labor Day weekend," continued Bren. "It is about 7 miles up to the day markers at Hog Island and then 7 miles back down the bay. Winds were generally light and very shiftier this year, with big gains and losses on the way up.



COURTESY MILLY BILLER

From the I-110 District Championships in September, left to right: Phil Macafee (race committee), Emma and Michael Sporer, Skip Shapiro (RC), Milly Biller, Bren Meyer.

go-to crew. Other club members, Cynthia Gerlinger, Kimo Mackey and Josh Lufig, filled in when called.

"Next year we will do it all again with the addition of the International 110 Nationals hosted at Inverness Yacht Club. The dates are still being determined, but we expect crews from Washington state, Chicago and the East Coast to join us."

1) **Lady Bug**, 5 points; 2) **Oremus**, Michael Sporer, InvYC, 8; 3) **Silver Surfer**, Ann Lewis, InvYC, 9. (10 boats)



MICHAEL O'SHEA

District Championship racing in I-110s on Tomales Bay September 18. The red boat, #300, closest to the inflatable mark is 'Lady Bug'.

"Chris Longaker orchestrated a come-from-behind effort in the building breeze to take line honors and the overall corrected-time victory."

Bren sailed his I-110 **Lady Bug**, but raced on other 110s when his crew was missing. "Erik Menzel from RYC was my

Melges 24 — **USA 856** **Geoff Fargo, Santa Barbara YC** **Cal Cup**

The Northern California Melges 24 didn't put together a championship series this year ("Expect a different answer next year," advised Donald McIlraith). However, Santa Cruz YC hosted the Cal Cup regatta as part of the West Coast Championship Series.

SEASON CHAMPIONS PART 1

Melges 24 scribe Joy Dunigan sent us the following report:

"Santa Cruz once again delivered the conditions and homespun hospitality that it is known for and that keep the West Coast Championship Series coming back year after year. Enduring modestly chilly temperatures was a small sacrifice to make for the idyllic 15- to 20-knot breezes each day. The regatta was a two-day affair the weekend of September 11-12.

"USA 856 of Santa Barbara, helmed by Geoff Fargo with Jon Bell (trim), Graham Bell (bow) and Bill Gullfoyle (strategist), narrowly captured the second fixture of the 2021 West Coast Championship Series over second-placed *Brio*." *Brio* is also based in Santa Barbara.

"Manfred Schmiedl, *Brio*'s owner, helm, and longtime Melges 24 enthusiast, showed great speed both upwind and down and made some excellent tactical decisions — particularly downwind — to capture second place."

"It was really great to be in the mix at the top of the fleet," commented Schmiedl. "Tucker Atterbury did a great job preparing the boat, recruiting a

talented young crew, and calling tactics."

Despite good starts and leading at the majority of the first weather-mark roundings, the 2019 Cal Cup winner *Average* was off the pace downwind and finished in third, but well behind the leaders. *Average* is another Santa Barbara boat.

"We broke our backstay downwind in the second race of the regatta and had to eat a couple of races. We were incredibly lucky to have not lost the rig. We counted that as a victory," remarked Eric Stokke, co-owner and trimmer of *Average*.

The Santa Cruz leg of the West Coast Championship Series has come to be known as the Cal Cup, and at the trophy presentation, event chair Dave Collignon unveiled a new perpetual trophy for the event. This year's winner, USA 856, as well as all prior winners, will be engraved on the large sterling trophy to be awarded annually.

See www.usmelges24.com/wcc-series.

1) **USA 856**, 6 points; 2) **Brio**, Manfred Schmiedl, Seattle YC, 8; 3) **Average**, Kent Pierce/Eric Stokke, Santa Barbara YC, 19. (7 boats)



USA 856 catches a wave in Santa Cruz while competing in the Cal Cup on September 11-12.

We plan to report on many more 2021 season champions in the January issue of *Latitude 38*. Why not December? The racing editor is taking a big chunk of November off to sail south with the Baja Ha-Ha; the racing desk will be back in business on November 15.

Will your Northern California fleet crown a 2021 champion? Let us know by email at racing@latitude38.com by December 1.

— **latitude**/chris

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MEXICO MYTHS, MISCONCEPTIONS

ALL PHOTOS ALENE D. RICE & BRUCE BALAN

After all the planning, the work, the time, the spending(!), you're making it happen and heading south. Good on you! During those years of prep, you've probably read gigabytes of articles and blogs, and watched too many vlogs — all of which have swamped you with waves of information. If Mexico's your first stop, it's possible that you might have a few misconceptions about cruising below the border.

How do I know? Because I made every one of these mistakes. And every year since I made them, I've watched others make them as well. If there's one thing that really drives me crazy in Mexico, it's watching competent sailors, with good boats, in fine weather, miss out on some of the best cruising in the world.

It's Cheap!

Yes, *food* is! (And the food is great.) But boat parts are not. Marinas are not. Boatyards are not. Labor can be, but you might pay near-US prices for quality mechanical, metal and canvas work. If this is your first big cruise, you'll be working bugs out of your boat and fixing things that broke on the way down — that can get expensive. You've probably seen articles that boasted, "We spent six months in Mexico and only spent \$29!" It's possible, but only if you defer maintenance and haulouts, and eat a lot of beans. Mexico can be inexpensive — especially when compared with French Polynesia. But don't be surprised if you get your yard bill and it's not quite the same deal as the *cuenta* at the street taco stand.

The Marina Black Hole

If you want to go drinking and not have to maneuver a dinghy to get home when you're wobbly-walking, yeah, it's probably safer to be at the dock. But I've never met a cruiser who declared, "I spent too much time at anchor and

The author's Cross 46 'Migration'.

not enough in the marina." It's at anchor where you'll start to slow down and get into the cruising life. Just as important, Mexico is the best place to hone your anchoring skills before you head toward more distant shores. There are hundreds of easy anchorages with sand bottoms. And they're all beautiful.

Letting Land Life Tag Along

It takes time for land life to wash off your skin and out of your mind. What's important 'back home' is not necessarily important at sea. So, continually evaluate what you want, need, and



Dinner!

desire, and see what's true for you. Most of us don't go to sea to replicate land life ... we go to sea to discover alternatives. Look for them.

Missing Out on the Sea

Many boats come down the outside, stop at Cabo for a check-in, and head to the mainland. Then, waving adios, they turn their bows south or west, missing the Sea of Cortez completely ... or per-

haps just visiting the islands near La Paz. Remember that the Sea is one of the most unique places in all the world. Just because it's next door and might not feel as exotic as faraway destinations, that doesn't mean it's not

worth your time. Go north to find the solitude and beauty of the Sea. That's where you'll get away from the charter boats blasting their music and the megayachts running their generators. For one of the most unique experiences ever, spend a summer around Bahia de los Angeles, where you'll wake up many a morning to whale sharks swimming around your boat.

Marina Hot Pot

If you decide to spend the summer in Mexico, be aware that marinas are one of the most uncomfortable places to sit. Simmering at the dock is not pleasant. At anchor, sailboats face the wind and provide natural air conditioning. In a marina you don't get that. And you can't just jump into the water when you're hot.

A/C Addiction

If your boat is fitted with air conditioning, the best thing you can do is leave it off. First of all, it means you won't have to run your generator — you'll appreciate the silence (as will your neighbors) and the Earth will appreciate the absence of greenhouse gases. You'll become acclimated to the temperature of the environment you are living in; the heat won't seem nearly as bad when you move between your cabin and outside. In fact, you'll spend more time in the breeze of your cockpit, where you'll experience the glorious views and have the opportunity to spot the sea life that Mexico is famous for.

Underestimating Your Hosts

Ask anyone who's spent time cruising Mexico and they'll mention the friendliness of the Mexican people. It's true. If you've come to Mexico with preconceived notions often spread by US news outlets, you're in for a wonderful revelation. Approach your hosts with an open mind and open heart; you'll be surprised how safe and welcome you feel. Sure, stuff happens. Stuff happens everywhere. But most longtime cruisers will tell you they feel safer in Mexico than in many locales in their home country. Nearly everyone has a story of Mexican kindness and is inspired to give something back to this wonderful country.

Neglecting the VHF

Not that long ago, there was a cruising community held together by radio communications. Now, with boats leaving their Iridium GO! on 24/7, friends often





Staying on deck lets you experience the real world.

just text each other. And the VHF? Sometimes it's not even turned on. The VHF is a sailor's lifeline. Leave your radio on. Use it. You might save a local fisherman in need of help. Or he might save you. It's a two-way street. We can't take care of each other if we don't hear the call for help.

It's Always Hot

It's Mexico: beaches, desert, sunshine, tropically warm water. Yep, that's true ... except in the Sea of Cortez in the winter, when the water temp hangs in the 60s and a screaming Norther will have you hoping you actually did bury that fleece jacket beneath the V-berth. The Sea is beautiful — and fairly empty — in the winter, but unless you're one of those hearty folks from Canada or the PNW, head over to the mainland when the temps start dropping.

Stuck in Parts Limbo

In our home countries we get used to ordering exactly what we need and having it delivered immediately. We forget it's not actually necessary to

have everything perfect right now. If you have a repair and need a part shipped in, don't hang around and waste weeks waiting for it. Jury-rig the plumbing system or use a piece of Dyneema to replace that shackle and get out cruising. You can sail back to the marina when your part arrives.

Project List vs. Cruising List

Maybe you're planning on crossing the Pacific but you just had to get moving before everything was done. First of all, congrats on getting off the dock; we all know that if we wait for the boat to be perfect, we'll never get to sea. However, don't spend all your time going through your punch list. Yes,

there is a lot that must be done before a big ocean passage. But pay some attention to your cruising list ... that's the scrap of paper with all the must-see anchorages your friends have told you about. You don't want to look back on your time in Mexico as just being a working slog.

A whale shark circles 'Migration' in Bahia de los Angeles.



MEXICO MYTHS, MISCONCEPTIONS



Top left: Feeling lucky. Top right: Avoid anchorages like this by going farther north in the Sea. Middle left: No Wi-Fi here. Middle right: Plenty of nice marinas, but they can be hot in the summer. Bottom left: The reason we do it. Bottom right: Solitude that can't be bought.

Cutting the Wi-Fi Wire

I know, Wi-Fi has no physical wire, but the emotional one can be as strong as your backstay. The day you don't need to check your phone, read the news, or update your blog ... you will enter a new world. Trust me on this one.

Ignoring the Sand at Low Tide

Sitting comfortably in the anchorage at Isla San Francisco, we watched a 40-ft bareboat head out into the

six-foot, six-second chop of a 20-30-knot Norther ... and then turn north! I suppose they had only a week and weren't going to let the weather get in their way. If there's anything the pandemic year and a half has taught us ... well, you can probably figure this one out. You've heard it said that cruisers write their plans in the sand at low tide. But we often forget what that really means. Cruising is about getting into a different rhythm of life. Make plans

but be willing to change them. Maybe decide to stay in Mexico an extra year. Central America calls instead of Polynesia? Go for it. Be willing to bend; it will keep you from breaking.

So that's it. Can I guarantee that if you avoid these mistakes you'll have a great time? Yeah, I think I can. With a good boat and the right attitude, you have to work hard not to love life when you're cruising Mexico.

— **bruce balan**



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

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

November 4, Evening: Restaurant

hopping, such as it is, in Turtle Bay

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

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

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

November 9, Tuesday – The surreal Bahia
Santa Maria Rock 'n Roll Beach Party

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

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

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

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

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

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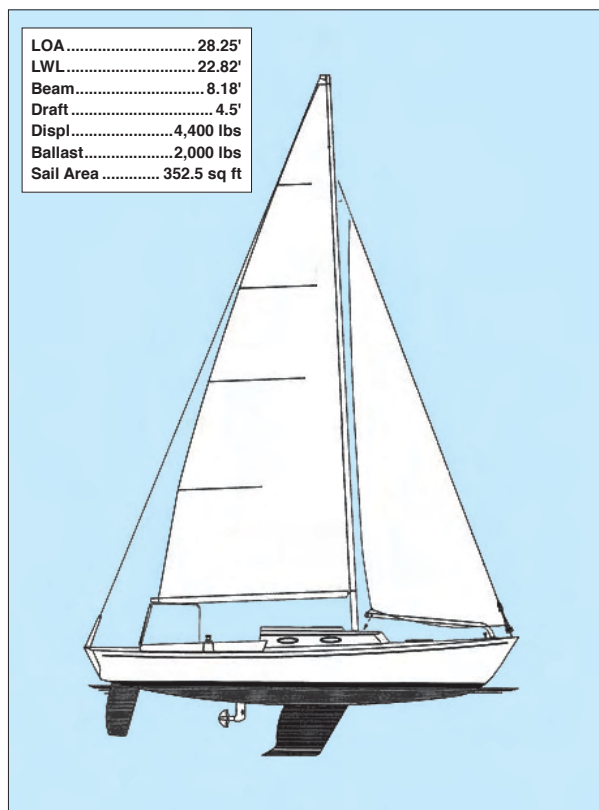
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ALERION EXPRESS 28

When COVID restrictions began to lift in summer 2020, yacht racing returned in singlehanded, doublehanded or same-household-only configurations. For months, this was the only way to compete in organized regattas in the San Francisco Bay Area. Suddenly, having a boat that could be sailed shorthanded, by couples, or by parents with kids became a top priority. Some of these racers had only ever sailed with experienced crews holding down the rail and pulling the strings.

But even before the pandemic, we couldn't help noticing the growing popularity of the three-decades-old Alerion Express 28 class.

"The Alerion fleet continues to do well and grow on San Francisco Bay," says fleet captain Sam Turner, who sails *Frances* out of Richmond Yacht Club — a veritable den of 28s. "We have been so lucky as a fleet to have these amazing boats to sail. They are fun, forgiving, quick (given their not-so-sprightly weight).

"As a newcomer to racing, I have so enjoyed this fleet. It is packed with very knowledgeable, generous sailors, many of whom are excellent racers. The racing has been quite competitive, yet friendly and Corinthian. My hope is that the goodwill of the fleet powers it forward and continues to feed growth and interest."

Sam's daughter Alice has been doublehanded many of the races with him. At the age of 13, she skippered her first race in last November's Amazing Grace Cheney Cup women skippers' regatta, put on by RYC. Sam's wife Alice Cassidy sailed with them in that event — it was a gentle introduction for her first time racing.

"There are more than 25 AE28s on the Bay, and there are about a dozen that are regulars on the racing circuit. RYC, Berkeley YC, Singlehanded Sailing Society, Yacht Racing Association and other organizing groups have kept the fleet

CHRISTIAN KRAMER



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active," says Sam. "This has been particularly nice during the realities of COVID. Shorthanded and singlehanded is perfect for the AE28s. Some of the Alerion folks to beat on the course this season have been Fred Paxton in *Zenaida*, Ron Tostenson in *Jewel*, Kers Clausen and Mike Quinn in *Resilience*, Bill Clausen in *Allegro non Troppo*, Chris Kramer in *Sweet De* and Ralf Morgan in *Mil Besos*."

The contingent of AE28 sailors at RYC is so strong that they got their own one-design class start in that club's casual Wednesday nighters. No other class has a one-design start in those races. Fred Paxton of *Zenaida* won the overall season — not just for the class but for the whole shebang (don't bother looking for scores; there aren't any). He'll be the next to add to the trophy, which grows each year thanks to the creativity of the winners. The Tostensons' *Jewel* won a few years ago.



CHRISTIAN KRAMER

This page: Chris and Denise Kramer's Alerion 28 'Sweet De' in Richmond's Point Potrero Reach. Left page, top to bottom: 'Jewel' and 'Resilience' wind up to start an RYC beer-can race; Alice, Sam and Annie raced 'Frances' in last year's Amazing Grace Cheney Cup women skippers' regatta; Jennifer McKenna keeps Mo Roddy's 'Spirit' behind 'Zenaida' in SFYC's all-women Anne McCormack Invitational Regatta in May.

The Alameda-based naval architect Carl Schumacher designed the Alerion 28; the 'Express' part of the name is an homage to his enduringly successful 1980s Express designs, the 27, 34 and 37.

"The first hull — meant to be a custom boat — launched in the late '80s," says Carl's daughter, Sutter Schumacher. "It soon became a production boat, and to the best of my knowledge, quite a few (hundred?) were built during Carl's lifetime." Carl passed away in 2002.

"Alerions have always been built in Rhode Island, from the beginning of the Alerion Express 28 production boats to now," says Peter Eastman. "The Alerion Yachts business has been in existence since 1989. I have been the owner since 2019, when

I acquired it from my friend, Peter Johnstone.

"We build the 20, 28, 30 and 33 currently, but we also have 38s and 41s in existence, and they are available as well. Over the last two years, the most recent design, the Alerion 30, has been the most popular.

"As is the case with many builders, we have seen a real up-tick in orders over the last 18 months. Getting boats built has some of the same challenges as we've been seeing across many industries. Due to the various challenges that the pandemic has presented, sometimes it takes a bit longer to get each boat built. We are finishing Alerion 28 #474 right now.

"The 28s can be found literally all over the country, on many lakes but mostly along the coasts — east, south and west. They are in many countries around the world. I even know of one on a lake in Colombia that is 8,500 feet above sea level."

BOAT OF THE MONTH — ALERION EXPRESS 28

Craig Leweck, the editor of *Sailing Scuttlebutt*, lives in San Diego. "My wife Lisa and I have done loads of one-design sailing," he tells us, "but when we were shopping for a keel-boat, the class options in San Diego were a bit bigger size than we wanted. Lisa had been casually researching the alternatives. I didn't know what she had been looking at when one day we were on a SUP outing when we came across an AE28 she had seen for sale.

"She contends it was a coincidence. I fell in love with the lines immediately, and we made an offer that day. Of course, if it wasn't a coincidence, it was brilliance on her part, as it is not an inexpensive 28-ft day-sailer, but it was easy to spend the money for a boat that was exactly what we wanted.

"The boat is beautiful and a bit unique for the West Coast, with striking lines more commonly seen in New England. Now, after five years of ownership, I am certain we have yet to go for a sail without somebody saying how nice the boat looks. We agree — the dark-blue hull, low freeboard, no lifelines and maintained wood varnish is striking.

"The huge cockpit easily fits three couples, and the sail plan is very manageable. We've only had it out in big breeze a few times, but she is a real dream in those conditions.

"Ours is an older boat, #60, which came without the jib boom



Fred Paxton poses with the ever-growing RYC beer-can trophy after the last Wednesday night race on September 29. Below: in one-design racing, the jib is wung out on the jib boom, but the sailors can choose to use spinnakers in PHRF racing.

and with a spinnaker track on the mast. The boat didn't have any offwind sails, but we figured a lot of our races would have downwind legs, so we fitted it out with a symmetrical spinnaker. However, on the races with long reaches, we noticed the boat needed help, so we cut down a Melges 20 asymmetrical spinnaker, and we tack it just forward of the headstay (but without a sprit).

"Since we were all suffering with COVID [restrictions] in 2020, it motivated us to take the boat to Catalina Island for a week. It was a bit of a stretch, as the accommodations are limited with no galley, but a jetboil burner for hot water and lots of camping food took care of us, with our only concern being ice-cube management for beverages. We did the trip again in 2021!

"As for the name, it came to us in San Francisco while we were out one night listening to a bad cover band. We wanted a name that connected with the boat style but was also a

song, and when the band played Tom Petty's *American Girl*, it checked all the boxes."

Sam Turner says that the San Francisco Bay fleet has experienced some growing pains this year. "The Alerion Express 28 is a one-design-ish production boat. It was never designed for hard-core, one-design racing, but we have been fortunate to have enough folks interested in racing that Class Rules and some sail measuring has been done in service of the active racing fleet. Our fleet will continue to talk through the desired direction of the fleet for the future. We want to foster racing and fun sailing, so we are working on gaining consensus on exactly what that looks like.

"This past year, we have had good showings on our Alerion Season Championship races. The schedule has been ever-changing due to COVID, but we have put together a series made up of SSS Round the Rocks, YRA Summer Series races, RYC Intraclub races, and YRA Doublehanded races. The RYC Great Pumpkin will round out the season.

"These boats always turn heads. It seems that many people who buy them are transitioning from larger boats and want to find a well-built, safe, pretty boat to race and cruise.

"Our annual fleet meeting is scheduled for November 17 at RYC. Those who have interest in the fleet and the boats are welcome to join us.

"Though our social media platform tends to be the cockpits of our boats," adds Sam, "we do have a modest presence online at www.sfbayalerion.com and on Instagram at [sfbayalerion](https://www.instagram.com/sfbayalerion). We also have a shared album of photos of the fleet at www.icloud.com/sharedalbum/#B1A5ejO17mbkRR."

— **latitude** /chris



CHRISTIAN KRAMER

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"We need to twist off the main," I shouted to the mainsail trimmer as I struggled with the helm to keep the boat from rounding up in another strong gust. "Trav up and ease sheet! We're overpowered!"

The weather had pulled a bait-and-switch. The day began clear and warm with just a hint of a mild winter sea breeze, a welcome change from a summer of high wind and fog. But then the afternoon wind filled in as if it were still August, and we were caught with the big jib up and another mile to the weather mark.

"This feels much better," I confirmed after the adjustments had been made and the top of the main was luffing. "I'm back in control."

"But like, we're going slow," complained Lee Helm. "Luffing equals drag."

Lee is a grad student studying naval architecture at the university, and she usually races on much newer and faster boats than mine. But when the day begins with too little wind for her kiteboard and there's a free lunch in the deal, sometimes she'll come out and call tactics for me. She's usually right about lift and drag.

"What else can we do?" I asked. "Not enough time on this leg to reef."

"That's not very fast either," she said. "Shorter span, more induced drag. We need to, like, blade out the top of the main and put it to sleep."

"Wouldn't that have the same effect as reefing?" I asked. "If the sail is only loaded on the bottom two-thirds, won't that be the same as reefing?"

"The top of the main still works as a span extension, 'cause it, like, prevents the tip vortex from forming. Faster than reefing, and much faster than letting the top part luff. But we have to make the top of the main really flat."

"Also, let's straighten the headstay so we get a flatter jib," suggested the

jib trimmer. "Can we get more backstay tension?"

"That will just bend the mast more, and the headstay will go slack," the mainsail trimmer pointed out. "But we can move the jib cars back to put more twist in the jib."

"Do it," I said to the jib trimmer, thinking that adding the tackle for in-flight adjustment of the jib leads a few weeks ago had been a good upgrade.

"Try more backstay first!" Lee demanded. "It's not true that mast bend increases headstay sag, if the backstay tension is kept constant. Draw the vector diagram," she shouted while ducking a blast of spray from another wave that I'd failed to avoid due to my distracted driving. "Balance the forces on the masthead and you'll see for yourself: More backstay on a masthead rig like this one equals more headstay tension even when the mast bends."

Fortunately, Lee was in no position to draw any diagrams, and I was in no position to look at them. But I did ask for more backstay tension, and while it did cause the middle of the mast to bow forward a little more, the headstay got just a little straighter and the main and jib both got a little flatter. The trimmer sheeted in a little harder on the mainsheet. But the top of the main was still flogging away; after two more tacks, we were crossing behind a boat that we should have been beating.

"Luffing equals drag," Lee repeated as we rounded the mark a few places back.

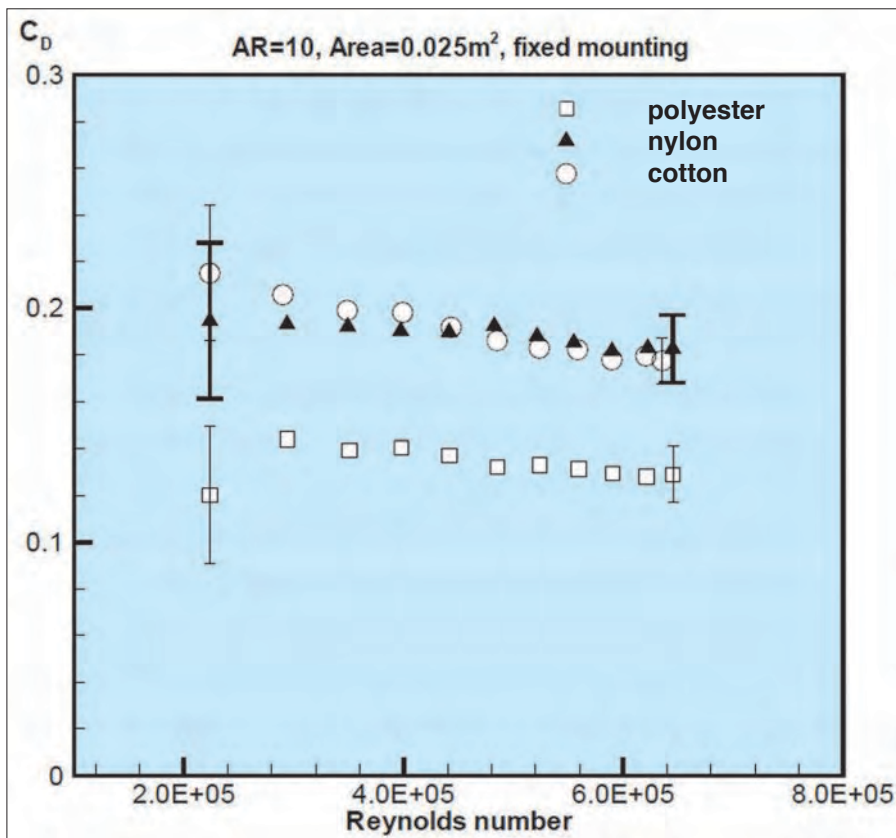
The downwind leg, a deep reach, made the wind seem much lighter and we were more or less in control.

"But why so much drag on a luffing sail?" I asked. "There's almost no pressure on a flag."

"Drag coefficient, based on the area of one side of a flapping flag or streamer," Lee informed me, "is about 0.2. For a flat surface the size of the top of your mainsail, in only 20 knots of apparent wind, it's more like 0.004. Luffing creates a whopping 25 times as much drag as a smooth, flat surface, even when you count both sides."

"Does that mean we'll go faster if we let the spinnaker flog?" asked the trimmer. "It would be drag in the right direction."

"No way!" said Lee, not sure if the



Low-speed drag and flutter measurements of rectangular flags and streamers are presented. The streamers have aspect ratios between 10 and 30; the flag has an aspect ratio of 3.3. Operating Reynolds numbers are in the range from $Re = 2 \times 10(5)$ to $2 \times 10(6)$. Experiments are performed with three fabrics of different weight, bending rigidity, and hysteresis. The streamers are fixed to a three-component force balance by the use of two methods: by clamping of the luff on the support and by a wire connecting luff and support. The parametric space studied includes wind speed, aspect ratio, planform area, clamping method, and fabric properties. Semi-empirical correlations for the time-averaged drag coefficient as a function of aspect ratio are derived for cotton streamers. Flutter analysis shows that the oscillation of the streamers is complex due to the effects of gravity and the turbulence created by the large-amplitude oscillations. Power spectra density data are presented for some relevant cases.

WILL YOU STILL LUFF ME TOMORROW?



If you don't get the leech right, you can look at a lot of transoms, and that's a drag.

In a good breeze, leech telltales can add several ounces of drag to the sailplan. Do you really need them?

MAX EBB

trimmer was joking. "The drag or lift coefficient on the full spinnaker is more like 1.2, about six times the drag on a luffing sail."

We only gained a little distance back on the downwind leg, but we had time to change down to a smaller jib. On the way back up to the finish, I overheard Lee complaining to the foredeck crew sitting next to her on the rail.

"If only I could convince Max to clean up the boat to minimize parasitic drag for better upwind performance," she said as she pointed to the masthead. "Look, we have two unused halyards left out in the breeze, the spinnaker halyard and the other jib halyard. Add up the area, multiply by the drag coefficient and the density of air and the apparent wind velocity squared divided by two, and you get about 10 pounds of drag in the downwind direction. Max also likes to hang coiled lines on

the lifelines, subject to the full force of the apparent-wind headwind, and keeps the life ring on the stern rail like an air brake, instead of laying it flat on deck. And look at those tricing lines on the forward lifelines that keep jibs on board:

quarter inch! Two millimeters is all we need ..."

Lee clearly intended for me to hear her rant. I pointed up at the leech of the mainsail, where the sailmaker had thoughtfully attached five bright-red leech telltales.

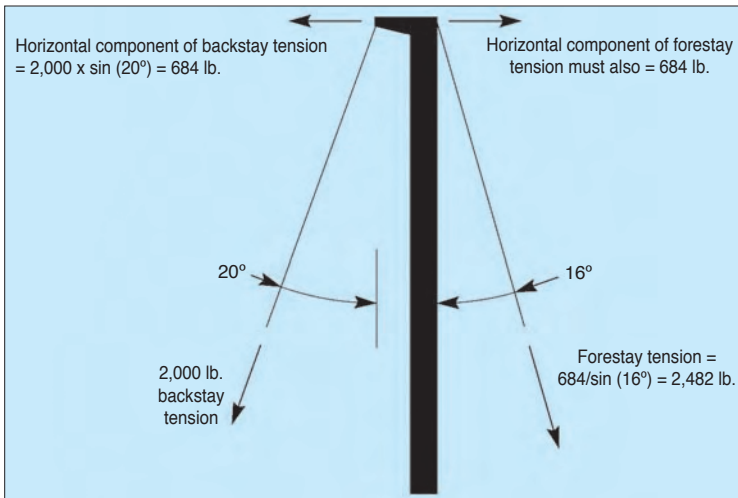
"How much drag are those fluttering telltales adding, Lee?"

"Let's see," she said from her perch on the windward rail. "They look like about an inch wide and a foot long. That's 1/12th of a square foot each, times five of them, times about 50 feet per second squared in 30 knots apparent ... density of air is 0.00234 slugs per cubic foot ..."

She could not do it all in her head, and had to press some buttons on her calculator watch.

"2.6 ounces of extra drag total from all five telltales," she announced. "No, you don't have to cut them off."

— max ebb



Vector diagram of masthead forces in the longitudinal plane. For a mast with normal flexibility, mast bend has almost no effect on forestay tension when backstay tension is held constant. (The bending moment due to the backstay crane will add a small amount of additional headstay tension to balance the torque, but this too is unaffected by the amount of mast bend.)



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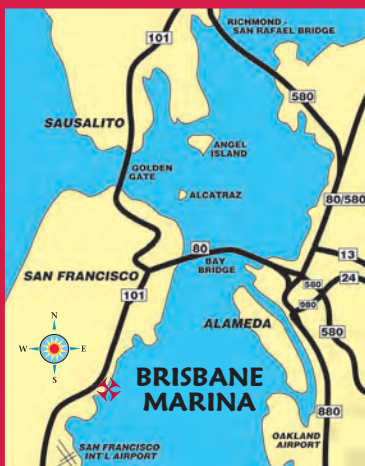


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THE RACING

Championship events continued in early fall. Here we visit the **Express 37**, **Express 27**, **Wylie Wabbit**, **J/24** and **Vanguard 15** classes. The SSS sails the **Vallejo 1-2**, doublehanders race out to the **Farallones**, the all-women **Red Bra Regatta** makes do with zephyrs in the South Bay, **Mercurys** compete on the Cityfront, and **El Toros** stampede in Richmond. **Box Scores** include some final beer-can scores, and **Race Notes** features US Sailing Championships.

Express 37 Nationals

After a one-year hiatus, Nationals one-design action returned for the Express 37 fleet. Held October 1-3 and hosted by Berkeley Yacht Club, the competition attracted seven crews for three days of buoy racing, plus a long course on Saturday afternoon.

Eclipse, *Elan*, *Limitless*, *MudShark*, *pHat Jack*, *Spindrift V* and *Stewball* traversed the courses in sunshine, light wind and generally smooth water.

Extending his winning streak post-Rolux Big Boat Series is Shawn Ivie on *Limitless*. Nearly perfect at 1-1-1-2-1-1, Ivie says that Andy Schwenk (*Spindrift V*) and Jack Peurach (*Elan*) kept him focused throughout the competition. "They remind you not to make a mistake, or

both *MudShark* and *Bullet*. "The competition is, and has always been, some of the best one-design racing I've experienced," he said. "The fleet is evolving with new owners, like Andy Schwenk, and in other regions there is Liz Hopkins on *Pazuzu*, plus more." *Pazuzu* is another L.A. boat.

Taking second overall was Schwenk, with 3-2-4-1-2-3. Things livened up for Race 4 on Saturday with boats ignoring the 1980s disco rule: "No parking on the dance floor." A cluster east of the start had some turning to sidewise tactics in light wind. Bucking that tide was Schwenk, swinging wide to skirt the mash-up. Could be that his contrarian moves put him in the right frame of mind, carrying that winning way to a first over the line.

takedowns made the difference for us on Sunday, as we were able to get ourselves into third." Team *Elan* rallied to a 6-8-2-3-3-2.

Notably absent from this waltz was longtime racer Kame Richards of *Golden Moon*. His boat's up for sale at present. Richards instead attracted racer attention at the Saturday dinner table — recounting an elegant history of Express 37 Nationals over the years. Those in the room are now privy to the fleet's alternate prize. Crafted of cardboard and featuring duct tape accordion-fold reveal name plates, each year's winning skipper has been memorialized here in felt-tip marker or Bic pen. To crown things, the award is accented by the people's timepiece — a busted Timex watch.

Schwenk gives props to the host site. "BYC volunteers and staff put on a first-class regatta: great courses, square lines, and getting the races off on schedule. Delicious paella, continental breakfast, free moorage, plenty of parking — we're coming back for their midwinter sailing."

Adds Peurach, "The fleet attracts some really strong sailors, so competition is fierce but has a great community. The Nationals at BYC is a highlight of the season, and for the last few years we've been fortunate to have boats travel all the way from SoCal for this regatta."

The Express 37 was designed by Carl Schumacher. He commissioned builder Terry Alsberg, who was already producing the popular Express 27. From 1984 to 1988, the Alsberg Brothers Boatworks in Santa Cruz pumped out a total of 65 vessels. No longer in production, the Express 37 model finished first, second and third while debuting during the 1985 Transpacific Yacht Race.

— martha blanchfield

EXPRESS 37 NATIONALS, BYC, 10/1-3, (6r, 0t)

1) **Limitless**, Shawn Ivie, PacCup YC, 7 points; 2) **Spindrift V**, Andy Schwenk, RYC, 15; 3) **Elan**, Jack Peurach, SSS, 24. (7 boats)

Full results at www.jibeset.net

Express 27 & Wylie Wabbit Nationals

Speaking of Express 27s...

On the weekend of September 24-26, two of Northern California's iconic one designs held their Nationals on the Berkeley Circle. Born in the 1980s, the Express 27 and Wylie Wabbit fleets are still going strong, with racing and hanging with friends a priority.

Richmond YC hosted the two fleets



The crew of 'Limitless' rejoices. Front row, left to right: Alan McGlashan, Jacob Kowalski, Bill Blazer. Middle row: tactician Will Paxton, Marcy Rye, Angie Liebert, Shawn Ivie, Ted Winer. Back row: Don Schultz and David Sandkulla.

you'll easily trade positions at the finish line."

Ivie's crew is a mix of sailors and friends whom he has sailed with — and against — on various boats and events over the years. This is Ivie's fifth Nationals, and his fourth time racing his Los Angeles-based *Limitless*. His first year at the event was in 2015, crewing aboard

Also doing the dance hustle was Jack Peurach of *Elan*, capped by a shirtless foredeck, Hicham Mejaty. Veteran of Express 37 racing since 2011, Peurach offered, "Our crew work got better and better as the regatta went on. Going into the final two races, only 5 points separated third place from seventh place. I think our precision spinnaker sets and

Saturday start with secret bow talk between the foredecks of 'Limitless' (yellow PFD), 'Spindrift V' and the backs of their boats.



MARTHA BLANCHFIELD

on one course for the windward/leeward weekend racing. The Express 27s also raced on Friday, with one short W/L race and one long-distance adventure. "Friday was windy!" said Lori Tewksbury, class president and owner of *Hang 20*, #48. "The distance race went to Blackaller Buoy, then to a leeward mark and then finish."

Racing in the Slot that afternoon took its toll. "We had people in the water, one overboard at the start, one a 'cling-on' that happened during a broach, and a round-down that broke a pole."

Saturday's racing included the Wabbits, and PRO Fred Paxton kept the fleets from bumping into each other by timing everything right. As the wind built in the afternoon, the starts got more interesting, the mark roundings more critical, and keeping things in control more difficult.

After three races on Saturday and two races on Sunday, the leaders stood out, and the whole affair was wrapped up in time for the racers to check their bruises and head home to relax.

"We had a great time, no protests that I know of, and will be having the Nationals again at RYC in 2022," said Lori.

— ncs

EXPRESS 27 NATIONALS, RYC, 9/23-26 (7r, 0t)

1) **Motorcycle Irene**, Will & Julia Paxton, RYC, 10 points; 2) **Get Happy!!**, Brendan Busch, BAMA, 18; 3) **Magic Bus**, Eric Deeds, RYC/St-

FYC, 26; 4) **Wile E Coyote**, Dan Pruzan, EYC, 27. (17 boats)

WYLLIE WABBIT NATIONALS, RYC, 9/25-26 (5r, 0t)

1) **Jack**, Melinda Erkelens, RYC, 9 points; 2) **Mr. McGregor**, Kim Desenberg, RYC, 16; 3) **Johnson**, Deke Klatt, Ventura YC, 19. (11 boats)

Full results at www.richmondyc.org

SSS Vallejo 1-2

The final regatta of the Singlehanded Sailing Society's 2021 season fell on the weird (weatherwise) weekend of October 16-17. Both days of racing were challenging in their own way. Saturday's conditions were warm and light for the singlehanded-only fleet making their way from the northern edge of the Berkeley Circle to the finish off Vallejo YC.

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

October's racing stories included:

- Daniela Moroz Wins Fifth Worlds
- 505 North Americans
- Puget Sound Sailing Championships
- Vancouver Leukemia Cup
- SailGP in Spain • Mini Transat
- NYYC Drops from America's Cup 37
- More Express 37 Nationals
- Previews of November Races, Midwinter Series, and more.

While the racers were sleeping that night, a low blew in, dropping the temperature and creating more wind than expected for the start of the Vallejo 2. As the cold 20-knot breeze kicked up on Sunday, the boats had a much quicker ride back to Richmond. Fortunately for most of the skippers, they had an extra pair of hands to help. With a finish off the RYC race platform and plenty of wind, the boats easily finished by the 7 p.m. deadline.

— latitude / chris

SSS VALLEJO 1-2, 10/16-17 (2r, 0t)

SPINNAKER ≤108 — 1) **Vuja Star**, J/105, Chris Kim/Phil Hyndman, 3 points; 2) **Envolée**, Figaro 2, Nathalie Criou/Blake Loncharich, 3. (3 boats)

SPINNAKER 111-159 — 1) **Sea Star**, Cal 39, Bob Walden/Jocelyn Nguyen, 6 points; 2) **Uno**, Wyliecat 30, Bren Meyer/Milly Biller, 6; 3) **Surprise!**, Alerion 38-1, Bob Johnston, 8. (9 boats)

SPINNAKER ≥162 — 1) **Chesapeake**, Merit 25, James Fair/Cindy Surdez, 4 points; 2) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook/Rachel Porter, 15; 3) **Byte Size**, Santana 22, Anna Alderkamp/Claire Arbour, 16. (5 boats)

SPORTBOAT — 1) **Rufless**, Melges 24, Rufus Sjoborg/Ben Mercer, 3 points; 2) **Kwazy**, Wylie Wabbit, Colin Moore/Guillaume Canivet, 5; 3) **Bombora**, Express 27, Rebecca Hinden, 6. (4 boats)

EXPRESS 27 — 1) **Dianne**, Steve Katzman/Cindy Evans, 6 points; 2) **Hang 20**, Lori Tewksbury/Matt Osborn, 7. (2 boats)

THE RACING



NON-SPINNAKER — 1) **Bella**, Alerion 33, Aidan Collins, 3 points; 2) **Bullet**, Express 37 Larry & Miriam Baskin, 3; 3) **Jacqueline**, Freedom 30, Mike & William Cunningham, 9. (3 boats)

MULTIHULL — 1) **Greyhound**, F-22, Evan McDonald/George Kiskaddon, 3 points; 2) **Whoopee**, Dash 760, Glenn Howell/Heather Annesley, 7. (2 boats)

Full results at www.jibeset.net

SBYC Red Bra Regatta

South Beach YC ran the Red Bra Regatta on October 16 — in what would probably turn out to be the last heat wave of the year. As pleasant as the weather was — even conducive to wearing nothing but a red bra beneath one's PFD — that was how frustrating was the lack of wind. With a 2-knot ebb rushing out of the South Bay, it took a lot of patience to wait for the race to start.

Ten years ago, the Red Bra was conceived as a women-only regatta sailed in the waters south of the Bay Bridge. Skipping only 2020 for obvious reasons, this year's was the ninth edition.

The concept was inspired by a joke protest between two female skippers in a Jazz Cup race, in which one woman kidded the other by hoisting a red bra like a protest flag.

This year, the 1- to 2-knot northeasterly was not enough to get a race started until well after the scheduled 12:30 first gun. But patience eventually paid off for

the crews who stuck it out and the dudes on race committee. At 3 p.m., word came that the Jessica Cup on the Cityfront had been able to start a race. If we waited a bit longer, surely that westerly would curve around the Cityfront to those of us drifting around farther from the ocean.

And, yes, finally, a gentle breeze made it around the corner, allowing one of the two intended races to start. Two spinnaker divisions received a twice-around windward/leeward, and the non-spinnaker boats got once around the same drop marks. But at the non-spinnaker start one of the competitors coziered up to the RC trawler, *Anabel*, and the volunteers signaled a general recall. The two boats were separated, and the last division was finally off on their short course.

In the ebb, the water was moving eastward toward Alameda as well as northward toward the Bay Bridge, and some of the boats were tugged along with it beyond the finish line, to be scored DNF.

October 16 coincided with the lifting of indoor mask mandates for vaccinated people in San Francisco. Proof of vaccination was required, but masks were not in the clubhouse before and after the race.

SBYC hopes to make the 10th edition of this race, currently scheduled for September 24, 2022, a destination for women sailors from all over California.

— latitude / chris

SBYC RED BRA REGATTA, 10/16

SPINNAKER <120 — 1) **Ferox**, Pogo 36, Anja Bog; 2) **Sharkey**, J/105, Kate Molitor; 3) **Wind-some**, J/100, Anne Thomas. (5 boats)

SPINNAKER ≥ 121 — 1) **Heart of Gold**, Olson 911S, Joan Byrne; 2) **Huge**, Catalina 30, Marcia Bever; 3) **Enamored**, Moore 24, Nicole Voss. (5 boats)

NON-SPINNAKER — 1) **Sonata**, Laser 28, Alice Shinn; 2) **Joint Adventure**, Ericson 32, Donna Estrin; 3) **Kaze**, 23-ft Maya sloop, Liz Diaz. (7 boats)

Full results at www.regattanetwork.com

Joe Logan Regatta

Cold temperatures, gray skies, light wind with stronger gusts, and plenty of flood current made up the course Saturday for the 2021 Joe Logan Regatta on September 25.

The incoming current and wind pressure coming off the shore naturally favored the shore and challenging starts directly in front of the hosting club, St. Francis YC.



ALL PHOTOS THIS PAGE GERARD SHERIDAN

The regatta chairman, Tony Chargin, a longtime Mercury sailor, put together a well-executed and welcoming regatta one week after StFYC's Rolex Big Boat Series. The PRO, Greg Meagherr, was adept at keeping the fleet informed and the starts rolling before the wind kicked up, as it has been known to do on the Cityfront.

John Buestad, a St. Francis Knarr sailor, took full advantage of a well-prepared boat and crew (Chris Boome) to

J/24s and Mercurys raced out of StFYC on the Cityfront on foggy September 25.

Red Bra Regatta, clockwise from top left: Anja Bog's Pogo 36 'Ferox' won Division 1; getting in the spirit on the Ericson 32 'Joint Adventure'; the crew of Division 2 winner, Joan Byrne's Olson 911S 'Heart of Gold'; and Non-Spinnaker winners from Alice Shinn's Laser 28 'Sonata'.

sail and win this year's Joe Logan Regatta in his first Mercury event.

The trick was to be either on port at the start and cross the fleet, or on starboard and tack over soon. Tide, rocks, light wind and lots of short-tacking made the sailing hectic. The rest was a calculation of wind puffs vs. current.

Some of us got to get a free 'burnishing' on the beaches by bumping the

sand banks — and a clear message: Heel the boat and tack.

— lyn hines

StFYC FALL INVITATIONAL/JOE LOGAN, 9/25, (5r, 0t)

J/24 — 1) **Evil Octopus**, Jasper Van Vliet, 4 points; 2) **Downtown Uproar**, Darren Cumming, 8; 3) **Little Wing**, Robin Van Vliet, 14. (6 boats)

MERCURY — 1) **Fortran**, John Buestad/Chris Boome, 9 points; 2) **Space Invader**, David West/Chris Krueger, 11; 3) **Marauder**, David & Natasha Bacci, 21. (8 boats)

Full results at www.stfyc.com

Doublehanded Farallones

For the second year in a row, the Bay Area Multihull Association moved their Doublehanded Farallones Race from the traditional early-spring time slot to September, and the startline from the Cityfront to Baker Beach west of the Golden Gate Bridge. "Is everyone getting old and soft? Did we just realize this should have been held in September all along?" pondered Moore 24 sailor Karl Robrock of *Snafu*.

Remarkable among this year's fleet was a preponderance of Moore 24s. In modern times, it's no simple matter to prep a Moore 24 to meet all the off-



CHRIS RAY / WWW.CRATVPCOM

THE RACING

MARK MOORE



Left: In the Doublehanded Farallones, 8-year-old TJ Moore takes the helm of 'Moore Havoc'. Right: Dave Hodges' cold-molded Farr 38 'Timber Wolf' was scored first overall in the DHF.

shore safety requirements. Karl speculates:

"Hard to say whether the growth in attendance at this year's DHF was due to the 2020-induced explosion of shorthanded sailing, or just fleet momentum the last few years. Either way, nine Moores of 39 boats was a fantastic showing. So many (relatively) new boats in this near-offshore scene:

"Patrick Haesloop and Erik Jensen on *Puffin*, #62, which was Andy Hamilton's former Pac Cup ride.

"Nick Voss and Andrew Lorenzen on *Enamored*, #19, which is fully equipped for a Hawaii ride and has been doing double duty in fleet racing and offshore.

"Mackenzie Cook, Sydnie's new boat partner in *Nobody's Girl*, and Stan Martin, took her up from Santa Cruz on her first trip outside the Gate in 21 years!

"Erica Siegel and Robin Jeffers on

Moorigami, getting ready for the 2022 Pac Cup.

"Steve McCarthy's *Ruby* with Conrad Holbrook. Bolt on the VHF, borrow all of Conrad's gear, and get this stripped-out buoy racer out there and win it.

"But the true stars of the show were Mark Moore and his 8-year-old son TJ on *Moore Havoc*, ushering in the next generation and bringing tears of joy to our eyes. What an incredible experience to sail this race at an age when most kids are stepping onto Optis for the first time."

Mark and TJ were well prepared for their adventure on the ocean and would have bailed if conditions weren't benign; jumping onto a small boat and sailing out to the Farallones alone with your little kid is not something to be done just on a whim.

— latitude / chris



LARRY BASKIN

BAMA DOUBLEHANDED FARALLONES, 9/25

MONOHULL 1 — 1) **Timber Wolf**, Farr 38, David Hodges/Tim Cordrey; 2) **Punk Dolphin**, Wylie 39, Jonathan Livingston/Andy Hamilton; 3) **Elan**, Express 37, Jack Peurach/John Duncan. (9 boats)

MONOHULL 2 — 1) **CruzSea Baby**, Beneteau First 10R, Brian & Amanda Turner; 2) **Tiki Blue**, Beneteau 423, Gary Troxel/Rune Storesund. (5 boats)

ULDB — 1) **'io**, Antrim 27C, Buzz Blackett/Brent Draney; 2) **Werewolf**, Olson 30, Jeff & Sean Mulvihill; 3) **Dark Star**, Hobie 33, Mathieu Krogsstad/Matt Sessions. (5 boats)

MOORE 24 — 1) **Ruby**, Stephen McCarthy/Conrad Holbrook; 2) **Snafu**, Karl Robrock/Bart Hackworth; 3) **Mooretician**, Peter Schoen/Roe Patterson. (9 boats)

MULTIHULL — 1) **Bottle Rocket**, Seacart 30, David Schumann/Trevor Baylis; 2) **Wingit**, F-27, Amy & Ray Wells; 3) **Papillon**, F-27, Andrew Scott/Gordie Nash. (8 boats)

OVERALL — 1) **Timber Wolf**; 2) **Ruby**; 3) **Snafu**; 4) **Punk Dolphin**; 5) **Mooretician** (tie); 5)

SDYC BENETEAU 36.7 NORTH AMERICANS, 9/24-26 (9r, 0t)

1) **Kea**, Chick Pyle, SDYC, 12 points; 2) **Kraken**, Thomas Shepherd, OYC, 34; 3) **Late Apex**, John Rickard, SDYC, 43. (11 boats)

Full results at www.sdy.com

TYC SHORTHANDED RACE, 9/25

SINGLEHANDED — 1) **Red Hawk**, Hawkfarm 28, Gerald McNulty; 2) **Siento el Viento**, C&C 29-1, Ian Matthew; 3) **Sobranite**, Alerion Express 28, Paul Descalso. (3 boats)

DOUBLEHANDED — 1) **Joyride**, J/105, Bill Hoehler/Marc Lie; 2) **Last Dance**, Alerion Express 28, Bruce Munro/Jim Coggan; 3) **Frances**, Alerion Express 28, Sam & Alice Turner. (5 boats)

Full results at www.jibeset.net

SDYC ETCHHELLS NA, 10/1-3 (7r, 1t)

1) **Rebel**, Scott Kaufman, NYYC/SIYC, 20 points; 2) **Louise**, Thomas Carruthers, SDYC/LTYC, 22; 3) **Lifted**, Jim Cunningham, SFYC/NYYC, 25; 4) **Capricorn**, Jud Smith, Eastern YC, 33; 5) **Avalanche**, Chris Snow, SDYC, 34. (26 boats)

BOX SCORES

CORINTHIAN — 1) **Second Wind**, Will La Dow, SDYC, 46 points; 2) **Happy Ending**, Rick Goebel, SDYC/CRA, 50; 3) **Pelikaan**, Xavier Sheid, SDYC, 84. (12 boats)

Full results at www.sdy.com

ISLANDER 36 NATIONALS, GGYC, 10/2

1) **Windwalker**, Tom Schoenhair, BYC; 2) **Renaissance of Tahoe Vista**, Stephen Douglass, NoYC; 3) **Highlighter**, Bill Hackel, TCAW. (8 boats)

Full results at www.islander36.org

SEQYC/CPYC BARTH REGATTA, 10/2

1) **Osprey**, Sabre 36, Jeff Stine, SeqYC; 2) **Allons-y**, J/70, Davis King, SeqYC; 3) **Paradigm**, J/32, Luther Izmirian, CPYC. (11 boats)

Full results at www.jibeset.net

MERCURY PCC, CBYC, 10/2-3 (7r, 0t)

1) **Jade**, Mike Burch, CBYC, 15 points; 2)

Frenzy Too, Jenna Dair, CBYC, 22; 3) **Space Invader**, David West, RYC, 31. (12 boats)

Full results at www.mercury-sail.com

RYC MULTIHULL REGATTA, 10/2-3 (12r, 1t)

HOBIE 20 — 1) Mark & Kim Zimmer, 15 points; 2) George Pedrick/Gene Harris, 22; 3) Kent Bliven/Margaret Kroll, 34. (5 boats)

HOBIE 18 — 1) David Peltier/Kelsey Tostenon, 11 points; 2) Marcos McGee/Aidan Mobley, 12; 3) Mark & Sailer/Dave Flack, 33. (4 boats)

HOBIE 16 — 1) Ben Brown/Casey Astiz, 13 points; 2) Mike Montague/Julie Jones, 26; 3) Adam & Caleb Borchering, 29. (7 boats)

Full results at www.richmondyc.org

SiFYC JESSICA CUP, 10/16

GAFF — 1) **Brigadoon**, 1924 50-ft Herreshoff schooner, Terry Klaus; 2) **Makani Kai**, 1970 34-ft Sea Spirit ketch, Ken Inouye. (2 boats)

MARCONI I — 1) **Mayan**, 1947 60-ft Alden schooner, Beau Vrolyk; 2) **Kay of Göteborg**, 1978 52-ft Sparkman & Stephens yawl, Neil Gibbs; 3) **Water Witch**, 1928 56-ft P Class cutter, John Egelston. (3 boats)



SUSAN BURDEN

Bottle Rocket. (30 boats)Full results at www.jibeset.net**El Toro Stampede in Richmond**

One of the oldest one-design dinghy events on San Francisco Bay, RYC's annual El Toro Stampede is an October tradition since 1947 on the Richmond Riviera.

With COVID-19 protocols in place, only vaccinated sailors were competing. Normally held on a Sunday, the regatta was rescheduled for Saturday, October 9, to accommodate the junior sailing program. No doubt more could have participated had it been set for Sunday. The weather turned out to be more dramatic on Saturday, allowing for a fun and fast-moving regatta.

The racing began with the first Stampede race, the All Throwers for everyone, held in the calm Potrero Reach waters near Parents' Point. Our regatta included a 16-boat Senior Fleet plus

four Juniors, all racing as one group. The breeze was a northerly, from the 'wrong' direction and blowing over the hills of Point Richmond, so big, tricky wind shifts were happening constantly — very challenging conditions! Michael Quinn, junior Amanda Wheeler and I all got great starts, and Packy Davis showed impressive speed in a mid-1970s wood Smith El Toro. I stayed near the middle of the course, played the shifts, and worked my way to the front to win the race.

Next, we were separated into four weight classes for the Bull Throwers, with the Flyweight division going first, followed by Middleweights and Heavyweights. I was in my usual spot in the over-180-pound 'Brahma Bull' division, battling for one of two spots in the Bull Throwers Final Race, which would happen after lunch. This was our shot at 'El Sacko de Manuro', a truly coveted award! These Bull Throwers elimina-

The start of the first race in the El Toro Stampede on October 9.

tion rounds finished inside the RYC harbor for maximum spectator drama. Our PRO, Vickie Gilmour, graciously provided lunch on shore. She also donated her Grand Banks 32 for use as our race committee vessel.

After our lunch break, Potrero Reach looked like a different world. A big ebb had stirred up waves and turned the center channel into the Weather Mark Express; just start at the pin end, sail out on starboard tack, and board the train. The wind had clocked west and stabilized, so the strategy was simple for my little brain to wrap around. Mike Quinn won the race, but I stayed close in second place to seal the regatta victory.

The Bull Throwers weight division finals included both the first- and second-place finishers from each weight division. Mike Quinn was the winner of

FARALLON CLIPPERS — 1) **VIP**, Don Taylor; 2) **Credit**, Bill Belmont; 3) **Hana**, Brian Boyd. (3 boats)

MARCONI II — 1) **Oriole**, 1929 Bird, Jock Maclean; 2) **Viking**, 1938 30-ft whale boat, Mike O'Callaghan; 3) **Neja**, 1961 Dasher 32, Jim Borgner. (6 boats)

Full results at www.stfyc.com**StFYC CALVIN PAIGE, 10/16-17, (5r, 0t)**

STAR — 1) Daniel & Paul Cayard, StFYC, 7 points; 2) Jim Buckingham/Phil Toth, NHYC, 10; 3) Andy MacDonald, SSC, 18. (8 boats)

Full results at www.stfyc.com**SEQYC SINGLE/DOUBLEHANDED SERIES (5r, 1t)**

SINGLEHANDED — 1) **Drop Beer**, Beneteau First 10, Hans Spanjaart, 12 points; 2) **Selene**, Pearson 323, Paul Morgan-Witts, 13. (5 boats)

DOUBLEHANDED — 1) **Ferox**, Pogo 36, Anja Bog, 5 points; 2) **Osprey**, Sabre 36, Jeff Stine, 6. (5 boats)

Full results at www.jibeset.net

BOX SCORES

MPYC SUNSET SERIES (28r, 5t)

PHRF A — 1) **Maverick**, J/80, Jean du Preez, 32; 2) **Ardea**, N/M 50, Augie Louis, 45; 3) **Loco-Motion**, Express 37, Mark Chaffey/Heidi Hall, 61. (3 boats)

PHRF B — 1) **Soggy Dollar**, Ericson 911SE, Todd Muck, 37; 2) **Calphurnia**, Schumacher 28, Jeff Kise, 46; 3) **Peabody**, Ultimate 20, Donna Womble, 89. (6 boats)

SHIELDS — 1) **Stillwater**, Garth & Ashley Hobson, 49 points; 2) **Fireball 7**, Ron Baxter, 62; 3) **Helen**, Jerry Stratton, 72. (11 boats)

SANTANA 22 — 1) **Second Half**, Paul Walchli, 35; 2) **Cnidarian**, Kate & Mary Conway, 38; 3) **Diving Dolphin**, Justin Nielson, 71. (6 boats)

Full results at www.regattanetwork.com**StFYC THURSDAY NIGHT KITES (11r, 3t)**

1) Johnny Heineken, 15 points; 2) Kai Calder, 22; 3) Neil Marcellini, 22; 4) Michael Martin, 27; 5)

Erika Heineken, 39. (21 boards)

StFYC WINDSURF COURSE SERIES (4r, 1t)

1) Xavier Ferlet, 3 points; 2) Eric Christianson, 6; 3) Jean Rathle, 9. (9 boards)

Full results at www.stfyc.com**SEQYC SUNSET SERIES (26r, 5t)**

WATERLINE — 1) **Revelry**, Catalina 42, Rick & Petra Gilmore, 95.15 points; 2) **Mistral**, Beneteau First 36.7, Mark Wommack, 66.04; 3) **Marnie Kai**, Beneteau Oceanis 46.1, Mark Isfeld, 46.36. (10 boats)

PERFORMANCE — 1) **Ferox**, Pogo 36, Anja Bog, 87.20 points; 2) **Rascal**, Wilderness 30, William Larsen, 68.49. (15 boats)

WINDJAMMER — 1) **Webtide**, Catalina 320, Nicholas Weber, 100 points. (5 boats)

Full results at www.jibeset.net

Between the October and November issues, we've run all the beer can final results that we've found. Did we miss yours? If so, please send results or a link to racing@latitude38.com by November 15 and we'll get them in the next issue.

THE RACING

the coveted Sack of Manure, I was second, and Fred Paxton was third.

Due to uncooperative wind directions, we had to forego the Soda Special and Green Bottle Races, which feature backward racing. But we look forward to having all the wonderful El Toro events next year for the 75th Stampede. This is the longest-running event held at RYC. Thanks to all the volunteers who helped make it a success.

— tom burden

RYC EL TORO STAMPEDE, 10/9

1) Tom Burden, Brahma; 2) Mike Quinn, Heavy; 3) Packy Davis, Heavy; 4) Gordie Nash, Heavy; 5) Chris Sullivan, Heavy. (20 boats)

Vanguard 15 Fleet Championships

For more than 20 years, Inverness YC has hosted the Vanguard 15 Fleet 53 Championships, with the first recorded event in 2000. After skipping 2020 because of COVID, the fleet was back on October 2-3 with 11 boats competing to determine a fleet champion.

The conditions did not disappoint. At around 11 a.m. on Saturday morning a northwesterly arrived on the stretch of Tomales Bay just outside the club. The breeze was light at first — both crew and skipper sitting on the rail — but it increased as the day went on. Principal race officer Ian McClelland fired off the first four races, and after a short break, another four races. IYC club member Shawn Kelly noted breeze in excess of 20 knots in the early afternoon.

Skipper Cameron Barclift with crew Eliza White — also an Inverness member — had their hands full. A lighter crew, the two were at full hike for the entire day. "The ebb added to the difficulty upwind. The short chop that it created meant that we had to keep the bow down in order to keep the speed up. Our legs were torched by Race 6."

The race committee ran mostly windward/leeward courses on Saturday, which meant that the boats behind had a chance to catch up to the leaders downwind. Skipper Michael Rivlin and crew Sam Gebb took advantage of this and caught boats on the downwind. The two managed to improve their results with each passing race, taking a few bullets at the end of the day.

The day provided more drama than just big breeze. Ty Ingram and Tiffany Xi lost a clevis pin holding their shroud in place. They tacked, and the mast came crashing down; thankfully no one was



El Toro Stampede champs, Junior Alistair Spencer-Mork and Senior Tom Burden.



SUSAN BURDEN

hurt.

At the conclusion of the day, the top four boats were within 15 points. The fleet pulled the boats out and settled in for a grill dinner on the deck adjacent to the club. The breeze started to fade, and the sun approached the horizon. Eliza's ribs, Mike's burgers, Sam G.'s salad, Tiffany's side and Zach's cold beers made for a wonderful dinner at sunset.

On Sunday, the breeze picked up a little later in the day, around 11:30, and increased until mid-afternoon. The wind strength did not reach Saturday's, but all the crews were hiking. The RC ran the usual windward/leewards, but threw in

were typically lined up bow-to-stern at the windward mark. Any mistake on the first beat would send a team back to sixth place.

Skipper/crew combinations were clearing centerboards and rudders of eelgrass multiple times on any given leg. Sam Wheeler and Danielle Ryan experimented with methods to prevent the collection of grass, such as keeping the centerboard out of the water and the rudder all the way up. No technique was 100% successful, and many a crew suffered upwind when a forest attached itself to the boat. According to folks who had done the regatta multiple years, it was the most eelgrass that the fleet had ever raced in.

The competition stayed close through the final race. Steve Kleha and Claire Pratt went to great lengths to keep Sam and Danielle behind them. Ty and his replacement crew, Sam Reynolds, made an outstanding charge on Sunday. When the last of 15 races was complete, the top



IAN MCCLELLAND

a few triangles as well. In the breeze, the Vanguard 15 is light, nimble and fun on the reach, getting up to planing speeds.

At the dock, Cameron and Eliza managed to break a mast step — a never-seen-before failure for the fleet. Neil Roberts, bowing out for the afternoon, generously loaned them his boat. Dan Altreuter and Neha Bazaj had the base of their mast break, but managed to catch that failure and retire gracefully without the mast falling.

The competition was tight. For nearly all races of the regatta, the separation between first and fifth was about five boatlengths. That is, the first five boats

Vanguard 15 sailors enjoyed the hospitality and facilities at Inverness YC on Tomales Bay.

three were within 15 points.

Boats were de-rigged and beers were cracked open on the deck of Inverness YC at around 5 p.m.. Stories were told about boats breaking down, who caught the most eelgrass, why one race was abandoned, how hard the wind had blown, and — wow — it really is shallow here. The fleet was tired, and the event was a resounding success.

Enough thanks cannot be given to Inverness YC for consistently hosting this event for more than 20 years. Ad-



A windward mark rounding in the J/24 Western Regionals, run by RYC on October 16-17.

ditional thanks to the Peninsula Youth Sailing Foundation for loaning three boat trailers to bring six of the 11 boats to Inverness. Without PYSF, this event is simply not possible.

Ian McClelland manages to run an outstanding regatta with no mark-set support. It is amazing how he does everything all by himself.

— *steve kleha*

VANGUARD 15 FLEET 53 CHAMPIONSHIPS, INVYC, 10/2-3

1) Steve Kleha/Claire Pratt, 26 points; 2) Sam Wheeler/Danielle Ryan, 37; 3) Ty Ingram/Tiffany Xi/Sam Reynolds, 41 points. (11 boats)

Full results at <http://vanguard15.org>

Hot, Cold J/24 Western Regionals

On October 16-17, the J/24 Western Regionals hosted by RYC brought out 13 boats from San Diego to Seattle onto San Francisco Bay for two days of incredible conditions, throwing everything the Bay Area had at these elite competitors.

Saturday's glassy water and warm autumn sun made for a pleasant at-the-dock postponement, with time to check out other boats and go over strategy. Once on the water, races started in the afternoon at a frenetic pace. As the westerly filled in, PRO Fred Paxton squeezed in four races and got everyone back to the dock well before sundown, while also posting race results in real time — something most sailors were shocked and pleased to discover.

Sunday's conditions felt more like July — which Bay Area sailors know is windy, cold and wet.

On Saturday, Seattle-based *Tremendous Slouch's* reputation as a world-class program was cemented with a bullet and a second. On Day 2, *Slouch's* skipper Scott Milne and his crew gained three more top finishes.

"There were seldom more than a few minutes between the top and bottom finisher," said Jasper Van Vliet of *Evil Octopus*, "meaning that any one mis-

take is very costly, and most boats did not make many. We scored the series with no throwouts, forcing everyone to be on their best and most conservative behavior." Jasper finished fifth overall and the top local Bay Area boat.

The battle for third was heated. The fate of Deke Klatt's *Jaded* from Ventura and Jakob Lichtenberg's *Hair of the Dog's* was decided in the protest room as a rainstorm moved in Sunday evening. The familiar precipitation perhaps brought favor for the Seattle-based Lichtenberg team, who won the protest.

It was clear once again why the J/24 remains such a popular and approachable one design, from the storytelling over a catered event lasting well into Sunday night to a Corinthian spirit among competitors.

"This fleet is extremely competitive on the water and extremely supportive after racing," Van Vliet said.

Downtown Uproar, for example, lent a spare cam cleat to repair the spinnaker halyard on *Flight*, and a few handshake sail sales from the top boats to the newer programs demonstrated the value of owning one of the most popular one-design boats in the world.

"The winner is happy to answer questions about crew setup, tactical decisions and boat tuning," Van Vliet added, noting that, "The top teams are able to adjust quicker to changing conditions. Making adjustments to rig tune between races sets them up for the ability to move between high mode and low mode as the needs arise. When sailing next to them, it's absolutely neck and neck all the way up and down the course."

The local Fleet 17 spent months preparing for the event, which included weigh-ins and a seven-boat practice race on Friday. Robin Van Vliet of *Little Wing* worked tirelessly and called in favors, creating an organized, well-planned, and well-received regatta.

The 46-year-old one-design class remains exhilarating, competitive, col-

legial and hella fun.

— *brandon mercer & jasper van vliet*

J/24 WESTERN REGIONALS, RYC, 10/16-17 (7r, 0t)

1) **Tremendous Slouch**, Scott Milne, 20 points; 2) **Baba Louie**, Mark Laura, 23; 3) **Hair of the Dog**, Jakob Lichtenberg, 26. (13 boats)

Full results at www.richmondyc.org

Race Notes

Christopher Weis of Del Rey YC has won the first two stops of the **California Dreamin'** match-race series. St. Francis YC hosted the first event on August 29-30, and San Diego YC the second stop on October 9-10, both in J/22s. Long Beach YC will host the final stage on November 13-14 in Catalina 37s. The series had originally been planned for January, March and April, 2021, but was postponed due to the pandemic.

Our digital desktop has been aflutter with press releases from US Sailing championship regattas. Some highlights: Several West Coast sailors competed in the US Team Racing Championships for the **Hinman Trophy** on September 24-26 in Bristol, RI. Teams attended from StFYC, Stanford and San Diego. However it was Team Holiday Sideshow that won, with Christopher Klevan of Redwood City a crewmember. This championship is raced in three-boat/six-person teams using Zim 420E boats.

At the same time in Annapolis, the entry from Corinthian YC of Seattle won the US Offshore Sailing Championship for the **Lloyd Phoenix Trophy** aboard Navy 44 MkII sloops. Skipper Steve Travis and his crew scored 10.5 points overall after three distance races and one buoy race.

On October 1-3, LBYC hosted the **US Match Racing Championship** in Catalina 37s. Chicago YC's Peter Holz and his crew won.

Among the victors at the multi-class **US Youth Sailing Championship** in Arapahoe, NC, on October 8-10 were 29er sailors Ian and Noah Nyenhuis, brothers from SDYC. Fellow SDYC members Anton Schmid and Peter Joslin came in second.

In **SailGP** news, teams from Canada and Switzerland will join the fast-foiling road show for Season 3, increasing the number of teams to 10 from the eight currently competing in Season 2.

Meanwhile, New York YC has dropped out of **America's Cup 37**, citing lack of time to prepare. This leaves Mike Buckley and Taylor Canfield's Stars+Stripes campaign homeless. The Kiwi Defenders have yet to announce a venue.

— *latitude / chris*

This month we hear from Art Hartinger of the Jack London Square-based 'Pied-a-Mer', reporting on bareboat chartering with Superior Charters in the Apostle Islands National Lakeshore of Lake Superior.

ALL PHOTOS CREW OF OASIS

A charter on Lake Superior, With its 21 Islands Among the Apostle Islands National Lakeshore

When our old and dear friend Charlie Oltman suggested a cruise in the Apostle Islands — an archipelago covering 720 square miles off Wisconsin's north shore — we quickly agreed, as this would present new and intriguing sailing grounds on the largest freshwater lake in the world. My wife, Yumi, and I flew to Minneapolis, and we were greeted at the airport by Charlie and his wife, Sue. After spending the night at their place near St. Paul, we drove to Tofte, on Lake Superior's north shore — a popular vacation destination where we spent the first few nights eating smoked fish from the famous Russ Kendall's Smokehouse and other local delicacies such as fried cheese curds, checking out breweries, hiking and kayaking.

For the boat, we chose to contract through Superior Charters, located at Port Superior Marina near Bayfield, Wisconsin. We chose *Oasis*, a 2004 Beneteau 39 with three cabins. You never know what you will get with a charter boat that is 17 years old, but this boat was super-clean. The owner had installed many upgrades including all new electronics and a new Yanmar engine. It is rare when nothing goes wrong with anything on a charter, but this was our good fortune. We would gladly charter this boat again, as she sailed and motored flawlessly.

We had scheduled a 4 p.m. boarding time on a Monday, with a 4:30 skipper briefing and checkout. Superior Charters does not have a provisioning program, so Charlie and Yumi handled the grocery shopping at a nearby market while Sue and I stayed behind to handle the checkout. The local skipper from Madeline

Charlie and Art in front of Tom's Burned Down Café.



Island who reviewed the boat and our proposed float plan — Eric — was very knowledgeable, and the process was fast and painless. Eric liked our idea of making Sand Island our first anchorage.

There are 22 Apostle Islands; 21 are included in the Apostle Islands National Lakeshore. Although the theory is not settled, the name might have come from Christian missionaries who chose to believe there were only 12 islands. There are seven historical lighthouses — the most in any national park. Most were built in the 1800s as a way to assist the many ships transporting iron ore to navigate through and around the islands.



Author Art Hartinger in the Midwest time zone.

As a trip objective, we decided to visit all of the lighthouses, if possible. We managed to photograph six along the way, and missed only the lighthouse on Outer Island — which, as the name suggests, is the outermost of the Apostles.

We set sail on Tuesday morning and were treated to 15 knots on a beam to broad reach, making 7 knots under sail en route to Sand. As it turned out, this was our best sailing day, as the winds were otherwise light and variable. Passing by the Apostle Islands Basswood, Hermit and Oak, we stopped at Raspberry Island for our first photo op with the lighthouse there. We then passed by York on the way to Sand. We anchored in Lighthouse Bay on the northern side of Sand Island in calm conditions.

This is a beautiful anchorage, and we had it all to ourselves! We didn't see a single boat come

or go during our stay there. The water was cold, but the beach was sandy and great for strolling. The stillness of these islands is remarkable. I don't know if it is the freshwater, but it was very quiet and indescribable.

Most of my charter cruising experience is in the Caribbean, where my daily ritual is regularly to jump off the stern for a swim or to bathe. The water is colder on Lake Superior, of course — I think something like 65 degrees and maybe colder! But the weather was warm and somewhat humid, so dips off the stern were mandatory and amazingly refreshing.

Most of our friends from California waxed on and on about how we were going to be eaten alive by mosquitoes. So, we came prepared with all sorts of mosquito repellents, and Yumi even brought a hat with mosquito netting. I did not see a single mosquito! Some of the crew claimed to have suffered from a few bites, but it was not the onslaught predicted by our friends. I will say that there were more than a few flies that seemed to hang about, waiting to land on your foot or calf and bite you. Perhaps this is why the boat came equipped with five fly swatters. But we all quickly became experts, and successfully overcame the pesky flies so they were not much of a nuisance in the end.

On Wednesday morning, we weighed anchor and departed for Devil's Island. Devil's is described as one of the most fascinating islands, with sea caves and a beautiful lighthouse. This was a day when we mainly motored in warm weather. En route, we stopped the boat to take a swim in the middle of seemingly nowhere, north of Bear Island.

On our approach to Devil's, we spotted the iconic lighthouse, and for the first time, we encountered several boats. This was obviously a tourist destination, as party boats were bringing people around the island to visit, and about seven boats were milling around the sea caves with kayaks and other water toys. Apparently, in 1928 President Calvin Coolidge had lunch on one of the flat, reddish rocks on top of the sea caves. We took photos of our third lighthouse and rounded the island to head over to Stockton Island. There were light winds the entire way. We deployed the sails only once for a brief period and got some

OF CHARTERING



Sue and Charlie Oltman in front of 'Oasis', a 2004 Beneteau 39, while anchored at Sand Island.

much-needed respite from the engine.

We dropped anchor in Julian Bay on the southeast corner of Stockton Island. Once again, we were the only boat in a large, beautiful bay! Anchoring was once again easy, with good holding on (I believe) a sandy bottom, off a two-mile-long sandy beach. Although three more boats eventually joined us, this is a large anchorage and it still seemed virtually empty.

After a long beach walk in the morning, we weighed anchor to head to Madeline Island. But first, we needed to check

off another lighthouse visit on Michigan Island — about five miles southeast. This was our second-best day of sailing, with 12 knots of wind on a beam reach. This lasted less than 45 minutes, and we ended up taking in sails and motoring over for our photo op with the Michigan lighthouse.

From Michigan, we headed southwest to Madeline Island — the largest of the Apostles and the only island that is currently inhabited. After surveying Big Bay, a large (of course) and beautiful bay to which we have vowed to return, we

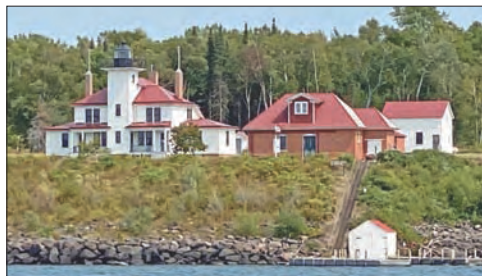
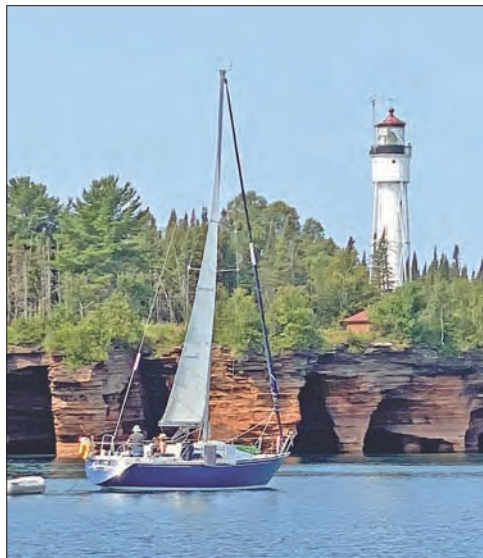
cruised around to Madeline Island Marina, where Charlie had reserved a slip. The marina folks were accommodating and very nice, and came down to help with the landing. The slip was \$78 a night, and included access to showers and swag at the Madeline Island Yacht Club.

Charlie touted an infamous bar — Tom's Burned Down Café — so we made our way there for libations. This is a great, divey bar, which apparently has literally burned down twice. The owners do not really rebuild; they sort of shore

Below left: There are seven historical lighthouses in the Apostles. Center: 'Oasis' approaches the entrance to Madeline Island Yacht Club. Right: The Midwest is the breadbasket of America, with ample options for on board lunches.



WORLD OF CHARTERING



Left: Scenic, comfortable, freshwater sailing near the Devil's Island lighthouse. **Top center:** Navigation is easy and clearly marked. **Top right:** Charlie preparing the Midwestern fare. **Bottom center:** Art sampling one of the many craft brews available in the Apostles. **Bottom right:** Sailing by the lighthouse on Raspberry Island.

things up. There is no roof, but lots of kitschy signs and great drinks. The motto of the bar is "Let's Make Getting in Trouble Fun Again," and I was assured that this had nothing to do with Trump's motto about making America great again. We pondered whether Trump had

actually stolen his motto from Tom.

The next day we had two more lighthouses to check off — both on Long Island, a short mile or two south of Madeline. Another day with light to no wind, so we motored over and took our pictures. We then turned around and

motored the four miles back to Port Superior. The checkout was painless, and we made our way home, of course, via another brewery: Maple Island Brewing.

This was a great trip and we hope to return.

— Art Hartinger

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CHANGES

With reports this month from **Galen Diana's** escort of the Great Pacific Race; **Triana's** change in cruising plans from Florida to Mexico; a look at some of the many cruisers whose plans changed due to COVID — sometimes with unexpected rewards; and a sailboat or two full of **Cruise Notes**.

Galen Diana — Jeanneau 49 Rod Mayer The Good Shepherd Sausalito

Rod Mayer and friends have been doing a different sort of Hawaii cruising over the past few years: *Galen Diana* has been the support vessel for the past four edi-

impossible because they spread out over hundreds of miles — Rod and crew are 'on call' and in communication with race headquarters, which monitors the positions of the teams. While sailboats in the Pacific Cup (which also starts in San Francisco and finishes in Hawaii) will typically take two to three weeks to complete that 2,200-mile race, rowers can take from one to three months.

Although past GPRs have featured as many as 10 entries, this summer's event had only three: two 'Open Four' class boats and one 'Classic Trio' boat. Two were all-women British teams: the Open Four entry *Fenris* (team *Ocean Sherries*) crewed by Bella Collins, Lily Lower, Purusha Gordon and Mary Sutherland, and Classic Trio boat *Pepe Wai* (team *Girls Who Dare*): Vicki Ainstey, Jean Leonard and Oriagh Dempsey. The third team was the four-man *American Spirit* (team *Latitude 35*) of Danville, California: Jason Caldwell, Angus Collins, Duncan Roy and Jordan Shuttleworth.

Galen Diana saw all boats off at the May 31 start, shadowed them for several days offshore, then headed into Dana Point to deliver photos before heading back out to reacquire their charges.

Rod chronicled much of the adventure on his *PredictWind.com* page. The following is an edited and condensed version of that log, starting with their departure from Dana Point in mid-June. . .

June 21 (Monday) — 10 p.m. departure from Dana Point. There are three of us: Steve Reeder, Joe Ianello and myself. A refreshing change, as our original third man got very seasick and we had to drop him off in Monterey. So just two of us completed the leg from Monterey to Dana Point, which amounted to

15 days, more than 1,700 miles, and two healthy gales' worth of sea time.

Now that we are back to full crew, our watch schedule will be more manageable and we'll have time to relax between watches rather than rushing to catch some shut-eye. We run four hours on and eight off during the day, and three on/six off at night. Rest is important on extended passages and necessary for safety.

As I write this, it is 0358 on Tuesday. We are at the east end of Catalina Island, headed 470 miles southwest to track down *Pepe Wai*. The race is in Day 23 and the *Girls Who Dare* have not seen us in just over a week. It will take us two or three days to catch up to them, and we will be a happy sight for these three. From there, we will be off to track the *Ocean*



'Galen Diana' crew enjoy refreshments on arrival in Hawaii. L to r, Steve, Rod and Joe.

tions of the Great Pacific Race, a team rowing competition from San Francisco to Waikiki. The inaugural event was held in 2014, with subsequent races every two years, except for 2020, when it was canceled due to COVID-19. So, like the recent Olympics, the 2020 GPR was held in summer 2021.

Galen Diana's mission is to document the race through photographs and observations, and offer emergency (and moral) support when needed. Rather than 'escort' the racers — which would be almost

'Galen Diana' has been a good shepherd for all four GPRs. Here Rod and crew shadow 'Sons of the Pacific' at the finish of the 2016 race.



ELLEN HOKE

IN LATITUDES



Above: 'Galen Diana' in dead calm in mid-Pacific. Top, l to r: 'Girls Who Dare', 'Latitude 35' and 'Ocean Sheroes'.

*Shero*es, who are a few more days ahead, and rendezvous with them just east of Oahu. It will be nice to get down to a lower latitude, where sailing in swimming trunks kicks in.

June 29 (Tuesday) — All was well with the *Girls Who Dare* team, and now the race is on to catch *Ocean Sheroes* before they reach Hawaii. They have quite the head start (over 700 nm), and with an ETA in Honolulu of July 9, it will be a close 'race' between us and them. We are currently 1,343 nautical miles away from Honolulu. So far, the weather forecast is looking favorable for us to beat them in: Winds are steady at 16-19k NNE with

gusts to 28. Wind angle is 120 degrees to starboard. Swells are following at three to five feet, so generally small, and we are surfing and reaching speeds over 9 knots. Our daily distance goal is a minimum of 150 miles, which we have been able to meet the past four straight days.

We still have not had a sunny day! Today was the most direct sunlight we have seen since Dana Point, with only a few rays filtering through and lighting up the gorgeous, deep-blue water. Surely within the next eight or nine days that it will take us to reach the islands, we will have plenty of sun to get a base tan before landing in Waikiki.

July 2 (Friday) — *Latitude 35* has finished! The men set a new record of 30 days, 7 hours and 30 minutes, beating

the old 'Open Four' record by nine days! Congratulations to them!

Here on *Galen Diana*, we have 785 nm to go before I start waxing up the 9'6" Patterson surfboard I share my cabin with. Counting the days to surf Ala Moana and Waikiki this summer!

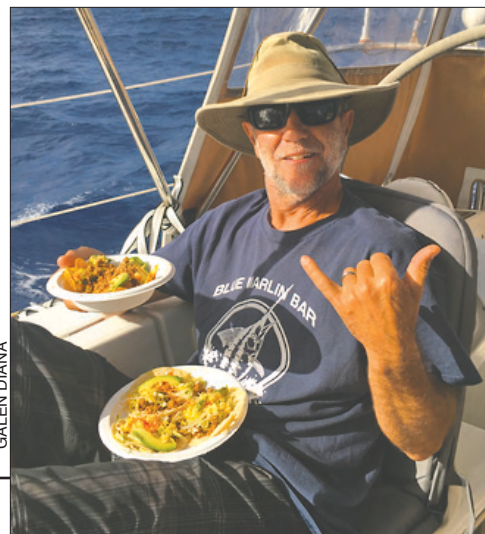
As close as we can calculate this far out, our ETA is Thursday, July 8, within a day of *Ocean Sheroes*. Those women have really kicked it up a notch, pulling their oars up to 4 knots to our 7-8 under sail. Although it's not over yet, the safe bet is on the *Shero*es.

Weather-wise, it is finally warm, the water is bluer than blue, sea temp 71 degrees and the flying fish are flying!

July 7 (Wednesday) — As we thought, *Ocean Sheroes* beat us in, to finish in 35 days, 14 hours and 23 minutes — this time shattering the old record by an amazing 14 days! Another hearty congratulations!

As *Galen Diana* nears Honolulu herself, Steve and I have been hoping to expand our on board tradition of 'Taco Tuesdays' to include fish tacos. But not much luck in that department yet. We've hooked two mahi mahi that got away, and another two that were too small so we released them. Then, last night, just as we

It wasn't until the last few days of their Pacific trip that 'Taco Tuesday' aboard 'Galen Diana' finally featured fish tacos.



ALL PHOTOS GALEN DIANA

GALEN DIANA

CHANGES

were finishing dinner, changing watch, and getting settled for the night — *Bam!* Fish on, and not a mahi but something larger! Joe and Steve dropped their plates and we spent the next hour fighting a monster. We were doing 7 kts and the spool of line was rapidly melting away. Steve jumped behind the wheel as Joe reefed the jib and we turned upwind to stall the boat. After an hour of fight and rest — and more fight — we were gaining, and had wound in almost all of the line this fish had run off with. "Joe, grab the gaff and stand by," I said as we finally laid eyes on a monster albacore. It was at least four feet long and 100+ pounds. We were already tasting the sashimi and seared tuna dinners. Then, gaff in hand and ready to pluck this gem out of the sea, we saw the line break and the big one got away.

This was the first time we experienced a period of silence on board. Huge bummer. We had chicken tacos.

July 8 (Thursday) — On Day 17, at 10:30 Hawaiian time, I was looking for other vessels on the horizon since we were within 60 miles of the islands. Did not spot any boats but was seeing what looked like mountains rising over the horizon, nestled within the tropical clouds. Upon the double take, there was no question.

"Land ho!" I shouted out to the crew below deck. Turns out we were looking at the Big Island of Hawaii, which was 53 miles south of us. We will be making our turn south around the north side of Maui, passing Kapalua at some point tonight around 10 p.m. That should put us in Honolulu Friday before noon!

We all stood topside, each looking through binoculars sharing the same grin, staring at this majestic view with emotions to each and wiping away a tear or two of joy, knowing there was a bar in our near future . . .

July 26 (Monday) — It seems like just yesterday that we arrived at the Waikiki Yacht Club, but it's been almost three weeks. We've been on standby for the final Great Pacific Race rowing team, who are now within 250 miles of the finish. My crew have flown home, so I'll be going out to meet them solo. I sailed from Honolulu to Lahaina yesterday, making the rugged, salty, 102-mile crossing in 17 hours. I arrived at 0530 and continued up to an anchorage at Kaanapali Beach on Maui, scoring a beautiful spot in about 30 feet of crystal-clear water.

It's been a month since my last visit with *Pepe Wai* and the *Girls Who Dare*. I'm staging here because the wind direction

will allow me to come in behind them as they make their final approach into the Molokai Channel. It's also a prime location from which to track them for the next couple of days. As soon as they make mid-Maui, I'll head out and catch up to them as they head into the home stretch. The plan is to rendezvous with them for a beautiful sunset photo session, catch some rest, then do a sunrise photo shoot. After that, I'll need to race in to Waikiki Yacht Club to deliver media before we go back out to greet them at the finish line off Diamond Head.

July 30 (Friday) — I established (VHF) radio contact with *Pepe Wai* at 1530. During our comms I could hear the team cheering upon knowing their support yacht was there — an emotional moment for all of us. I finally got visual on them at 1630.

OK, so here we are at their last sunset and last sunrise. Sixty days at sea and they were in sight of Molokai. There were clouds clinging to Molokai's lush, green cliffs, with waterfalls visible. I hung out with them until after sunset. The weather was on-and-off rain showers, wind gusting to 36 kts and five- to eight-ft swell. I then sailed off into the lee of Molokai for a bit of rest. Sails up again at 0400 and sailed back to snap a few more photos as the rising sun was glittering off the rough chop and swell. At that point they were only 20 miles from the finish line.

August 1 (Sunday) — Another finish, another record! *Pepe Wai's* passage of 60 days, 17 hours and 6 minutes breaks the former three-person rowing record by more than two full days. Well done!

Let the aloha party begin!

— Capt. Rodney & JR 10/1/21

Readers — Look for Part 2 of Galen Diana's story as Rod sails back to San Francisco singlehanded.

Triaena — Newport 41 Tom Mitchell and Patty Johansen-Mitchell Making It Happen Anacortes

It was a drizzly July morning in 2019 and we were dressed in multiple layers of fleece, foul weather gear, hats, gloves, and boots (our typical PNW summer ensemble), heading west out of the Strait of Juan de Fuca on our way to Barkley Sound on the west coast of Vancouver Island. That's when I expressed a wish that one day, I would like to be able to sail in a climate warm enough to be comfortable in a bikini.

This was the beginning of our plan to make it happen.

Tom and I met at Key West Race Week



in 1990. He was racing on a Beneteau First with his team from Connecticut. I was assisting the race photographer, my dear friend Kelly O'Neal. A couple of years later, Tom joined me in Seattle. Our schedules didn't allow time to commit to a racing series, but we did enjoy an annual trip to British Columbia delivering a beautiful Newport 41 sailboat belonging to friends. In 2000, they announced that they had decided to sell the boat and we quickly proposed a partnership that successfully lasted 20 years.

We all have heard horror stories of boat partnerships, but we think this can really be a great option for boat ownership. It was important to us to know that we had a "home," and purchased a condo slip in Anacortes, just minutes from the San Juan Islands and close to the Canadian

IN LATITUDES



Above: Ready to cast off in Port Angeles. **Top left:** Maiden voyage for the nesting dinghy in Sausalito. **Center:** Friend and occasional crew Robin Ahmann helped with provisioning. **Right:** Sailing under the Golden Gate for the first time is a thrill for any sailor.

border. Tom brought technical sailing skills while our partners brought engineering and carpentry.

Each spring we worked out a tentative calendar with our desired time on the boat. Any unclaimed time was available to either of us. If we had a time reserved but knew we weren't going out, we made sure to let our partners know it was available. We never worried about splitting time equally. Some years we had more time and others less, but we always tried to set aside time for a longer trip north to Canada.

We both deposited a fixed amount of money into a joint bank account each month so there was always money to pay the upkeep, upgrades, and operating expenses as needed. We agreed that if something broke, we would use the joint funds for the repair regardless of who might be on board during the failure. For larger-dollar items, we budgeted in advance and annually updated our wish list for those items that were luxuries (like the large custom stainless sink with integrated counters and a pull-out faucet perfect for shampooing). We always left the boat full of water and fuel, holding tanks empty, and decks clean — so it was always ready to go when we arrived at the dock.

By 2019, our partners were ready to stop sailing and we were ready to sail for an extended time, so we bought them out

and began planning our adventure.

Our initial idea was to truck *Triaena* to Florida and begin in the Bahamas in fall 2020. Then COVID-19 hit. We decided to postpone a year and continue upgrading our boat. As our work progressed through winter 2020 and the retrofit expenses mounted, we considered alternatives that didn't involve the cost of trucking to Florida. After researching and talking to other sailors about cruising in Mexico, we decided that would be our 2021 destination.

Mexico has several advantages for a PNW sailor. It would be simple to fly home to Seattle, with many nonstop flights available; we would be in the same time zone as many of our family and friends; only one TIP would be required instead of paying entry fees for each group of islands — and the beer was much, much cheaper! Mexico also held a lower risk than the Caribbean that our plans might be disrupted due to damage from a major storm during hurricane season.

Since we committed to Mexico, participating in the Baja Ha-Ha sounded like a perfect way to connect with other cruisers and begin the Mexico leg of our adventure. With 190 boats registered, we know we will be in great company.

Our departure from Anacortes was postponed a week as we madly tried to finish installing the new radar, complete the restoration of our Chameleon nesting dinghy, and finish loads of canvas work. Finally, on September 4, we set off and officially began our "gap year(s)" from our busy careers as international consultants in the coffee industry. (Tom considered loading his small Behmor coffee roaster but in the end decided that having a portable espresso machine on board was enough.)

We are transiting from Anacortes to San Diego as we write this. Dolphins welcomed us to San Francisco with their joyful splashing around our bow, and we relished the hot showers after tying up. Learning to steer in ocean swells and opposing wind waves (especially at night) has challenged us — as did the 40-knot winds off Punta Gorda — but that was the whole point of leaving our comfort zone



Tom and Patty are finally heading for 'bikini cruising.'

ALL PHOTOS TRIAENA

CHANGES

and learning new skills.

Our plans for the Sea of Cortez are unstructured, with the only firm plan to haul out for the summer and return next season to do it again — or possibly continue south.

We are looking forward to joining the Baja Ha-Ha group in San Diego and meeting others with similar sailing ambitions. As we have headed down the coast from Seattle, we have already connected with two other boats that will be part of the Baja Ha-Ha 2021 — and one that wished they were!

— Patty 9/29/21

Silver Linings

"Two roads diverged ... I took the one less traveled by, and that has made all the difference." Robert Frost's 1915 poem evokes the experiences of many cruisers whose pandemic stories have appeared in these pages. Though much continues to be made of the negative aspects of COVID-19 and its politics, contributors to *Changes In Latitudes* have also shown that sometimes the road less traveled *does* make all the difference — even if circumstances beyond your control force you onto the off-ramp. In this month of looking back and giving thanks, here are quick snapshots of where some of those roads led.

Mamaku — Along with a bunch of other Pacific Puddle Jump participants, Sarah White and Harry Miller departed PV for the Marquesas in March 2020 — only to find out in mid-ocean via sat-phone that the PPJ had been canceled due to COVID-19. Complicating matters: Sarah was seven months pregnant, and even the plan to have the baby in New Zealand (Harry is a Kiwi) was up in the air. As it worked out, they were rerouted from Hiva Oa (destination of PPJ boats) to Nuku Hiva — but quarantined to stay on the boat. By Sarah's 36th week, they finally caught a 'mostly cargo' flight to New Zealand. Her baby, a boy, was born at the end of June.

Plan B — Wendy Hinman and Garth Wilcox's 'Plan B' when COVID restrictions were announced was to stay home and finish the boat Garth had started way back in 2013. "With social distancing, there were no longer any excuses," wrote Wendy. Although they did a few daysails with friends this summer, most of their spare time has been spent in their Bainbridge Island boat shed hard at work.

Sonrisa — Andrew and Leslie Godfrey were following news of the pandemic early in 2020, but it didn't really catch up with them until they reached the Maldives

aboard their Valiant 40. There they spent almost three months quarantined aboard in various stages of lockdown. They eventually learned that they would be allowed into the Seychelles — but only if they remained at sea or in uninhabited areas for at least 21 days. That's how they and up to a dozen other cruising boats ended up anchoring and enjoying uninhabited atolls of the Chagos chain, where they shared isolated beaches, bonfires and camaraderie with each other — completely cut off from the outside world (no phone, no internet, no nothing).

"It was in every way the slice of heaven sailors imagine if they could just sail away from the problems of the human world," Leslie wrote in our October issue. "One of our sailing mates even proclaimed, 'I could stay here forever.'"

Galene — "It was not what we'd expected cruising to be like, but even we had to admit it was a little like being 'sentenced' to an island dream vacation," wrote Greg and Laurie Yellenik of riding out the (then) worst of the pandemic aboard their Vancouver-based Cooper Seabird 37 in Puerto Escondido. "The Marina worked hard to service their stranded guests," Greg noted in a July 2020 *Changes*. "The small store kept good supplies and began offering custom grocery orders. We could still enjoy the local hiking trails, swimming pool and spectacular mountain views. They even stationed full-time attendants at the washrooms to assure a clean and virus-free environment."

Green Flash — Bob Ritner and Joan Chen were en route from Vista Mar Marina in Panama to the Las Perlas Islands last spring when they did a 180. "A cruising friend at the marina sent us a text that if we did not want to be stuck out for the foreseeable future, we should return immediately," noted Bob in our August issue. The San Clemente-based couple set their Beneteau 351 on a reciprocal course back to the marina — only to be denied entry when they got there! The marina manager finessed the situation and finally let them in, but they were subject to increasingly severe movement restrictions,



For Greg and Laurie of 'Galene', riding out pandemic restrictions felt more like a dream vacation.



MAMAKU



SONRISA



VIVIAN CALLAHAN

IN LATITUDES



MAMAKU



WENDY HINMAN



'Before' (top) and current photos show Wendy and Garth's 'Wilcox 38' (he's a naval architect and designed the boat) is coming along nicely. No name or launch date yet.

learned that they couldn't check in to French Polynesia, but could proceed to Nuku Hiva, where they would once again be under quarantine. They departed on March 24, and when they arrived on April 16, "We were surprised to see about 90 boats were there already sheltering in place." Again, they could not even swim, and only one person from each boat was allowed to go ashore at a time for provisions. Fortunately, restrictions soon eased. And



TALEISIN ROSE



Above: The Fennel family flying low. Top: 'Mamaku' heading for the South Seas. Left top: Sarah of 'Mamaku' cooling off for two. Center: 'Sonrisa's' Leslie and Andrew on the way to sailor's heaven. Bottom: King and Queen Neptune (Lon and Vivian of 'Dreamtime') initiated fellow crewman Dorie and boat owner Peter into the Sacred Order of Shellbacks during an equator crossing last year.

which included limiting travel outside the marina to two hours a week, and men and women couldn't travel together! Seeing some pretty gnarly writing on the wall after a few weeks, they decided to try to get home. Airline seats were almost non-existent by then. But the US Embassy finally got them two last-minute spaces on an Air Force C-130.

Dreamtime — Despite paying a hefty

sum to an agent for permission to explore the Galapagos, Peter Laffe's Swan 43 ketch arrived in March only to be denied entry — and the crew confined to the boat at anchor. "We couldn't even swim," wrote crewmember Vivian Callahan. With the Galapagos being their planned jump-off point for the Pacific Puddle Jump, they consulted with rally officials and the Tahiti Crew Agency, from which they

Bob and Joan of 'Green Flash' were lucky to score spaces ("you can't really call them 'seats,'" notes Bob) on this Air Force plane when Panama imposed strict pandemic restrictions.

eased even more when they arrived in Papeete. But the fun wasn't quite over. When it was time for Vivian to fly home to Los Angeles, she had to go through Paris, Frankfurt, Newark — all on separate planes — then catch yet another flight to

CHANGES

L.A. "I expected this trip to be a great adventure," she wrote, "but it became much more of an adventure than any of us ever dreamed."

Taliesin Rose — In March 2020, the Fennell family (Rowan, Vicki and kids Lucy and Emmy) were in Nicaragua aboard their Tiburon-based Bavaria 46E, putting the final touches on a refit before shoving off for French Polynesia on the Pacific Puddle Jump. They began to have second thoughts as news filtered down about COVID-19. "We quickly came to the conclusion that crossing an ocean to remote islands of the South Pacific with limited access to medical care was probably unwise," Vicki wrote in our September issue. "And within a few days, departure was no longer an option as, in quick succession, countries all around us closed their borders."

They soon came to appreciate that they could be stuck in lots worse places. "The marina was peaceful and lovely; we still had access to the pool and beach; and we had veggies delivered directly to the docks from local farmers." *Taliesin Rose* eventually made it back to Mexico,

where they rounded out 2020 being able to explore with few restrictions while being diligent about social distancing and mask wearing.

"Having spent significant amounts of time in both Panama and Mexico (during the pandemic), we have learned intimately what we always believed: that the people of Central America are incredibly kind, resilient, joyful and welcoming. During what arguably will amount to one of the most painful periods of time for many, we were taken in, cared for, respected and protected by the officials and citizens in both these amazing countries."

Cruise Notes

- Due to COVID concerns, the US border closed to 'nonessential' boat traffic back in March 2020. Canadian entries in the Baja Ha-Ha were hoping that rumors it might open on September 21 would come to pass. They didn't. As noted in the October issue, a couple of Canadian Ha-Ha entries were considering bypassing the entire US West Coast to head for Ensenada and join the Rally fleet from there (which is permissible). One, Paul



Paul (and Moe) of 'Red Surge' are Ha-Ha bound.

RED SURGE

Reshaur of the Victoria-based Hanse 40 **Red Surge**, decided to take the chance of sailing into Port Angeles, where, he says, "They took a very common-sensical approach to what my plans were and the low risk I presented" — and let him in! He was in Portland, Oregon, at this writing, bound south again as soon as his autopilot got repaired.

On the other hand, Scott and Moira Fisher of the Powell River (BC)-based **Endurance 35 Arctic Willow** decided to pull the plug on this year's Ha-Ha. We can hardly blame them: "Visiting the numerous ports on the US West Coast has always been part of our plan," says Scott. "Fingers crossed, we'll be able to make the journey, and the Ha-Ha, next year."

Scott did note that another Canadian Ha-Ha boat, Greg Andrews' Valiant 40 **Berkana**, was doing the 'US bypass,' and planning to rendezvous with the Ha-Ha fleet off San Diego on the November 1 start day.



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• Lyall and Katie Burgess have run Sun Powered Yachts, a Hawaii-based dealer of SunPower solar panels for boats, for the past three years. Now it's time for a bit of a working vacation. As the saying goes, they've "sold the car, rented the house and put everything else in storage" for their next sailing adventure, the ARC



BLAKE



BLAKE

'Blake' is coming out of charter and sailing across an ocean. Top right, the Burgess family.

(Atlantic Rally for Cruisers), which departs Las Palmas, Gran Canaria, on November 21.

They'll be doing the rally on **Blake**, their Dufour 382 GL, which is coming out of a five-year ownership program with Dream Yacht Charter in Corsica in early October. "We pick up our boat then and sail back to mainland France to complete

Canaria" — hopefully in time to take advantage of the many events and seminars the event offers in the two weeks prior to the start. In addition to Lyall and Katie, their ARC crew will include daughters Iwalani, 8, and Anela, 6.

The first ARC dates back to 1986. This year, the 2,700-mile event will end in St. Lucia. Options for participants are the ARC+, which makes a three- to five-day stop in in Sao Vicente in the Cape Verde Islands, and the ARC January, which features the same Gran Canaria-to-St. Lucia Route, but starting on January 9, 2022. For more details on the ARC, go to www.worldcruising.com.

• We learned shortly before this article's deadline that Paul Fleider had ar-

rived in Sausalito after one of the longest deliveries we've ever heard of: Sydney, Australia, to Sausalito — via Alaska! His wife Susan and their kids flew up for part of the trip through the Inside Passage aboard the new-to-them **Andiamo**, a Buizen 48. (The handsome Buizen line of boats are designed and built in Sydney.) Look for more on this family and their new boat in the December issue.

• "Who would have thunk it ... we are Alaska residents and voters now!" says

Chad Carvey. "We even bought a car!" You may remember Chad and Carolyn from a couple of really, ahem, 'cool' *Changes*



Chad hikes Mendenhall Glacier near Juneau. The Carveys do plan to head south eventually.

Chad Carvey. "We even bought a car!" You may remember Chad and Carolyn from a couple of really, ahem, 'cool' *Changes*

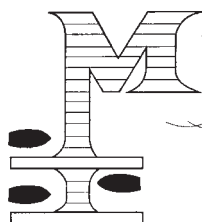
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CHANGES IN LATITUDES

articles about cruising the high latitudes aboard their steel-hulled De Villiers 43 cutter **Walk On**. The formerly Sausalito-based couple had originally planned to spend just one season cruising Alaska before heading south again for their planned 10-year circumnavigation. "But thanks to COVID, we will end up spending almost two years exploring this wild paradise," says Chad. "This summer we spent three full months of voyaging, filled with orcas, glaciers, humpback whales, sea otters, bears, bald eagles, and tons of fresh halibut, salmon, and trout! Carolyn's mom joined us for three weeks of adventuring, including a standout experience of visiting Glacier Bay."



Kim and Tom of 'Exit Strategy' are still strategizing about when they can get back to circumnavigating. Meanwhile, their sometimes crew Joel and Laura (with the combine, right) of 'Campañera' are busy with end-of-season chores at their North Dakota farm.

EXIT STRATEGY

spring and do a haulout and bottom job in Wrangell." The couple continue to run their business — organizing fundraising galas for nonprofits — remotely from the boat.

Look for an 'Alaskan Cruising Primer' from Chad and Carolyn in an upcoming issue of *Latitude*.

• Along with everything else, the pandemic has interrupted a few circumnavigations. For example, we were pretty sure we'd have written up Tom Christensen

At this writing, *Walk On* has returned to Petersburg for the winter. But that doesn't mean the end of cruising. "This winter we will again do lots of winter voyaging — just dodge those storms and have good ground tackle — to visit hot

and Kim MacLean 'tying the knot' with their Wauquiez PS-40 **Exit Strategy** by now. But COVID-19 stopped that voyage in its tracks. They put the boat in storage in Grenada and flew home to Victoria, where, among the silver linings, "We found the property we've been dreaming about for years," says Kim. Tentative plans were to return to the boat in November and push on toward Panama with help from occasional guest crew friends Joel Sorum and Laura Ashton (whose own Tartan 3800 **Campañera** is lying in Puerto Escondido awaiting their return from farm country in North Dakota). Now, with everything still so up in the air regarding COVID (particularly in Panama), "It's more than likely we will pick up where we left off in January or February," says Tom. Stay tuned!

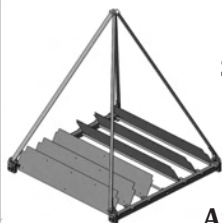
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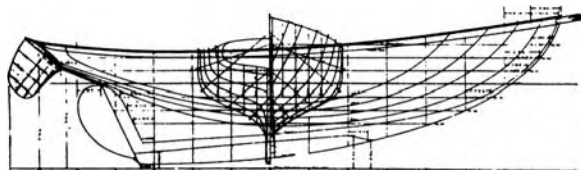
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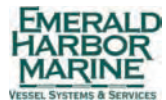


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13 FT BOSTON WHALER 1968. New console and seats, 40hp two-stroke with oil reservoir so you don't need to mix the fuel, runs really strong, heavy-duty hull, clean! Trailer available. \$6,700. Pt. Richmond. alex@henchcontrol.com (510) 759-7777



12 FT MAINE PEAPOD 2020. Brand-new. Epoxy/wood construction. Arch Davis design. Includes trailer, sail, cover & oars. \$10,000 OBO. Carpinteria. carpdory@gmail.com (720) 250-8060

24 FEET & UNDER SAILBOATS

23 FT BEAR 1946. Hull #29. New outboard, new full boat cover, new bottom paint, Hull and mast awlgripped. Full set of racing and cruising sails in great condition Great boat! Possible Sausalito berth. \$6,800. Sausalito. davesdivingservice@gmail.com (415) 331-3612

22 FT NONSUCH 1987. Full bottom Pineapple main, 9.9 Mercury ProKicker with full remote. 6-ft' headroom. Solid cruiser built by Hinterhoeller Yachts. Possible Sausalito berth. \$16,500. Sausalito. davesdivingservice@gmail.com (415) 331-3612



22 FT RANGER 22 1978. Great first boat, set up for racing and single-point hoist, many sails and upgrades, new North spinaker, new #1 genoa, headfoil. Includes trailer. 2hp Honda outboard negotiable. \$3,000 OBO. Pt. Richmond, CA. will. anderson@sbcglobal.net



23 FT BEAR BOAT 1958. Bear boat #64 'Bongo' for sale. 23-ft classic full-keel sailboat built in 1958. Out of the water and on a trailer. Complete boat with rig in good condition. Needs to be re-caulked and then it's ready for the water. These iconic San Francisco boats are fast, stable, and made for the Bay. \$1,500. Marin County. rachelmaloney@mac.com (415) 690-6799



22 FT SANTANA 2006. Last sailed in 2018. Currently shrink-wrapped sitting on trailer. Boat is in excellent condition and shows very well. Includes lightly used 4hp Mercury outboard and trailer with two new tires. Email or call Ron. \$15,000 OBO. South Lake Tahoe. ronmaloney55@yahoo.com (408) 828-4824

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 (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 (209) 772-9695



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25 – 28 FEET SAILBOATS

26 FT COLUMBIA 1967. Standing room, solid fiberglass layup, bilges completely dry, standing rigging 5 years old, new toilet, new bilge pump, anchor, woodwork ready for TLC. Sweet! \$1,250. Fortman Marina, Alameda, CA. Info: (925) 586-2923 To view: (925) 286-6026

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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/94nnvae5



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28 FT SLOOP, 1972. 28ft sailboat made by Cheoy Lee, with 18hp Yanmar diesel. New bottom paint, 10ft Avon tender with 8hp outboard. Please call. Ask for Ralf. \$18,000. (707) 965-2051

29 – 31 FEET SAILBOATS

30 FT 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. captneundund@gmail.com (831) 359-1866



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30 FT OLSON 1983. On hard 12+ years. Double-spreader rig, double-axe trailer, 6hp Suzuki. Carbon boom, Hall Spars vang. New: Awlgrip topsides, rudder bearings, halyards, mainsheet. Reinforced: chain plates, mast step. Re-headed rod rigging. Longboarded. Interior excellent condition. 14,800.00. Miami, FL. bremsails@hotmail.com (305) 756-7569



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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 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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34.5 FT J/105 1997. Racing- and cruising-ready, 'Big Buoys' (FKA Ultimatum) is hull #153 and the winner of several regattas. Been regularly maintained and has many sails including recent jib, main and kite. \$55,000. South Beach Harbor, San Francisco. colingmiller@sbcglobal.net (415) 370-5675



32.5 FT COLUMBIA 5.5 METER 1965. 30 years/one owner. 5.5 Meter (US-31) is for sale. Very well maintained, she is race-ready. Recent haulout, recent rigging inspection, competitive UK white sails and 2 UK spinnakers; both jib cars adjusted simultaneously. 8:1 jib tack downhaul, vang remote to steering station, teak sole, varnished teak and spruce boom, towing harness and line, cover, anchors w/rode and line, handheld VHF radio. First place in her division on Day One of an Annual Vallejo Race and was the fastest boat overall in the Annual Plastic Classic Race. With a following sea, good wind, and kite, she hit 14.3 knots. \$6,000. Alameda, CA. RMJHM@COMCAST.NET (925) 934-3153



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. \$4,000. Alameda. shadowmere64@comcast.net (510) 582-1048



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



35 FT YOUNG SUN CRUISING CUTTER 1985. Original owner. Comfortable live-aboard, Yanmar diesel. Newer sails +1000 sq ft gennaker. Refrigeration, 3-burner propane stove with broiler, propane space heater, upper and lower VHF radios, autopilot, CQR 45 S/S anchor. \$79,500. Glen Cove Marina. kw-hall@att.net (707) 649-1623 www.glencomarina.net



35.1 FT BENETEAU OCEANIS 2017. Like new. This beautiful Beneteau has low engine hrs: 115. She is loaded with custom cushions, new dodger; bottom was repainted last year and saildrive serviced. Price includes everything except personal belongings. She has 3 cabins, saloon, TV, kitchen with an oven that has never been used. 33hp engine. Boat is very roomy with two helms, efficient and well-balanced hull. Breadth 12.2. She can sail anywhere. Cabin is tastefully decorated for your sleeping comfort. She is clean and in excellent condition! Serious buyers only!. \$195,000. Brickyard Cove Marina. MarylisaRiddle@gmail.com (530) 305-8725

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 – 35 FEET SAILBOATS



32 FT SAMSON C-MIST 32 1979. Ferrocement, cutter rig. Design similar to Westsail 32. 32 hp Universal diesel. Full suit of sails with extras. Tillermaster; self-tailing jib winches; bronze opening ports. Interior unfinished. \$1,000 OBO. Monterey, CA. knottman@gmail.com (831) 233-8354



32 FT APHRODITE 101 1978. New Treadmaster decking/fresh paint underneath, all running rigging has been replaced, standing rod rigging in good shape, Bal-lenger single spreader, needs a bottom job, sails in decent shape, original ysb8. Check sfcraigslist for more info. \$24,000 OBO. Oakland. adam.c.wren@gmail.com (206) 251-5868 https://tinyurl.com/cymjavxw



34 FT ERICSON 1987. Superb S.F. Bay cruiser. Comfortable aft cabin and V-berth. Main, furling jib, and furling genoa. Interior has lots of teak. Swim ladder. Engine starts quickly and runs smoothly. Standing rig and lifelines new in 2018. \$29,000. South Beach Marina. royallyons48@gmail.com (925) 787-9637



33 FT CATALINA 320 1996. Amazingly spacious with excellent sailing performance. \$54,900. Seattle. fpot@comcast.net (206) 850-7664 www.tinyurl.com/czndtxx

33.6 FT CAL 34 1969. Strong, well-built cruiser with roomy interior. Being refitted stem to stern. New 3K bottom job. New drive train with all-new prop, cutlass bearing, shaft, dripless packing gland. Old Atomic removed, 15kW electric motor ready for install. Jib on furler, main good. Wheel steering. Located deep water marina Vallejo. Call Peter. \$12,000. Vallejo. pshrive@yahoo.com (707) 994-6647

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

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



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33 FT SPRAY 33 1985. Remodel project, needs deck and cabin work, otherwise complete, functioning boat. 3-cylinder Westerbeke, 9 bronze portholes, very solid hull, aluminum mast, Aries windvane. Hauled out 2014, 5-axle trailer included. \$12,000 OBO. San Jose, CA. tcassell@sbcglobal.net (775) 482-4076



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 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. plumbesome@yahoo.com (650) 572-1115



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. Guaymas/Loreto/La Paz. jonwhite@rockisland.com (360) 378-7517

36 – 39 FEET SAILBOATS



36 FT NELSON MAREK 366 1984. 'Alegria' is sleek, fast, lovingly maintained and upgraded. Fun to sail and easy to singlehand. New standing rigging, mast wiring, masthead tri (2015). New Doyle main, jib, gennaker with Selden bowsprit (2015). New lifelines (2016). New epoxy bottom (2018). Alpha autopilot, Vesper AIS & GPS with onboard Wi-Fi. Universal M25 diesel with new ZF 12M transmission (2021), new heat exchanger, injectors, raw water pump. 315 AH deep cycle house battery bank. Norcold fridge. Indestructible Achilles dinghy with 5hp Nissan outboard. USCG documented. \$38,500. Alameda. matthew.shore@gmail.com (850) 774-1421 https://tinyurl.com/ytav6puf



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! \$95,000 Reduced. Pt. Richmond, CA. FarHarbour39@gmail.com (510) 381-0802 www.sv-cloud.com/



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 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/2hs9nec

39-FT FREYA, "CANDIDE" 1978. 'Candide' is a Hawaii and Mexico vet. Yanmar diesel, ProFurl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. \$49,000 OBO. Brisbane. hogancanoes@aol.com (650) 728-9528 or (650) 773-3834

37 FT 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



36 FT ISLANDER FREEPORT 36 B PLAN 1978. Please connect to our website for more details and pictures! Cruising season starts 11-1, come take a look at our lovingly maintained, fully equipped and ready-to-sail Bob Perry-designed cruiser!. \$69,500 OBO. Guaymas/San Carlos Mexico. dheirendt@hotmail.com (559) 999-5219 www.tinyurl.com/4v8nmr4x

36 FT CASCADE 36 1977. Cascade 36 ketch-rigged sailboat, Hull #14. This was originally a kit boat built in Oregon and finished in San Leandro. She sails very well but needs extensive work, as she has been sadly neglected for the last several years. She has three roller-furling jibs, a main, and a mizzen sail. There is a large inventory of accessories and spare parts. For details contact Glen. \$10,000 OBO. San Leandro Marina. glenr99@gmail.com (541) 274-9268

40 – 50 FEET SAILBOATS



41 FT ISLANDER FREEPORT 41 1976. Kept at the Richmond Yacht Club. It has a solid, heavy fiberglass hull, and is rigged for light or heavy sailing. There is plenty of room below. This is a good boat for general cruising. Being sold AS IS – needs TLC down below, which would include a new engine. \$20,000. Point Richmond, CA. surfjones1@aol.com (510) 507-3107



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47 FT STEEL CUTTER. Beauty and safety come with this Herreshoff-inspired design. Interior is open, well lit, and nicely ventilated. Light woods with Bristol finish warm the interior. 65hp Yanmar is strong and dependable. Jib, mizzen, main, and genoa are easily handled. Chartplotter, autopilot, and radios keep things simple. \$82,000. Suisun City. Mike.seely001@gmail.com (530) 624-3201



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



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 (360) 620-5385

50 FT HUDSON FORCE 50 1978. Center cockpit, Lehman 80, aft queen with windows, good condition. \$79,000. Berkeley. Tcparfitt@yahoo.com

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. <https://tinyurl.com/edm6xpup> \$35,000. Point Richmond. sfhand@gmail.com (415) 310-6015



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 gimbaled stove & oven, refrigerator, hot & cold freshwater system. All electronics updated; autopilot self-steering windvane. M65 Perkins diesel; new batteries. Mainsails, bowsprit. All maintenance records & receipts. Newly surveyed. Sailed from Hawaii in 2020. \$180,000 OBO. Berkeley, CA. Mosheblatt@hotmail.com (530) 258-7506



46 FT TAYANA VANCOUVER 460 PILOTHOUSE 2001. Cutter is a solid, well-built seagoing vessel. 100 hp Yanmar engine, Caribe 10-ft dinghy with outboard engine, and many extra features. Located in a splendid cruising ground, Split, Croatia. \$152,000. Split, Croatia. michael@infinityyachtsales.com (615) 417-4931



40 FT PACIFIC SEACRAFT 1999. An impressive bluewater cruiser designed to cross any ocean in safety & comfort. 'Juniper' is fully loaded and outfitted for world cruising, well maintained; extensive spare parts inventories, tools, and gear. Full details on website. \$259,000. La Paz, MX. crew@sailingjuniper.com (415) 992-1429 [www.tinyurl.com/49d5uycf](https://tinyurl.com/49d5uycf)

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 (954) 235-2527 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. Seanellyson17@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 www.tinyurl.com/5ev699y6



44 FT CATALINA-MORGAN 440 2006. Price reduced to \$175,000. s/v 'cuba libre 3' is for sale. Fully equipped and meticulously maintained. Turnkey ready for Sea of Cortez cruising or Pacific Puddle Jump. Lying Mazatlán. Owner relocating to FL. \$175,000. Mazatlan, MX. sailcub@yahoo.com (626) 353-3858



44 FT DAVIDSON 44 1990. Exceptional bluewater cruiser. Veteran of 2012/13 Baha Ha-Ha and Pacific Puddle Jump plus 8-year circumnavigation. Refit in 2018. Balanced helm, easy to sail, fast yet comfortable. Meticulously maintained. Numerous upgrades. Call or text Bruce. \$119,000. Ft. Lauderdale, FL. pacifichwy44@gmail.com (340) 473-8597

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. \$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



35-FT WARNER YAWL, 1939. Low hrs Yanmar diesel. NEW: worm drive steering, SS fuel tanks, solar panels, air head, Simrad plotter and more. Completed extensive boatyard overhaul. Master Mariner race winner, Transpac vet. \$11,000. Owl Harbor. sagiebeer@gmail.com (206) 384-1175

MULTIHULLS



55 FT PIVER ENCHANTRESS 1983. Classic, elegant, bulletproof, fully equipped, ready-to-cruise trimaran. See website for pre-listing opportunity and contact information. Humboldt Bay, CA. www.svsurrender.com



42 FT SOLARIS 12M 1976. Well-equipped, comfortable, safe, strong cruiser. Excellent condition. 2x30 inboard diesels. 4 cabins. All amenities including bathtub. Recent haulout and survey. Lots of new stuff. Good sails. 2 dinghies. Call for complete list. \$135,000 OBO. Oxnard CA. nfcoetsee@hotmail.com (805) 320-5580



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



55 FT TRIMARAN, HORSTMAN-INSPIRED 1989. MUST SELL! Majestic comfortable liveaboard, 62 LOAX27 W. New-ish sails: Norseman System main; furling genoa. Dinghy/outboard. 800W solar, Outback VFX2812. 15kW Westerbeke generator. Needs motor. Refrigerator, large freezer. Watermaker. 2 kayaks, Brownie's Hookah, fishing equipment. 3 heads, sleeps 6+. Custom SS lifeline, large brass portholes in V-berth, teak table in large covered cockpit. Custom deck box. Includes 20-ft Novurania Equator 600 w/trailer in dry dock. \$80,000 OBO. Panama City, Panama. bssevers@msn.com (775) 350-4935 or (775) 782-7035

POWER & HOUSEBOATS



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



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/2Us8zzz



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



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 (415) 900-8585

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

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 no-equity partnership. \$275/month + annual maintenance fee (payable as 2x\$500). Text/Call Val. South Beach Harbor. valtaft@gmail.com (650) 670-5300

BERTHS & SLIPS

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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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CREW

CREW POSITION WANTED. For the Baja Ha-Ha. I have some ocean experience, some racing experience and a little Spanish. I am easygoing and can help with expenses. Thanks, Michael. michael.s.121@att.net (707) 462-1324

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JOB OPPORTUNITIES

UNDERWATER HULL CLEANER. Must have minimum open water certification. All work is in Sausalito. Good pay, flexible hours. Call Dave. Sausalito. davesdivingservice@gmail.com (415) 331-3612



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MISCELLANEOUS

PAY FOR YOUR SLIP? 62 yo professional who works in the FiDi looking for boat to stay on 8-10 days per month. I own a home in Humboldt where I WFH most of the time. Need to be in SF office M-W/Th twice a month. Lived on an H-28 for a year in SYH, know what, and what not, to do on a boat. Stable, responsible, well-known in the professional community and no drama. Prefer North Bay. If you have a liveaboard and want to save some bucks, we should correspond. dbt1959@yahoo.com (415) 609-0003

NON PROFIT

DONATE YOUR BOAT. The Bay Area Association of Disabled Sailors strives to make sailing accessible to people with disabilities. BAADS is always on the lookout for donated boats to support its mission. Help an all-volunteer organization while receiving a charitable tax deduction. boatdonations@baads.org (415) 532-9831

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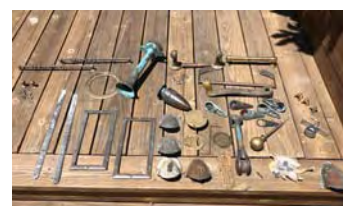
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TRYING TO LOCATE



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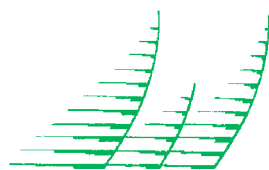
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