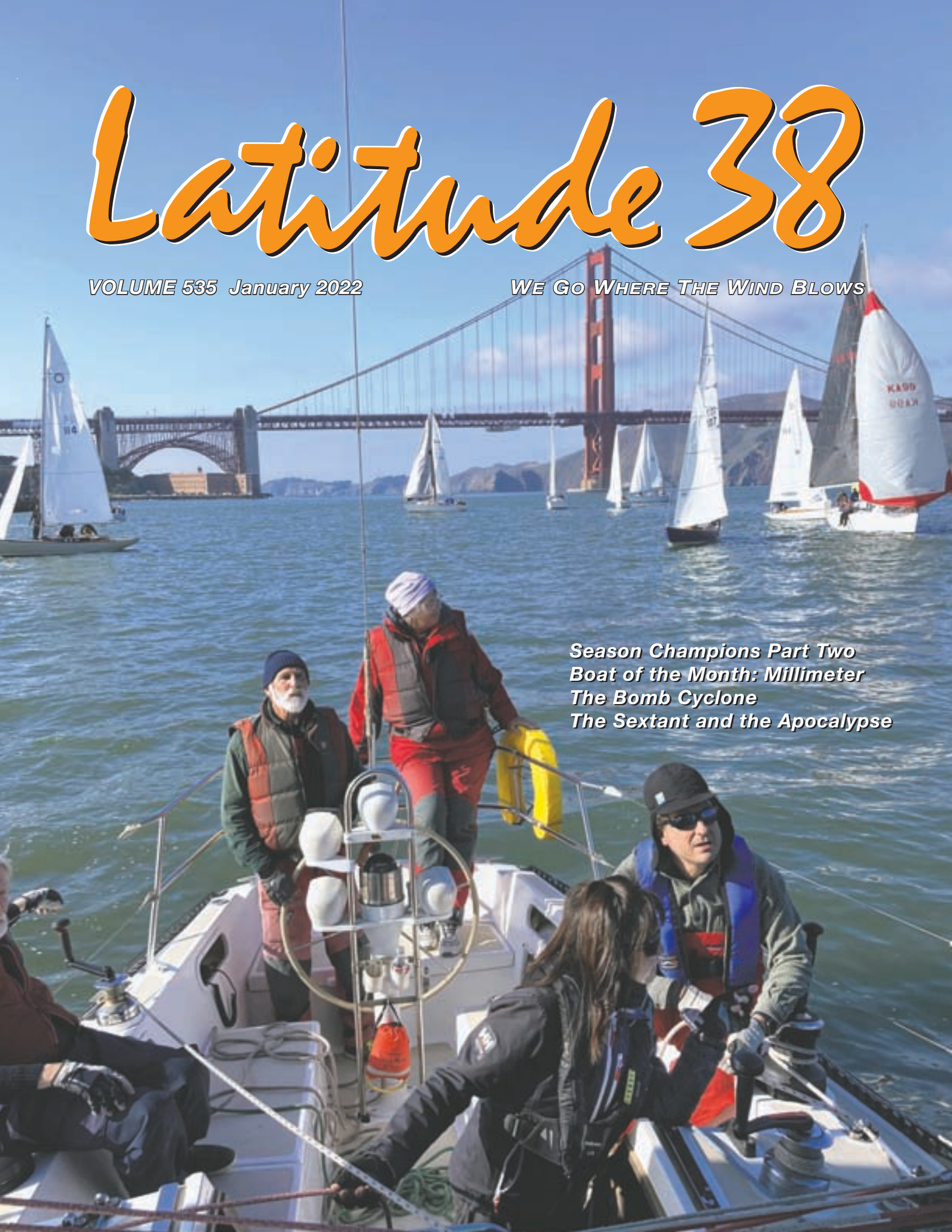


# Latitude 38

VOLUME 535 January 2022

WE GO WHERE THE WIND BLOWS

*Season Champions Part Two  
Boat of the Month: Millimeter  
The Bomb Cyclone  
The Sextant and the Apocalypse*





MARINA

GRAND



WAKE UP TO A NEW YEAR

AT GRAND MARINA

## GRAND MARINA IS YOUR HOME AWAY FROM HOME.

It's your scenic getaway for total relaxation. Grand Marina is well protected in more than one way. With its beautiful landscaping and uncompromised amenities, you have everything you need to enjoy your beloved investment to the fullest. It's time to demand more from your marina than just a spot to tie up your boat. It's time to wake up to Grand Marina!

- ◆ Prime deep water double-fingered concrete slips from 30' to 100'.
  - ◆ Guest berthing available for a weekend or any day getaway.
  - ◆ Complete bathroom and shower facility, heated and tiled.
  - ◆ Free pump-out station open 24/7.
  - ◆ Full-service Marine Center and haul-out facility.
  - ◆ Free parking.
  - ◆ Free on-site WiFi.
- And much more...

### Directory of Grand Marina Tenants

- Boat Yard at Grand Marina, The ... 12
- UK Sailmakers ..... 73
- Alameda Canvas and Coverings
- Alameda Marine Metal Fabrication
- Atomic Tuna Yachts
- Blue Pelican Marine
- MarineLube
- New Era Yachts
- Pacific Crest Canvas



**GRAND MARINA**  
THE BAY AREA'S PREMIER BOATING COMMUNITY

**510.865.1200**

Leasing Office Open Daily  
2099 Grand Street, Alameda, CA 94501  
[www.grandmarina.com](http://www.grandmarina.com)

# Play Your Cards Right!



2021 dealt us all a tough hand of cards, but we've persevered and are looking forward to a fresh breeze in 2022.

Don't gamble. Give us a call today.

YOUR DEALER FOR: Dubarry Footwear, and Spinlock Deckwear

Sails in need of repair may be dropped off in Alameda at Svendsen's Marine, Blue Pelican Marine and West Marine (at Alameda South Shore Center).

Like us on Facebook.



## PINEAPPLE SAILS

Phone (510) 522-2200  
[www.pineapplesails.com](http://www.pineapplesails.com)  
 2526 Blanding Avenue  
 Alameda, California 94501

\*Powered by Pineapples

# BOAT LOANS

from

TRIDENT **TF** FUNDING  
*Specialists in Marine Finance*

*"a fresh  
approach  
from people  
you can trust"*

Please contact

**JOAN BURLEIGH**  
**(800) 690-7770**

**(510) 749-0050**

**jburleigh@tridentfunding.com**  
**(Northern California)**

**JIM WESTON**

**949-278-9467**

**jweston@tridentfunding.com**  
**(Southern California)**

**www.tridentfunding.com**

---

## CONTENTS

subscriptions	6
calendar	10
letters	16
loose lips	38
sightings	40
season champions part two	50
boat of the month: millimeter	56
the bomb cyclone	60
max ebb: the sextant	64
racing sheet	68
charter	74
changes in latitudes	78
classy classifieds	88
advertisers index	96
brokerage	98

Mike Mannix and crew on the Catalina 38 *Harp* make slow progress downwind against a massive ebb on December 4 in Golden Gate Yacht Club's Seaweed Soup midwinter race.

Credit: Latitude/Chris

Copyright 2022 Latitude 38 Media, LLC

Since 1977

Send us your story. *Latitude 38* welcomes editorial contributions in the form of stories, anecdotes, photographs — anything but poems, please; we gotta draw the line somewhere.

What helps you get published? Read our writer's guidelines here: [www.latitude38.com/writers-guidelines](http://www.latitude38.com/writers-guidelines).

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

---



# 2022 NEW ARRIVALS & LISTINGS



## BENETEAU FIRST 27

### 2021 BOAT OF THE YEAR

Our new 27 arrives this month. It's a fun fast and well built for racing or great fun sailing. Built by Seascope for Beneteau. A very comfortable cockpit and accommodations below. Inboard 10hp Yanmar engine and fixed keel version.



## BENETEAU OCEANIS 38

Just arrived and going to be available for our boating club in Pt Richmond.

If you are wanting a private, quality boating club experience, contact us for details.

## NEW BROKERAGE LISTINGS



### 2021 OCEANIS 41.1

Custom rigging for singlehanded sailing. Save \$100,000 over new.



### 2013 CATALINA 385

VERY lightly used. Shows like new. Low engine hours and well maintained.



### BENETEAU FIRST 42

Well maintained. Recent bottom paint and survey. Ready to race or cruise.



### 1985 FREEDOM 35

Good condition. Making money in charter and can stay in the program.



### 2019 ANTARES 23

Great family powerboat to have fun and cruise Bay & Delta



### 2021. OCEANIS 40.1

New stock boat ready for delivery. Best of the best.

[WWW.PASSAGENAUTICAL.COM](http://WWW.PASSAGENAUTICAL.COM)

510-236-2633



POINT RICHMOND

510-236-2633

1160 Brickyard Cove Road, Suite 21  
Richmond, CA 94801

JACK LONDON SQUARE

CHARTER & BOAT CLUB FLEET

2 Water Street  
Oakland, CA 94607



South Beach Harbor is a great way to experience San Francisco. Boats of all sizes are welcome in our protected harbor. Bring your boat to South Beach and enjoy all the attractions of the city, including the new Chase Center.



**Guest Berths up to 50'**  
**Temporary Subleases Available**  
**After Hours Security**  
**South Guest Dock for Charters**  
**Free Pump-Out Station**  
**Convenient Access to Public Transportation**  
**Adjacent to Oracle Park**  
**Casual and Fine Dining Nearby**  
**1.2 miles to Chase Center**



**For Reservations:**  
 415.495.4911 (x1111)  
 fax: 415.512.1351

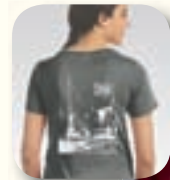
<https://sfport.com/maritime>

# HOW WOULD YOU LIKE IT IF WE DELIVERED LATITUDE 38 TO YOUR HOME?



**SUBSCRIBE ONLINE AT  
WWW.LATITUDE38.COM**

- \$36 for a one year third class subscription
- \$63 for a one-year third class subscription & *Latitude 38* classic t-shirt + free shipping. (Designate women or men, and the size.)
- \$55 for one year first class  
- Canada, Mexico, FPO/APO, and correctional facilities require first class subscription.



Women-Gray



Men-Red

## Latitude 38

*we go where the wind blows*

Publisher/Editor .....John Arndt.....john@latitude38.com.....ext. 108  
 Racing Editor .....Christine Weaver .....chris@latitude38.com.....ext. 103  
 'Electronic Latitude Editor .....Monica Grant.....monica@latitude38.com.....ext. 105  
 Contributing Editors: Tim Henry, Lisa Hotchkiss, Paul Kamen,  
 John Riise, John Skoriak, Richard Spindler, Ross Tibbits  
 Editor-at-Large .....Andy Turpin .....andyturpinatlarge@gmail.com  
 Roving Reporter .....Donna Andre  
 Advertising Manager .....Mitch Perkins .....mitch@latitude38.com.....ext. 107  
 Production Supervisor .....Soren Hemmila.....soren@latitude38.com.....ext. 102  
 Marketing Administrator .....Nicki Bennett.....nicki@latitude38.com.....ext. 109  
 Bookkeeping .....Penny Clayton .....penny@latitude38.com.....ext. 101

*Founded 1976. Published from 1977-2016 by Richard Spindler.*

**www.latitude38.com • (415) 383-8200**  
 15 Locust Avenue, Mill Valley, CA 94941







2016 - 54' JEANNEAU 54 \$565,000

EMERY COVE (510) 601-5010





63' MASON KETCH '84  
\$297,500  
Alameda (510) 838-1800



54' JEANNEAU 54 '16  
\$565,000  
Emery Cove (510) 601-5010



50' SOLARIS 50, 2017  
\$875,000  
Emery Cove (510) 601-5010



44' TRIPP MERCER, 1961  
\$74,000  
Emery Cove (510) 601-5010



44' NORSEMAN 447 '86  
\$175,000  
Emery Cove (510) 601-5010



40' C & C 121, 2000  
\$129,000  
Emery Cove (510) 601-5010



38' C&C 115, 2006  
\$139,000  
Emery Cove (510) 601-5010



38' CATALINA MORGAN '93  
\$74,900  
Emery Cove (510) 601-5010



37' HUNTER CHERUBINI, 1984  
\$35,000  
Emery Cove (510) 601-5010



37' ERICSON 37 '74  
\$29,000  
Emery Cove (510) 601-5010



36' CATALINA SLOOP, 1997  
\$76,000  
Emery Cove (510) 601-5010



36' ISLANDER 36 '77  
\$29,000  
Emery Cove (510) 601-5010







**48' TAYANA DECK SALON, 2018**  
\$599,000  
Emery Cove (510) 601-5010



**47' ALDEN DOLPHIN**  
\$95,000  
Emery Cove (510) 601-5010



**45' SPARKMAN & STEPHENS SLOOP, 1982**  
\$90,000  
Emery Cove (510) 601-5010



**40' PASSPORT 40, 1982**  
\$145,000  
Emery Cove (510) 601-5010



**38' CATALINA MORGAN CENTER COCKPIT '93**  
\$80,000  
Emery Cove (510) 601-5010



**38' SEAWIND 1160 CATAMARAN**  
\$329,000  
Emery Cove (510) 601-5010



**37' TARTAN 3700, 1981**  
\$65,000  
Emery Cove (510) 601-5010



**37' TAYANA CUTTER, 1977**  
\$65,000  
Emery Cove (510) 601-5010



**37' IRWIN MARK V CUTTER**  
\$32,900  
Alameda (510) 838-1800



**32' BENETEAU 321 '99**  
\$59,000  
San Rafael (415) 453-4770



**32' GULF PH ELECTRIC PROPULSION '74**  
\$39,000  
Emery Cove (510) 601-5010



**27' PACIFIC SEACRAFT ORION CUTTER '80**  
\$49,500  
Alameda (510) 838-1800



# ALAMEDA'S WORLD CLASS MARINA

Protected Waters • 738 Slips  
Park-like Setting • Shopping &  
Dinning Nearby • Laundry Onsite  
Resort-like Facilities

## Reserve Your Slip Today!

[www.marinavillageharbor.com](http://www.marinavillageharbor.com)

# 510-521-0905

\*Ask about our referral program.



1030 Marina Village Parkway  
Alameda, Ca 94501

## CALENDAR

### Non-Race

**Dec. 30-Jan. 9** — Nightly tree-lighting ceremonies, Pier 39, San Francisco, 5-10 p.m. Light show with synchronized music every half hour. Info, [www.pier39.com](http://www.pier39.com).

**Dec. 31** — New Year's Eve.

**Jan. 1** — Welcome to the world, 2022!

**Jan. 1** — Round the Island circumnavigation cruise around Alameda, starting west of the Park Street Bridge at 8:30 a.m. With optional stopovers at Aeolian, Encinal and Oakland YCs (proof of vaccination and masks required). Info & RSVP, [www.iyc.org/events/round-the-island-2022](http://www.iyc.org/events/round-the-island-2022).

**Jan. 2-30** — Keelboat Sailing, South Beach Harbor, San Francisco, noon-5 p.m. Weather permitting; RSVP in advance. Free. BAADS, [www.baads.org/sailing](http://www.baads.org/sailing).

**Jan. 10** — Local Weather on the Bay webinar, 7 p.m. With Rick Whiting. \$25. IYC, [www.iyc.org/store](http://www.iyc.org/store).

**Jan. 12, 19, 26** — Wednesday Yachting Luncheon, via YouTube, 12:30-1:30 p.m. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Jan. 12-16** — Portland Boat Show, Portland Expo Center, OR. Info, [www.pdxboatshow.com](http://www.pdxboatshow.com).

**Jan. 15** — International Offshore Safety at Sea with Hands-on Training, Kaneohe YC, Oahu. \$360. Pacific Cup YC, <https://2022.pacificcup.org/courses/sas/register/kyc>.

**Jan. 15** — Online Sea Chantey Sing, 11 a.m.-1 p.m. With retired park ranger Peter Kasin. Sign up online. Info, <https://maritime.org/events-home/chantey-sing>.

**Jan. 17** — Full Wolf Moon on a Moonday.

**Jan. 17** — Martin Luther King Jr. Day.

**Jan. 22** — PICYA Commodore's Ball and Installation of Officers, Corinthian YC. \$95. PICYA, [www.picya.org](http://www.picya.org).

**Jan. 29** — Basic First Aid/CPR AED for Mariners, Los Angeles Maritime Institute, San Pedro. \$225. Info, [www.maritimemedicalguides.org](http://www.maritimemedicalguides.org).

**Jan. 29** — International Offshore Safety at Sea Course, SDYC, San Diego. \$250. Info, <https://sailaveighllc.com>.

**Jan. 29-30** — Advanced First Aid/CPR AED for Mariners, Los Angeles Maritime Institute, San Pedro. \$335. Info, [www.maritimemedicalguides.org](http://www.maritimemedicalguides.org).

**Jan. 29-30** — International Offshore Safety at Sea with Hands-on Training, SDYC, San Diego. \$350. Info, <https://sailaveighllc.com>.

**Jan. 30** — International Offshore Safety at Sea Refresher and Hands-on Only, SDYC, San Diego. \$250. Info, <https://sailaveighllc.com>.

**Jan. 30** — Pacific Offshore Academy 2, location TBA, 9 a.m. Plan your trip. \$30 includes lunch, snacks, prize drawing. A cocktail party will follow. Info, <http://pacificcup.org>.

**Feb. 4-12** — Seattle Boat Show, inside Lumen Field Event Center and afloat at Bell Harbor Marina. Seminars in person and online, classic boat display, 75 years of show photos. Info, [www.seattleboatshow.com](http://www.seattleboatshow.com).

**Feb. 7** — Tides and Currents on the Bay webinar, 7 p.m. With Kame Richards. \$25. IYC, [www.iyc.org/store](http://www.iyc.org/store).

### Racing

**Jan. 1** — Corinthian Resolution Regatta pursuit race. CYC, [www.cyc.org](http://www.cyc.org).

**Jan. 1** — Brrr Rabbit. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Jan. 8** — Berger/Stein Series #1, Malibu & Return. DRYC, [www.dryc.org](http://www.dryc.org).

**Jan. 9, Feb. 13** — SF J/105 Doublehanded Regatta. Fleet 1, [www.sjf105.org](http://www.sjf105.org).

**Jan. 29** — Three Bridge Fiasco, a Bay Tour pursuit race for singlehanders and doublehanders. Which way will you go? SSS, [www.sfbaysss.org](http://www.sfbaysss.org).



Seafaring is full of traditions. Svendsen's Bay Marine is continuing the tradition practiced by Sven Svendsen—supporting YRA's mark maintenance for our local racers.



**SVENDSEN'S  
BAY MARINE**

BAY MARITIME GROUP

310 West Cutting Blvd., Pt. Richmond  
510-237-0140 • [office@baymaritime.com](mailto:office@baymaritime.com)



# CALENDAR

**Jan. 29-30** — California Dreamin' match racing series stop #1 in San Diego. SDYC, [www.sdydc.org](http://www.sdydc.org).

**Feb. 5** — Double Up and Back. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Feb. 5, 12-13, 19-20** — SCYA Midwinter Regatta, at numerous SoCal venues. SCYA, [www.scyamidwinterregatta.org](http://www.scyamidwinterregatta.org).

## Midwinter Series

**BENICIA YC** — Frostbite Series: 1/8, 2/12, 3/12. Info, [www.beniciajachtclub.org](http://www.beniciajachtclub.org).

**BERKELEY YC** — Separate Saturday & Sunday Midwinter Series: 1/8-9, 2/12-13. Winners' Race: 2/27. Chowder Series: Every Sunday through March except when it conflicts with the Midwinters. Info, [www.berkeleyyc.org](http://www.berkeleyyc.org).

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

**CORINTHIAN YC** — Midwinters: 1/15-16, 2/19-20. Info, [www.cyc.org](http://www.cyc.org).

**COYOTE POINT YC** — Winter Sails: 1/9, 1/23, 2/13, 2/27, 3/13, 3/27. Info, [www.cpyc.com](http://www.cpyc.com).

**ENCINAL YC** — Jack Frost Series: 2/5, 3/5. Info, [www.encinal.org](http://www.encinal.org) or [www.jibeset.net](http://www.jibeset.net).

**GOLDEN GATE YC** — 50th Manny Fagundes Seaweed Soup Regatta: 1/2 (a Sunday), 2/5, 3/5. Info, [www.ggyc.org](http://www.ggyc.org) or [www.jibeset.net](http://www.jibeset.net).

**ISLAND YC** — Island Days: 1/9, 2/13, 3/13. Info, [www.iyc.org](http://www.iyc.org) or [www.jibeset.net](http://www.jibeset.net).

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

**LAKE MERRITT SC** — Midwinters: 1/9, 2/12, 3/13. Gary, (510) 653-1743.

**LOCH LOMOND YC** — Midwinters: 1/8, 2/12, 3/12, 4/9. Matthew, [mjbflymaker@gmail.com](mailto:mjbflymaker@gmail.com) or (415) 235-8187.

**MONTEREY PENINSULA YC** — Perry Cup for Mercurys: 1/8, 2/5. Info, [www.mercury-sail.com](http://www.mercury-sail.com).

**OAKLAND YC** — Sunday Brunch Series: 1/2, 1/16, 1/30, 2/6, 2/20, 3/6, 3/20. Info, [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**RICHMOND YC** — Small Boat Midwinters: 1/2, 2/6, 3/6. Info, [www.richmondyc.org](http://www.richmondyc.org).

**SANTA CRUZ YC** — Midwinters: 1/15, 2/19, 3/19. Info, [www.scyc.org](http://www.scyc.org).

**SAUSALITO YC** — Chili Midwinter Regatta: 1/9, 2/6, 3/6. RegattaPRO Winter One Design: 1/8, 2/12. Info, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**SEQUOIA YC** — Winter Series: 1/8, 2/12, 3/12. Redwood Cup pursuit race series: 1/22, 2/26, 4/2. Info, [www.sequoiayc.org](http://www.sequoiayc.org) or [www.jibeset.net](http://www.jibeset.net).

**SOUTH BEACH YC** — Still Ain't Over: 1/22, 2/26, 3/19. Info, [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org).

**SPINNAKER SAILING OF REDWOOD CITY** — Winter One Design, Series 1: 1/9. Series 2: 1/23, 2/6, 2/20, 3/6, 3/20. Info, [www.jibeset.net](http://www.jibeset.net) or [racing@spinnakersailing.com](mailto:racing@spinnakersailing.com).

**TIBURON YC** — Mott Midwinters: 1/1, 2/5, 3/5. Info, [www.tyc.org](http://www.tyc.org) or [www.jibeset.net](http://www.jibeset.net).

**VALLEJO YC** — Tiny Robbins Midwinters: 1/8, 2/5, 3/5. Info, [www.vyc.org](http://www.vyc.org).

**YACHT RACING ASSOCIATION** — Shorthanded Sunday Midwinter Series: 1/23, 2/27 at GGYC for doublehanded crews. Info, [www.yra.org](http://www.yra.org) or [www.jibeset.net](http://www.jibeset.net).

## In the Tropics

**Jan. 17-21** — The Southernmost Regatta, a new version of Key West Race Week. Info, [www.thesouthernmostregatta.com](http://www.thesouthernmostregatta.com).

**Feb. 21-27** — Zihuatanejo Sailfest. Sailing, music, parade, auctions, gala dinner, chili cookoff, to benefit Por Los Niños. Info, [www.porlosninos.com/sailfest-2022](http://www.porlosninos.com/sailfest-2022).

ATTENTION  
CRUISERS!  
MEXICAN  
LIABILITY  
INSURANCE  
ONLINE

 **MARINERS**  
Insurance

Since 1959

Insuring Personal/  
Commercial Vessels,  
Marinas & Shipyards

Retail and  
Wholesale Divisions

Contact us for a quote

800-639-0002

800-992-4443

[www.marinersins.com](http://www.marinersins.com)

San Diego, CA

Newport Beach, CA

Bradenton, FL



Ins. Lic. #0D36887





**AXOPAR**  
[REDEFINING]

**BRABUS**  
[PERFORMANCE]



**PARDO**  
YACHTS  
[POWERFUL]

**SIRENA**  
[SUBLIME]



**PEARL**  
YACHTS  
[HEART SOUL VISION]

Sausalito | 298 Harbor Drive @ Clipper Yacht Harbor, 415 887 9347  
San Diego | 2330 Shelter Island Dr., Suite 105, 619 222 9899 Flagship Office  
Newport Beach | 2507 West Coast Highway, Suite 101, 619 709 0697  
**NEW SEATTLE LOCATION SALMON BAY MARINE CENTER**  
2288 W. Commodore Way, Suite 110, 206 949 2270

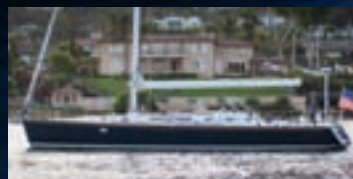
[JeffBrownYachts.com](http://JeffBrownYachts.com)



*bespoke brokerage & yacht sales*



JUST ON THE MARKET Axopar 37ST Angler. Fully loaded, custom bait tank and rigging station. For the passionate angler. \$469,000



1997 J/Boats J160 Libra \$487,000



2020 Sirena 64 \$2,979,000



**VISIT OUR WEBSITE:**  
**www.boatyardgm.com**  
*We're just a 'click' away.*



**NO MATTER HOW YOU SPELL IT:**  
**Call Shawn or Sean and you can't go wrong!**



**IT'S SIMPLE!**

**Call The Boat Yard at Grand Marina  
 for the Lowest Bottom Prices!**

*~ THE ONLY BOAT YARD IN ALAMEDA ~*

**X. Interlux**  
 yachtpaint.com

**PETTIT**  


**AWLGRIP**

Go clean into the future.

**CALL OR EMAIL US FOR AN APPOINTMENT**

**(510) 521-6100 • crew@boatyardgm.com**  
**2021 Alaska Packer Place, Alameda**

# CALENDAR

**Mar. 3-6** — WesMex International Small Boat Regatta, Nuevo Vallarta. Vallarta YC, [www.wesmexregatta.org](http://www.wesmexregatta.org).

**Mar. 10-18** — PV Race. 1,000 miles from San Diego to Puerto Vallarta. SDYC, [www.pvrace.com](http://www.pvrace.com).

**Mar. 19-23** — MEXORC, Puerto Vallarta. Racing under ORR. Info, [www.mexorc.com.mx](http://www.mexorc.com.mx).

**Mar. 22-26** — Regata Internacional Bahía de Banderas. Racing for cruisers. Info, [www.banderasbayregatta.com](http://www.banderasbayregatta.com).

**Apr. 22** — Newport to Ensenada Race is open for registration. NOSA, [www.nosa.org](http://www.nosa.org).

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

## January Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
12/31 Fri	0211/2.6	0837/6.9	1536/-1.2	2254/4.8
1/01 Sat	0304/3.0	0921/7.1	1625/-1.6	2347/5.0
1/02 Sun	0359/3.1	1011/7.2	1713/-1.8	
	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>
1/08 Sat	0422/5.4	1016/2.2	1549/4.4	2157/0.8
1/09 Sun	0506/5.5	1131/1.8	1713/3.9	2249/1.5
	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>
1/15 Sat	0316/3.3	0909/6.1	1622/-0.4	2344/4.7
1/16 Sun	0356/3.3	0947/6.2	1655/-0.5	
	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>
1/22 Sat	0250/5.0	0800/2.5	1347/5.0	2012/0.3
1/23 Sun	0323/5.2	0900/2.2	1445/4.5	2052/0.9
	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>
1/29 Sat	0200/3.2	0816/6.8	1525/-1.2	2247/4.8
1/30 Sun	0301/3.1	0912/6.9	1614/-1.4	2331/5.1

## January Weekend Currents

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

date/day	slack	max	slack	max
12/31 Fri		0106/1.1E	0318	0718/3.4F
	1000	1300/2.9E	1742	2030/3.2F
	2348			
1/01 Sat	0024	0218/0.9E	0442	0754/2.6F
	1048	1354/2.5E	1818	2136/3.0F
1/02 Sun	0118	0318/1.0E	0536	0848/2.7F
	1136	1448/2.6E	1906	2224/3.1F
1/08 Sat		0212/2.8F	0554	0818/1.3E
	1130	1412/1.5F	1724	2000/1.4E
	2318			
1/09 Sun		0300/2.6F	0636	0906/1.3E
	1236	1536/1.4F	1848	2106/1.0E
1/15 Sat	0024	0230/0.8E	0436	0736/1.9F
	1042	1342/1.7E	1806	2136/2.6F
1/16 Sun	0112	0312/0.8E	0518	0818/2.0F
	1118	1418/1.8E	1842	2212/2.6F
1/22 Sat		0036/2.7F	0424	0642/1.2E
	0930	1230/1.8F	1524	1830/1.7E
	2130			
1/23 Sun		0112/2.7F	0454	0718/1.3E
	1018	1324/1.6F	1624	1924/1.4E
	2212			
1/29 Sat		0118/0.8E	0330	0648/2.4F
	0948	1248/2.2E	1718	2042/2.9F
1/30 Sun	0012	0218/1.0E	0436	0742/2.6F
	1042	1354/2.4E	1812	2124/3.1F

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



# THE FINEST SAILS BEGIN WITH THE BEST SAILCLOTH

Great Job Randall on the Figure Eight Voyage. Sixty thousand miles in the world's toughest oceans with Hood Sails.

Our patented woven Vectran® sailcloth performs like the laminates with the durability of Dacron®, especially in roller furling applications. In fact, Vectran® is lighter, lower stretch, and retains its shape over a longer life than any sailcloth we've ever offered to cruising sailors. That's because Hood Vectran® is woven, not laminated to Mylar® film. And you can be sure that each sail we roll out is built by hand, with the same care and craftsmanship that has been the Hood hallmark for 50 years. To discuss your sailcloth needs – whether our state-of-the-art Vectran® or our soft, tight-weave Dacron® – give us a call today.

-  Sails & Service
-  New Sails
-  Sail Repairs
-  Furling Conversions
-  Free Pickup & Delivery

Mōli,  
Randall Reeves with  
Full Batten Mainsail,  
125% Genoa and Solent Jib

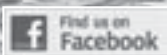
PHOTO COURTESY  
TIM HENRY/LATITUDE 38



HOOD SAILMAKERS 465 Coloma Street, Sausalito, CA 94965

Call Robin Sodaro (800) 883-7245 (415) 332-4104 Fax (415) 332-0943

[www.hoodsails-sf.com](http://www.hoodsails-sf.com) [hoodsails@aol.com](mailto:hoodsails@aol.com)



# WHALE POINT MARINE & HARDWARE CO.

## ACE MONTHLY SPECIALS ACE Hardware

**MARINE PARTS & ACCESSORIES, PLUS A COMPLETE HARDWARE STORE**

### CLEANING TOOLS by Swobbit System



Hook **NOW \$12<sup>99</sup>**  
 Deck Brush **NOW \$29<sup>99</sup>**  
 Handle **NOW \$21<sup>99</sup> +up**


### DOCK STEPS by Taylor



Single...List \$127.59.....**Now \$99<sup>99</sup>**  
 Double..List \$203.29...**Now \$169<sup>99</sup>**  
 Triple....List \$298.15..**Now \$249<sup>99</sup>**

### DOCK LINES By Goldbraid

Nylon with approx 12" loop in 1 end.



3/8" x 15'.....**\$9<sup>99</sup>**    1/2" x 20'.....**\$18<sup>99</sup>**  
 3/8" x 20'.....**\$10<sup>99</sup>**    5/8" x 20'.....**\$26<sup>99</sup>**  
 1/2" x 15'.....**\$14<sup>45</sup>**    5/8" x 25'.....**\$39<sup>99</sup>**

### WARMERS for Hand, Feet or Toes by Thaw



Up to 20 hours of heat.

**\$2<sup>99</sup> - \$3<sup>99</sup> EACH**

### JABSCO TOILET



Manual 29090 • List \$299.99  
**NOW \$199<sup>99</sup>**

### PREMIUM TEAK OIL by Starbrite



Pint **NOW \$21<sup>99</sup>**  
 Quart **NOW \$31<sup>99</sup>**  
 Gallon **NOW \$94<sup>50</sup>**

### YACHT BRAID by Pelican Made in the USA



**EXTRA 10% OFF\***

\*our **LOW PRICES!** on \$100+ orders. (any combo or sizes or colors)

### TEAK CLEANER by Semco



**Part 1** dissolves dirt and old sealers.  
**Part 2** brightens teak and neutralizes Part 1.

Quart Kit: **NOW \$32<sup>99</sup>**  
 Pint Kit: **NOW \$239<sup>99</sup>**

**205 Cutting Blvd, Corner of 2nd, Richmond 510-233-1988**

Mon-Sat: 8:30am-5pm, Closed Sundays • FAX 510-233-1989  
 whalepointmarine@yahoo.com • www.WhalePointMarine.com

## LETTERS

### ↑↓ A WORD FROM WEBB CHILES

I have been called many things; "gentleman" is an appreciated first.

*Latitude 38* has expressed interest and perhaps appreciation of my sailing for many years under various management. I am grateful. While I am no longer a West Coast sailor, I will keep you advised of anything I might do that might be of interest to you and your readers. Barring circumstances beyond my control, I will sail *Gannet* to Iceland next summer.

Wishing you and all at *Latitude 38* a splendid 2022.

Webb Chiles  
 Gannett, Moore 24  
 Hilton Head, SC



WEBB CHILES

*Webb was commenting on the November 10, 2021, 'Electronic Latitude: Webb Chiles Reflects on His 80th Birthday. In our setup of the story on our website, we wrote, "Happy Birthday to Webb Chiles, a remarkable sailor, a singlehanded legend, and a gentleman."*

**What do you do when you're Webb Chiles and you've circumnavigated the globe six (yes, six) times, with the last voyage on a Moore 24? Apparently, you make plans to singlehand to Iceland — of course.**

### ↑↓ WEBB, WEST MARINE, AND THE MOORE 24

Webb called me prior to his circumnavigation when I worked at West Marine. I am sorry that I can't remember the year, but as we had never spoken, I was taken aback. Someone (Ron Moore?) had told him that I had singlehanded to Hawaii on a Moore, and he was interested in what I had done to modify the boat for the Singlehanded Transpacific Race in 1980. I said, "Not much."

I told him about the dodger that [someone] had made for me, and the storage bags for odds and ends, and a bracket for a Forespar Mini Galley that fit in the main bulkhead 'circle', but really, I had sailed a boat with very few modifications to Hawaii. We spoke for perhaps 30 minutes, and that is the last time we spoke.

He was kind and inquisitive and pleasant. I wished him bon voyage, knowing that of all the 24-ft boats that one might take around the world, his Moore 24 would be among the best choices. It had certainly served me well, along with Bob Boyes, Lester Robinson, and others who have embarked on long, and safe, voyages. It came as no great surprise to hear of Webb's successful voyage. [Chiles completed a circumnavigation aboard his Moore 24 in 2019.] He's a tremendous, courageous sailor, and he chose a damned fine boat.

Chuck Hawley  
 Soleil, Harbor 20  
 Santa Cruz

### ↑↓ KENICHI HORIE TO SOLO-SAIL SAN FRANCISCO TO JAPAN — AGAIN — AT AGE 83

Wishing Kenichi fair winds and good sailing on his upcoming crossing from San Francisco to Japan. We met in 1962 when he visited Balboa YC and we sailed in my *Thistle Kodoku*, his account of his 1962 crossing, has a permanent place in my bookcase.

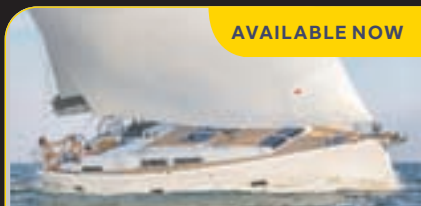
John Thorne



# SEATTLE YACHTS

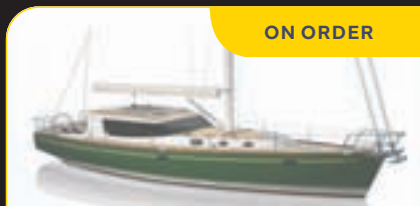
## LIVE THE ADVENTURE SEA BEYOND

WASHINGTON • CALIFORNIA • FLORIDA • MARYLAND • CANADA • PHILIPPINES



AVAILABLE NOW

2022 Hanse 458  
Seattle Yachts 844.692.2487



ON ORDER

2023 Tartan 455  
Seattle Yachts 844.692.2487



IN BUILD

2021 Tartan 395  
Seattle Yachts 844.692.2487



1998 Steve Dashew 80 \$1,750,000  
Russ Carrington 310.991.2628



2006 Tayana 58 DS \$549,000  
Dan Peter 619.200.1024



SALE PENDING

2018 Jeanneau 519 \$485,000  
Tom Mowbray 415.497.3366



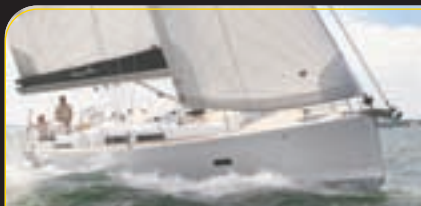
2014 Hanse 505 \$450,000  
Tom Mowbray 415.497.3366



2015 Tayana 48 DS \$549,000  
Dan Peter 619.200.1024



2008 Fountaine Pajot 48 \$445,000  
Tom Mowbray 415.497.3366



2020 Hanse 458 \$524,500  
Kenyon Martin 858.775.5937



2021 Hanse 348 \$245,000  
Kenyon Martin 858.775.5937

**SELL YOUR  
BOAT!  
LIST WITH US!**

Seattle Yachts 844.692.2487

LOS ANGELES  
(310) 827-2567

SAN FRANCISCO BAY AREA  
(510) 227-2100

SAN DIEGO  
(619) 523-1745



844.692.2487 SEATTLEYACHTS.COM



QUALITY YACHTS FROM  
**SWIFTSUREYACHTS.COM**

**FEATURED LISTING**

**Samadhi V**

1988 Tayana 55  
\$325,000



Tired of winter? Looking to start your cruising adventure tomorrow? Consider **Samadhi V**, a Tayana 55 ruggedly built for offshore cruising and located in warm Mexican waters. **Samadhi** is a capable passagemaker and easily shorthanded. Nearly all major systems have been upgraded or replaced over the past six years. The cutter rig, Dutchman mainsail system and asymmetric spinnaker allow for a number of sail configurations depending on the conditions. Below decks, she has a large main salon and a three-cabin, two-head layout with separate showers. Accommodations are well-appointed for a family. She is suited for extended cruising, as she can easily store provisions for six months. **Samadhi** is ready for new owners to step aboard and start their adventures immediately.

— MOLLY HOWE



Pacific Seacraft 40 • 1988 • \$289,000



Hylas 49 • 2001 • \$369,000



Ker 46 • 2006 • \$279,000



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

64 Frers	1978	\$295,000
54 Hylas	2000	\$469,000
50 Bestway	1986	\$149,000
45 Beneteau	2018	\$330,000
45 Morris	2000	\$425,000
44 Lyman Morse Seguin	1982	\$199,500
42 Catalina	1995	\$119,000

42 Passport	1981	\$129,000
39 Maló	2000	\$249,000
33 Beneteau First 10R	2007	INQUIRE
31 Tashiba	1988	\$89,500
30 Henderson	1997	\$32,900
28 Jasper	2019	395,000CAD

In the San Francisco Bay Area, contact Swiftsure Yachts broker Allison Lehman at 510.912.5800 or allison@swiftsureyachts.com. Swiftsure Yachts serves the West Coast from San Francisco to Sidney, BC.



**SwiftsureYachts**

www.swiftsureyachts.com  
206.378.1110  
info@swiftsureyachts.com  
facebook.com/swiftsureyachts

New yachts for world cruising:  
Allures Yachting Garcia Yachts  
Outbound Yachts Hallberg-Rassy

# LETTERS



LATTITUDE / JR

**Like Webb Chiles, Kenichi Horie isn't looking for big, comfortable boats as he progresses in years. Above: Horie sails under the Gate aboard 'Malts Mermaid III' in 2002, after soloing for his second time from Japan in 2002. He was in his early 60s.**

Readers — John was commenting on the November 29, 2021, 'Lectronic with the same name as this letter. In 1962, Kenichi Horie was just 23 years old when he set sail from

Japan on the 19-ft custom sailboat Mermaid. Horie famously had no money and no passport. He completed his solo crossing from Japan to San Francisco in 94 days, and is believed to be the third person to accomplish such a voyage. Horie, who has completed numerous singlehanded voyages in all manner of eco-friendly boats, will sail to Japan in an 18-ft vessel in March. We wish him fair winds.

## ↑↓ AN INSPIRATION FOR THE AGES

I hope I'm in shape to do something similar when I am Kenichi's age. I remember when he arrived in San Francisco on his first crossing — I was a teenager, and thought it was incredible! My wife would never let me try something like this; she even put the nix on a Singlehanded Transpacific Race, and I'm only 71.

Tony English  
Bay Area

## ↑↓ IS IT A DIFFERENT OCEAN NOW?

I wish him the best. On his other trips, global warming was not creating many of the extreme conditions that it is today. Hopefully he will make it safely, but this trip is more risky than those before — regardless of his age.

Jon Bernheimer

## ↑↓ A TIP OF THE HAT FROM A FELLOW SINGLEHANDER

I met Kenichi once, and I see Suntory is sponsoring this effort, as they did mine in 1981. I'd rather be on my 33-ft Yamaha instead of an 18-footer, but all power to him. You have to admire his tenacity.

Linda Newland

Record holder for fastest singlehanded crossing by a women from San Francisco to Japan, 1981

## ↑↓ SHOULD A WOMAN BE REQUIRED AT HIGH LEVELS OF YACHT RACING?

I personally know plenty of women who could compete against the men and give them a run for their money on their own accord. However, the barriers and stigmas against women in the sport of sailing do still exist, and I support the requirement of a female on every boat as a commitment from the organizing authority to begin to level the playing field after years of active discrimination against women in the sport of sailing.

There are still yacht clubs that continue to discriminate against women, only allowing women to join if their husbands are already members, and some clubs that exclude women entirely. I appreciate this initiative as a good-faith attempt at creating a sport where folks from all backgrounds



# BORN TO DREDGE

MARINAS | HOMEOWNERS | MUNICIPALITIES

OFFERING  
UPLAND AND  
IN BAY  
DISPOSAL



Lind Marine is proud to announce it has launched an entire **NEW FLEET** of marina and homeowner dredging equipment.

*Providing services throughout the San Francisco Bay and Delta, and the Sacramento and San Joaquin Rivers, since 1906.*

## Lind Marine Added Capabilities

- ⚓ Fleet of 4 new dump scows designed to fit in all marinas and homeowner docks
- ⚓ New electric clam shell dredge, ABS loadline, designed to dig out slips up to 90' long
- ⚓ Pile driving, dock repair, seawall repair and installation
- ⚓ In house permitting department
- ⚓ Survey boat with brand new state of the art single beam system
- ⚓ Small and large vessel salvage
- ⚓ Full service shipyard



## LindMarine

Please call 707-762-7251 for all dredging inquiries or email us at: [chris@lindmarine.com](mailto:chris@lindmarine.com)

LIND MARINE SHIPYARD | 1250 Nimitz Avenue, Vallejo, CA 94592 | [www.lindmarine.com](http://www.lindmarine.com)



## Learn to Sail For Only \$1695!

- Largest and newest charter fleet in the Bay!
- Nationally-recognized boating school
- US Sailing and US Powerboating Certifications
- New Jeanneau sailing and power yacht sales
- Charter yacht ownership opportunities

clubnautique.net

**Alameda**  
510-865-4700

**Sausalito**  
415-332-8001

## LETTERS

and genders have equitable opportunities to be successful.  
Victoria Fennell  
Paramour, Moore 24  
Richmond Yacht Club

*The following comments are from the December 3, 2021, 'LL: Should a Woman Be Required?', where we reported on the US Match Racing Championships Committee proposal to require "at least one female on each team in the 2022 US Match Racing Championship and its qualifiers."*

### ↑↓ **A STRICT MERITOCRACY**

All the best sailors should compete; it should not be based on gender, but talent.

Stacey Ely  
Elyxir, Santa Cruz 52  
Santa Cruz

### ↑↓ **LOL**

Laughing because I thought we'd gotten beyond this! Find some teams with all women to compete!

Chris Nunez

### ↑↓ **WHERE DO YOU DRAW THE LINE?**

I would be offended and embarrassed at this proposal.

What's next? To take someone handicapped? How about animals? Believe me, any girl or woman can get into sailing/racing — they are welcome! This is strictly an interest variable; there are more men interested in sailing.

Fred C. Dobbs

*Fred — Not sure how co-ed teams might lead to animals on board a boat. If you really think that a mandate for women to race in large regattas is a slippery slope plunging toward llamas and chickens working the foredeck, then gosh, isn't that already kind of sub-humanizing women?*

*It's great, Fred, that in your travels, you haven't experienced sexism, and that you believe any woman is welcome on any boat. We have, however, heard from many women who have had different experiences, running the gamut from very good to very bad. The comments in this thread illustrate the variety of opinions on this matter, regardless of gender.*

*What the US Match Racing Committee has proposed is by no means an outlier in the sailing world. The Volvo Ocean Race has gone co-ed, and the Intercollegiate Match Racing Championship currently requires that at least one female be on each team, as do the US Youth Match Racing Championship and the Youth Match Racing World Championship.*

*Victoria — Is the playing field being 'leveled', or 'raised'? We'd like to think that a rising tide floats all boats.*

### ↑↓ **VALOROUS AND REGAL**

Valiant owners know their boats are fit for royalty, and surely Robert Perry agrees, but November 29 [2021] was the first time we had a president on board!

We sailed to Sausalito for an alumni event for the



TRACY EDWARDS

**Tracy Edwards, the skipper of the 1989 Whitbread entry 'Maiden', has become an advocate and mentor for young women climbing the professional sailing ladder.**



# SCHEDULE YOUR SERVICE TODAY

Your local North Sails service team is ready to provide you with our signature Certified Service. Get in touch with your local team today to schedule an appointment.

## SAN FRANCISCO

Kelsey Tostenson  
kelsey.tostenson@northsails.com



northsails.com

## Available Now/Early '22



**New 2021 Jeanneau SO 319** - available for 2021 charter placement for tax savings and income



**New 2022 Jeanneau SO 349** - available for 2021 charter placement for tax savings and income or private sale



**New 2022 Jeanneau SO 410** - 3 cabin, 2 heads available for charter placement for tax savings & income or private sale



**New 2022 Jeanneau SO 440** - available for private sale



JEANNEAU

2020 Dealer of the Year



**Alameda**  
510-865-4700  
clubnautique.net

## LETTERS



JANE PITTS

*That's American University of Paris President Celeste Schenck on the left, enjoying a cocktail aboard Jane Pitts' Valiant 40 'Shore Loser' in November.*

American University of Paris, which I attended from 1964-1966 when the school was in its infancy. In 2019, my partner Frank and I went to Paris for a reunion, and attended a cocktail party in the beautiful apartment of university president Celeste Schenck.

So we returned the hospitality, and asked Ms. Schenck (and her assistant) to join us at a slip we had for the night at Schoonmaker Point Marina. They had only a brief pause in their exhausting schedule and enjoyed the opportunity to relax on board. We warned them that the next time they visit, they will be shanghaied and we will leave the dock for parts unknown.

Jane Pitts  
Shore Loser, Valiant 40  
Richmond

### ↑↓ WHAT WILL PEOPLE GET FROM THIS STORY? (HOPEFULLY NOT BALLOONS)

Thanks for publishing my story, *Nighttime Naked Rescue* in the December 2021 issue of *Latitude*. [In that story, Patti Day described rescuing a troubled individual near the Golden Gate Bridge at night.]

Our hope is that there is a takeaway from the story, and that maybe it helps fellow sailors be more aware of their surroundings, or maybe it helps someone who is struggling right now to realize that they have more strength than they thought. Or maybe it's just a good read. That's awesome too!

A friend and I have been over to Catalina a couple of times recently on *Brizo*, a Catalina 36. We were in Avalon [in November 2021] when the Santa Anas decided to whip up, forcing us home for a couple of days. But all good, we headed back over for a few days of solitude in Emerald Bay. It was quiet — in fact, at one point we were the only boat in the cove!

By the way, a friend and I pulled out 11 balloons on our last trip, and our record is 27 in one trip. But I digress.

Patti Day  
Currently in SoCal



PATTI DAY

*Thanks to Patti Day for writing a story in the December 2021 issue of 'Latitude', and for her awesome balloon-catching work. "Twenty-seven dead balloons later..." Patti wrote us. "Can I just say, balloons blow?" Yes, Patti. You can say that.*



SAILRITE® ULTRAPEED® LSZ-1 PREMIUM WITH WORKERB® POWER PACK

**BUILT TOUGH.**  
**BUILT TO LAST.**  
**BUILT BY SAILRITE.**



You deserve a sewing machine that works as hard as you do. That's why you need the Sailrite Ultrafeed LSZ-1. Packed with technology and more power than any other portable machine on the market, the LSZ is built tough and built to last.

Upgrade to the Ultrafeed LSZ-1 Sewing Machine and power through layers of marine grade canvas, sailcloth, window material and more. Trust us. Your boat will thank you.



**Equipping you to sew since 1969**

Visit us at [Sailrite.com](http://Sailrite.com) or call **260.244.4647**

Fabric • Sewing Machines • Tools • Kits • Foam • Notions • How-to Videos

©2022 Sailrite Enterprises, Inc



**SAILRITE®**  
Est. 1969



Stainless Steel LED Interior Dome Light



LED Square Companionway / Courtesy Light

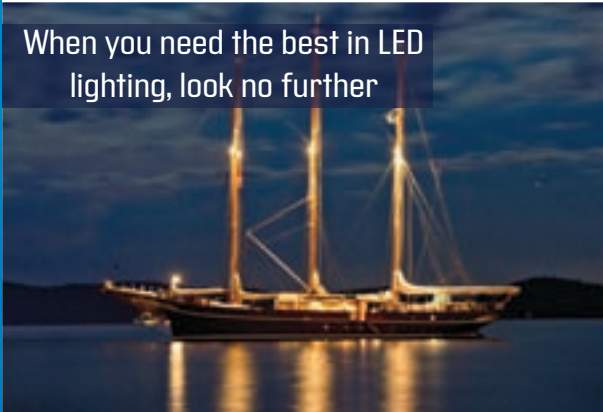


LED Swivel Bell Berth Light



LED Rotating Rail Lights

When you need the best in LED lighting, look no further



Defender.com | 800-628-8225



Follow Us  
@DefenderMarine

## LETTERS

### ↑↓ A WORD FROM THE SKIPPER WHO RESCUED A NAKED SWIMMER OFF SOCAL

Thank you for all your comments and feedback.

[The October 20, 2021, 'Lectronic Latitude: Sailor Performs Ocean Rescue off California Coast led to an in-depth discussion about the best treatment of hypothermia in the December 2021 issue's *Letters*.]

The young lady was already nude, so the two guest ladies on my boat dried her with a towel (very gently) and then warmed her with the blanket. At this point, I knew that the rescue boat was just minutes away, so I did not think of any body-to-body warmth transfer as suggested.

That is great information for me to know for future cases.

The primary challenge was bringing the lady with no muscle functionality from the ocean surface to the cockpit — dead weight. If I'd been alone that day, it would have been super-challenging.

Well, quite an education on my first 'voyage' outside the safe harbor!

Khosrow (Koz) Khosravani  
*Defiant*, Catalina 25  
Marina del Rey

### ↑↓ A LONG DISCUSSION — AND SOME LEGITIMATE CONSENSUS — ABOUT BRIGHTLY COLORED FOUL WEATHER GEAR

This topic tends to be a reoccurring concern.

Keep in mind that what people see once you are in the water is rolled up in the collar of your jacket and inside your inflatable life vest. Once in the water, only your head and lifejacket are visible, especially as you get tired. Fortunately, the gear today is far superior to the gear from 50 years ago, especially with regard to freedom of movement and survivability once in the water.



WWW.BOATINGSAFETYMAG.COM

Please don't minimize the difficulty of finding someone, regardless of what they are wearing, once they go overboard. Neon and bright colors on the hood do help, and are important considerations in purchasing gear — even for sailing at 15 knots, which is slow for today's modern boats. But the amount of time it takes to safely turn a boat around is far more important in determining when and how fast it will take to find someone. Survivability during that time is just as important as visibility when considering what you wear.

Further, survivability encompasses the entire ensemble, all the way to your underwear and socks. This is a personal choice of the person wearing the gear, and the owner/captain of the boat regarding the safety requirements they wish to enforce for their crew. So ranting is fine.

It's healthy to open up discussion and consider other ideas, but please don't assume the people you are 'ranting' about haven't spent an awful lot of time thinking about making it home to their families every time they walk off dry land onto a dock.

S.

The following comments come from the November 12,



# Happy New Year! from SF on the Bay

[www.sfonthebay.com/list-38](http://www.sfonthebay.com/list-38)



EMERYVILLE



RICHMOND



EMERYVILLE



RICHMOND



HERCULES



The Bay...  
it brings us together  
*Home of the Trail Guide!*



RICHMOND



SAN PABLO



SAUSALITO



ALAMEDA

BERKELEY



RICHMOND



OAKLAND



OAKLAND

EMERYVILLE



SAUSALITO



ALAMEDA

**DOCK &...**

**DINE, DRINK, SMOKE...STAY, PLAY & SHOP**

Alameda Benicia Berkeley Emeryville NorthShore Oakland Richmond San Francisco San Leandro Sausalito Tiburon Vallejo...Join Us!

# LETTERS

2021, 'Lectronic and October issue letter: A Word About Non-Brightly Colored Foul Weather Gear. "Pardon my rant," sailor Rodney Morgan had said of his emphatic belief that sailors should wear bright colors — and bright colors only — in case they should fall overboard.

## ↑↓ SOME COMMON-SENSE RULES IN WHICH COLOR IS LOWEST ON THE LIST

If you have any sense and wear a PFD, then the color of your foulies is irrelevant. Every inflatable PFD I know of has a bright yellow bladder, which is what will show. As for night? You need a light, since any color in the dark is still dark. Still worried? Get a DSC/AIS beacon so other boats can track you electronically. And while you are at it, after dark, you should be tethered to the boat.

Andy Newell  
Ahi, Santana 35  
Berkeley YC

## ↑↓ TO REALLY EMPHASIZE THE POINT...

If you go into the water, no one is going to see your foul weather gear, regardless of color. If you're wearing a modern inflatable PFD, they will see the high-vis bladder during the day. At night, your strobe and SOLAS reflector panels are far more reflective than brightly colored fabrics (astoundingly so). If you're not wearing a PFD, it's unlikely you'll be able to get your arms above your head to be visible, because you'll be swimming!

In dawn, twilight or any other low-daylight situation, you'll have better contrast with darker colors or black against a white, gray, or yellow deck.

Rob Grant  
Santa Barbara

## ↑↓ CAN I SHOW YOU SOMETHING IN A HAZARD ORANGE?

I never wear anything less bright than blaze orange on a boat. If I need the foulies, I should plan for a worst-case scenario of going over the side. And if that happens, I need to be seen before going out of range.

Watching the last VOR, when a crewmember went over the side wearing black, was soul shaking. I don't want that to be me.

Loose Cannon



*On a light-wind day while racing to Hong Kong, a crewmember slipped off 'Scallywag' during the 2017-18 Volvo Ocean Race. Despite the calm conditions, 'Scallywag' skipper David Witt said that it was remarkably difficult to see crew Alex Gough, who appears to be wearing a black rash guard. Also, note the visible strain that these ultra-fit young men are exerting to get Gough back on board.*

## ↑↓ THE ONLY COLOR I'M WORRIED ABOUT IS GREEN

Never thought about color; I just bought what I could afford. But, I was never going 15 knots in any direction!

Larry De La Briandais

## ↑↓ PLEASE SEE ME

I always go for bright colors and consider anything else 'camouflage'. My foul weather pants are blue, but the jacket is yellow and has reflective strips. They are equipped with a strobe, mirror, knife and whistle.

I also have a bright orange kayak. I want to be seen, not

**RACE WITH CONFIDENCE**

Pac52 'WARRIOR WON'  
Overall Winner Transpac 2021

[doylesails.com](http://doylesails.com)

Doyle Sails San Francisco  
Bill Colombo  
[doylepacific@gmail.com](mailto:doylepacific@gmail.com)  
+1 510 773 8015



# Relax...

West Coast boaters, we've got you covered.

MARINE INSURANCE MADE SIMPLE, AFFORDABLE & EFFECTIVE

**Personal Use Commercial Marine**  
**[www.BoatInsuranceOnly.com](http://www.BoatInsuranceOnly.com)**

**Providing Boaters  
With Their Insurance  
Needs For Over 24 Years**

**Competitive Pricing  
Comprehensive Policy  
Boat & Yacht Insurance  
Marinas / Resorts  
Yacht Clubs  
Dealers / Brokers  
Rental Vessels  
Charter / Tour / Fishing Vessels  
Boat Yards  
Boat Builders  
Marine Contractors  
Workboats**

**TWIN RIVERS**  
**marine insurance agency, inc.**

*"Your Marine Insurance Specialists Since 1997"*

**Northern California Office**  
**1-800-259-5701**

**7 Marina Plaza • Antioch, CA 94509**  
**At The Antioch Marina**

**Southern California Office**  
**1-949-514-8100**

**2600 Newport Boulevard, Suite 106**  
**Newport Beach, CA 92663**



# NEW YEAR NEW LOCATION!



Stop by or call to upgrade your:  
**Electrical - Refrigeration - AC  
Watermaker - Heating**

NEW: 760 National Court, Richmond, CA 94804  
(near crossing of Canal and West Cutting Blvd)

**510-234-9566**  
www.swedishmarine.com

## DREAM BIG



ASA SAILING LESSONS  
SOUTHERN CA - SEA OF CORTEZ  
CHARTER-CATAMARAN.COM

## LETTERS

run over! I can't believe people have what I consider to be camouflage kayaks in blue, green or other dark colors.

Sailorette

### ⇕ **LARGER MARKET CROSSOVER CONSIDERATIONS?**

I wore the bright-orange when sailing. The rest of the family never sailed but bought the jackets to wear on land in the wind and rain ashore. The Pacific Northwest has intense rain and wind for work and recreation. That demands high-grade protection, even on land.

Maybe the crossover market on shore wants dark colors?  
Rand Launer

### ⇕ **FIRSTHAND EXPERIENCE**

When I was on my sinking ship, the *Léviathan*, I had my choice of bright yellow or blue to go down with the ship. It came down to which gear I thought would take the waves better. I decided that my North Face gear would have been better had I splashed down, locking more water around my body. I did have my scuba fins and 5mm scuba hood ready, but did not keep the suit close by, which was stupid. There was no hope for a rescue from the Coast Guard that far out. My only hope was a cargo vessel, which by the grace of God, showed up in time before mine sank.

When you are faced with this, it comes down to keeping the water that you warmed already next to your skin.

Thomas Fritz

Formerly of *Léviathan*, Hunter Cherubini 36

Read Thomas's story, *The Loss of Léviathan*, in the November 2021 issue of *Latitude 38*.

### ⇕ **THE REAL ISSUE**

I wear a yellow jacket, and in foul weather I will certainly have the hood up and carry a flashlight, as well as a whistle or even an air horn.

The real issue is that every little thing that helps in recovery is a positive, no matter what it is. I guess it comes down to deciding which is more important, your life or your looks!

And also consider the lifelong scar you leave on the people who were unable to rescue you because they were unable to locate you.

Gus van Driel

### ⇕ **A WORD ABOUT INFLATABLE PFDs**

I agree that the color of the PFD is key. I vehemently disagree that inflatable PFDs should be anything but backup to closed-cell foam PFDs.

Inflatables with integral safety harnesses are good, if you are conscious after being slammed into a shroud or bulkhead, and the PFD still inflates. Also assuming that you haven't suffered impact injuries from which inflatables don't protect you.

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

*Readers — We all appear to be in accord!*

*To summarize: Sure, bright colors are a good idea, but what matters most is the color of your PFD and hood. But what really matters most is your crew's skill at performing quick MOB maneuvers to locate and recover you.*

*It sounds silly and no doubt quite unnecessary to say, but what matters a great deal, as well, is not falling overboard at all. One hand for the boat, Latitude Nation.*



# LETTERS

## ↑↓ MAPPING CARTOGRAPHIC CONTROVERSY

To quote your story [from the November 10, 2021, *LL: Sailors' Word of the Day: Latitudinarian*]: "Seeing a map of the world is a reminder just how much of the world's landmass is north of the equator and how much water is to the south of it." Enough with the Mercator projection maps, please!

While your statement is basically true, your illustration grossly distorts physical reality. Numerous studies have shown that growing up with the Mercator world map breeds Yankee arrogance and further distorts North-South political misunderstanding. Sadly, I thought we had discussed and remedied this problem back in the 1970s. It's the 21st century — there is no excuse for this level of misrepresentation.

Nik Omarzu

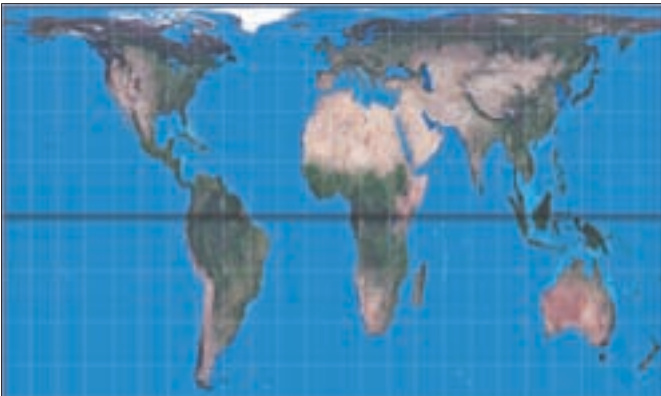
*Nik — We'll refer everyone to where we first learned about the controversy and inaccuracies of the Mercator map: from the TV show The West Wing. "The German cartographer [Gerardus] Mercator originally designed the map in 1569 as a navigational tool for European sailors. The map enlarges areas at the poles to create straight lines of constant bearing or geographic direction. So, it makes it easier to cross an ocean. But, it distorts the relative size of nations and continents."*



THE INTERNET

*On the Mercator projection map, Greenland and Africa appear to be roughly the same size. "Would it blow your mind if we told you that, in reality, Africa is 14 times larger?", 'The West Wing' said in a 2001 episode. "Europe is also drawn considerably larger than South America when, at 6.9 million square miles, South America is almost double the size of Europe's 3.8 million."*

*So, what is a more accurate map than the Mercator projection map (with which we were all raised)? How many of you have seen (or heard of) the Peters projection map?*



JOSEPH AMIDTIS/FLOKOR

*The Peters projection map has fidelity of axis, fidelity of position, and east-west lines [or latitudes] are parallel, and intersect north-south axes at right angles, according to 'The West Wing'.*



## RACING, CRUSING, ONE-DESIGN



ORCA winning the 2021 Moore 24 PCC's

### Ullman Sails San Francisco & Monterey Bay

Dave Hodges  
104 Bronson St. #20  
Santa Cruz, CA  
831.454.0868  
dhodges@ullmansails.com

Synthia Petroka  
510.205.9412  
spetroka@ullmansails.com

### Ullman Sails Sausalito

Robin Sodaro  
465 Coloma St., Sausalito, CA  
415.332.4117  
UllmanSailsSausalito@gmail.com



# COMPASS CANVAS



Compass Canvas specializes in the design and fabrication of:

- Canvas
- Boat covers
- Bimini
- Dodgers
- Flooring
- Enclosures
- Solar
- Awnings
- Repairs

1150 BRICKYARD COVE ROAD  
POINT RICHMOND, CA

415.299.3415

[www.compass-canvas.com](http://www.compass-canvas.com)



Compass Canvas

@Compasscanvas



## HARDWARE SAIL



ROBUST BATTSLIDE



TUFF LUFF RELIABILITY



BOOM FURLING

INNOVATION

BLOCKS

JIB FURLING SOLUTIONS

LIFESTYLE IDEAL WINDLASS



PERFORMANCE



# SCHAEFER

LEGENDARY STRENGTH

CALL US TODAY: 508-995-9511 | [SALES@SCHAEFERMARINE.COM](mailto:SALES@SCHAEFERMARINE.COM)

[WWW.SCHAEFERMARINE.COM](http://WWW.SCHAEFERMARINE.COM)

## LETTERS

*Let's crunch some numbers, Nik, and address your original point: There is absolutely more landmass in the Northern Hemisphere. "While not obvious just at a glance, the Northern Hemisphere's surface is about 40% landmass and is covered by about 60% water," according to NASA. "The Southern Hemisphere's surface is about 20% landmass and is covered by 80% water."*

*But we take the spirit of your comment, and the glaring inaccuracies of the Mercator map, as well as the subtle but deeply ingrained implications it makes about the world: "When third-world countries are misrepresented, they're likely to be valued less," The West Wing said.*

*As for having "fixed" this fundamental education tool, we will refer you to the current controversy over teaching a more accurate version of history in schools, rather than mythology. (Boston public schools replaced the Mercator map with the Peters projection in 2017, but it's extremely likely that the Mercator is still the dominant model.) Sadly, the discussions and remedies over misrepresentation are still a very long way from becoming mainstream ideas.*

### ↑↓ THE RETURN OF HISTORICAL SAILING VESSEL VEGA

*Vega is a beautiful vessel. As someone who has some 20-plus years' background working as an expatriate (Australian) based in North Sumatra (Medan/Aceh), in Indonesia — with many a holiday stay in Langkawi — it's great to learn that Vega has survived, and with her help, your team are continuing to carry on the good work that you do in the Langkawi/Straits of Malacca area.*

*I will continue to follow with interest.*

Peter Seyler



HISTORICAL VESSEL VEGA

*The 60-ft 'Vega' was severely damaged during a routine haulout in Thailand in 2019. After nonstop work by a team of volunteers, the 128-year-old Norwegian-built wooden ship is back on the water and continuing the mission envisioned by owners Shane Granger and Meggi Macoun. 'Vega' has been serving as a humanitarian supply vessel for dozens of small Indonesian islands. For more information, go to [www.vega1892.com](http://www.vega1892.com).*

### ↑↓ DID YOU EVER SAIL ON THE MARIN-BASED SHIP ACTIVE?

*My father was on the ship Active in 1938, when he was only 19 years old. The name of the ship at that time was Violet, and she was stationed on Sweden's west coast. I'm doing some research about that and other ships my father sailed on. It was a very big surprise to me that this ship is still sailing.*

Lars

*Lars was commenting on the November 15, 2019, 'Lectronic with the same name as this letter.*



# LETTERS



TIM HENRY

'Active' does not exactly live up to her name. The ship is a peculiar fixture docked (and often high and dry in the mud) behind a strip mall in San Rafael. If you are in the neighborhood though, we highly recommend having a look. The premises immediately around the dock are filled with all kinds of nautical nuggets.

Truth be told, Lars, we're not sure when Active last sailed, but it has certainly been some time. The 104-ft wish-bone ketch Baltic trader became a (non-mobile) base for the Sea Scouts, and is now something of a museum in the shallow terminus of the San Rafael Canal.

## ↑↓ TREASURED TCHOTCHKES



TIM HENRY

One of the antique lanterns in question is in a perfect state of weathering. The overwhelming consensus among readers was to leave this running light exactly as is.

I restore, maintain, and sell boats for a living, and I love bringing old bronze, brass, and silver bells and lanterns back to their original state. I dip them into a bucket of ketchup for about 12 hours and then rinse them off in the kitchen sink. After that, I know what kind of metal I'm working with, and I either leave them be or gently polish them with various products. It all depends on the object as to how far I go.

Michael Coleman  
Latitude, Santana 22  
Monterey  
Ocean Edge Yacht Detailing

Michael was commenting on the November 29, 2021, 'Lectronic Latitude: There Be Treasure — and Tchotchkes — Here. The author of the story was debating whether to polish his set of brass navigation lanterns.

Wait — ketchup? Seriously? It turns out that the vinegar and citric acid in America's favorite condiment makes it ideal for cleaning metal. With a pH of 3.85, ketchup can break down the carbon that creates tarnish on metal, according to one source.

## ↑↓ DO. NOT. WRECK THEM.

Don't wreck them by attempting to polish them. They look like what they are, and if you need shiny, you can get new, 'quainty' but often lame stuff at home-decorating stores. New lanterns are available through other sources.

As for the soot in your old lanterns? Wipe the inside (but do this outside), vacuum it, then throw out the brush attachment. Set aside the original inside works and use an LED candle for illumination.

I had the same temptations and experience with an old

## Dry Storage Available Power and Sail

**GREAT RATES!** 20' to 35': \$160 per mo.  
36' & Up: \$4.50 per ft.



## CALL FOR RESERVATIONS

- We are uniquely positioned to haul your boat
- We carefully haul you on our Brownell Hydraulic trailer. **NO STRAPS!**
- We safely store your boat on Brownell boat stands supplied by us!
- We have some of the best weather for drying out your boat.
- We have seasoned professionals that can field your calls or work on your boat.
- We have a safe environment for your boat.
- We have very reasonable rates

## Come visit us – let's talk!

*We think all boats belong in the water, but sometimes life gets in the way. Reasons beyond your control sometimes dictate a change.*

## NAPA VALLEY MARINA

1200 Milton Road • Napa, CA 94559  
**(707) 252-8011** • Fax (707) 252-0851  
[www.napavalleymarina.com](http://www.napavalleymarina.com)

Marina • Boatyard • Chandlery • Brokerage

Dealers for **YANMAR**

**Interlux**  
yachtpaint.com

Distributors for *Brownell*  
Boat Stands



## BERKELEY MARINE CENTER



THE BAY AREA'S FULL SERVICE BOAT YARD



www.berkeleymarine.com  
(510) 843-8195



# BOAT LOANS

Rates as low as 3.71%\*

Unbeatable rates.

Call Sally Kraft today  
for a free quote.

(925) 963-2926



\$100K+ loan amount. Rate fixed for 3 years, then adjusts to WSJ prime + 1%  
Rates subject to change. Call for complete details.



www.seacoastmarine.net

A division of Seacoast National Bank.

## LETTERS

railroad lantern.

Bill Schaumburg  
Whichever Tanzer 22 Goes Out Next  
Newton, NJ

### ↑↓ BUT REALLY, DON'T

These are antiques, and to polish them destroys their patina and value.

David Henry

*(Just in case you didn't know — Pa-ti-na, noun: The green or brown film on the surface of bronze or similar metals, produced by oxidation over a long period.)*

### ↑↓ THE VALUE

You'll be very pleasantly surprised how much they're worth. Check on eBay. And don't change anything that can't easily be returned to original. Look for portable collapsible solar lights on the internet.

Dennis Bailey  
Morro Bay



TIM HENRY

*We checked on eBay, and similar navigation lanterns are worth anything between \$150 and \$350. But their value in the currency of charm and memories far exceeds such modest sums offered on the internet.*

### ↑↓ THOSE PRIZED PIECES OF BOATING BEAUTY AND NAUTICAL NIRVANA

One of my prized nautical possessions is a 9.75-inch abalone that I collected free diving at about 20 feet — back when that was allowed — off the Sonoma/Mendocino coast in 1966.

Jim Sinclair  
*C'est la Vie* (Sailor in a Powerboat)  
Portland, OR

### ↑↓ HANDED DOWN FROM DAD

As to the question of metal, those lights [pictured above] are brass and burn kerosene, but I'd recommend removing the lamps and putting a solar-charged LED lamp inside.

I used to be the proud owner of an 1896 double-gaff-headed yawl with lots of brass. IMHO, the best and easiest way to remove the tarnish and maintain the sheen is with Brasso — not the liquid, because it will become



BRAD SMITH

*A kerosene-burning starboard running light given to Brad Smith by his father.*



# LETTERS

trapped in the nooks and crannies. Use the wadding version. My father was a Marine, and always used Brasso on his medals and buckles.

My father also gave me a starboard running light, just like the one on display near the submarine on Pier 39.

Brad Smith  
Hobie 18  
Santa Cruz

## ⇕ SAILBOAT THEFT THWARTED BY LIVEBOARD NEIGHBORS

It's a good thing that Marina Bay Yacht Harbor allows liveaboards, otherwise this could have ended up with a not-so-happy ending. [Cindy's commenting on the November 24, 2021, *Lectronic* with the same name as this letter.] This is a great example of how valuable having liveboard residents at a marina can be. Great job looking out for your neighbors.

Cindy Reid



BAY LIGHTS CHARTERS

*Before dawn in November 2021, an intruder broke into Marina Bay Yacht Harbor and attempted to 'steal' a Cal 2-46. (The vessel was locked, and the perpetrator, who was likely mentally ill, was attempting to scull the boat and raise the sails with no wind.) The liveboard neighbors and Marina Bay's harbormaster acted quickly, and the police arrived shortly thereafter.*

## ⇕ LIVEBOARD MEMORIES

I can relate to being a liveboard! I lived on my Catalina 27 with my tabby cat Christy for 21 years in Marina Cortez, in San Diego. The liveboard community was great, and like the article said, *we* looked after our neighbors' boats. Your first name and what kind of boat you had was all that was required down there. For 16 years, I didn't even have a lock on my boat because everyone looked out for everyone else. (Not until a former friend of mine got addicted to crack cocaine did I lock my boat. After I found out, I drilled through the teak and put a lock on the overhead hatch into the salon.)

I miss that life and the many friends I had, but circumstances changed, and I had to sell my boat/home and, along with my tabby Christy, drive my Saab to Whitmire, South Carolina. Now it's just a pleasant memory.

Taylor E. Gray

## ⇕ PROPOSED ACCESS TOLLS FOR TREASURE ISLAND

Thank you *Latitude 38* for getting the word out. [Tom is commenting on the November 15, 2021, *LL* with the same name as this letter.]

Any sailor who visits the Clipper Cove marina by automobile would need to pay the proposed toll (in both directions!); likewise for those visiting (and working at) businesses on the island. The intent is to encourage public transit use by the future residents, but unfortunately, it impacts those who just want to visit the publicly owned waterfront, and can't do it by bike or bus.

Tom Gandesbery

# 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.*

**"We can sail straight into the Bay, and out the Golden Gate to the Pacific."**

The distance from your slip to the open Bay can be measured in feet, not miles as you simply head west through our fairway and

around the break-water to begin your sail. For your return trip the Marina's east/west orientation makes it easy for the experienced sailor to sail into their upwind-facing slip.

Let the wind take you on your next adventure and carry you home. Call the Berkeley Marina today to reserve your slip at (510) 981-6740, or email us at [slips@cityofberkeley.info](mailto:slips@cityofberkeley.info).

Boat-in visits up to 4-hours are free. Our team is at the ready to help get you started. Visitors welcome.




**Berkeley  
Marina**  
CALIFORNIA

[www.Berkeley-Marina.com](http://www.Berkeley-Marina.com)

**VOLVO**

EXCLUSIVELY WORKING ON VOLVO PENTA SINCE 1988 WITH THE LARGEST INVENTORY OF VOLVO PENTA PARTS & ENGINES



The Volvo Penta parts we install carry a 2 year/600 hour warranty. Call to schedule your appointment today!

**HELMUT'S MARINE**  
ESTABLISHED 1988  
1000 S. GARDNER ST. SAN FRANCISCO, CA 94106

1-800-326-5135 • helmutsmarine.com

## LETTERS

Tom — What you say makes it seem as if this plan would negatively impact people using the water. In addition, I have to wonder about all this development in the face of sea-level rise and potential earthquakes on an island that is essentially Bay fill. It seems beneficial to the developer and not much else.

Milly Biller  
*Big Pink*, International 110  
 Inverness

Milly — Actually the developers have been very busy excavating away Yerba Buena Island and taking fill from projects in downtown San Francisco to raise the new development area well above sea level. For quakes, they brought in huge drills and injected a slurry along the waterfront.

I have no idea what the foundations are going to look like, but suspect they won't be using the Millennium Tower design! The new condo owners will, of course, be paying for all this high-tech stuff, so why not the transit system too?

Tom Gandesbery



*An artist's rendering of a new and highly developed Treasure Island. We've heard some scuttlebutt that developers have proposed to levy a toll — which has been called "congestion management" — to get both onto and off of the island. The toll has been called a means to offset the hefty price tag of developing up to 8,000 homes, 140,000 square feet of new commercial and retail space, 100,000 square feet of new office space, a 500-room hotel and 300 acres of parks and public open space — plus a 400-slip marina.*

### ⇅ HOUSING, BUT NO DEVELOPMENT?

We in California talk about welcoming all, but when push comes to shove, we block all development. Then we are surprised that housing is expensive. I understand the shortcomings of the plan, but tell me a plan you approve of in your neighborhood.

Jackson Show

Jackson — We are not opposed to the development, especially as it adds housing to a region that desperately needs it. We worked with the city and the developers to provide open space and dedicated water access when this master plan was developed 10 to 15 years ago.

For many in the windsurfing community, this launch has been used for decades, and all we are asking for is continued use without being heavily penalized to get to the launch. The tolls, as currently proposed, will essentially kill windsurfing on Treasure Island as it will be financially prohibitive to go out there on a regular basis.

Chris

Jackson — No one is blocking the plan, but rather, we're concerned about a double-cross by the developer and agencies involved. The final environmental impact report said

## HERITAGE MARINE INSURANCE

SPECIALISTS

**Your best source of insurance, tailored to your needs and competitively priced, for your boat or yacht, marine contractor liability, yacht club, boat yards, and boat builders/restorers**

### We Insure:

Sail or Power ♦ Classic or Contemporary  
 Fiberglass ♦ Aluminum ♦ Steel ♦ Wood

At Heritage Marine Insurance you will find knowledgeable insurance professionals who provide superior service and the finest coverage available today.

To be sure you're getting the best insurance value please contact us for a quote.

[www.heritagemarineinsurance.com](http://www.heritagemarineinsurance.com)

**800-959-3047**

Fax 860-572-5919

[info@heritagemarineinsurance.com](mailto:info@heritagemarineinsurance.com)



# LETTERS

they would not charge for recreational access. The developer is giving \$60 million of \$480 million needed for the ferry.

To charge \$10 to get onto and off of the island will turn TI into a gated community for the rich. The developer is going to make billions. Their wealthy new residents should pay their way. The recreational users are a very small percentage of traffic, and usually transit during off hours too.

Jeffrey Finn

*Thanks, Jackson, for bringing up something that none of us want to admit, deal with, or have in our backyards. If you're pro-housing, then by default, you almost have to be pro-development, and we recognize that the kind of high-end development envisioned at Treasure Island ultimately makes everything more expensive for everyone. Will this proposed toll survive? If so, will there be a high-frequency-user pass for TI regulars? (Maybe \$30 for the year?) Tourists would pay the big bucks for one-time use, and regular users would make a small contribution toward housing and access.*

## ↑↓ A LITTLE CREW LIST ETIQUETTE, PLEASE

Please ask those who put their names on the *Latitude 38* Crew List to remember some basic courtesies when seeking a boat to crew on.

It may not be this time, but you may miss that connection that changes your entire boating/racing experiences for years. I speak from experience over 40 years racing: The best crew that I have found were often from lists like this one.



LATITUDE/CHRIS

*We were thrilled to host the September 2021 Crew List Party at the Bay Model in Sausalito, which followed a long break in face-to-face mingling. Which these people might have had their sailing lives changed forever?*

The most consistent complaint that old-timers like myself have with the *Latitude* Crew List is failure by folks posting to acknowledge an email request. When a skipper takes the time to write to you seeking your interest in racing or cruising, a simple sentence saying: "Thanks but busy; unavailable but am really interested; hit me back," goes a long way. When a non-reply happens to me — and it has been more pervasive recently — it gets a big line through the name with a "not again" note.

If a skipper takes the time to review your ad and thinks you might be a good match, at least reply!

Bill O'Connor

Believer in the Power of the Crew List

## ↑↓ BUYING A BOAT IN MEXICO DURING COVID

I bought a boat in Mazatlán a year ago, and flew down in November to inspect/survey it. I had no problems getting there or back. TIP transfer can be a challenge, but it went



**MODERN SAILING**  
SCHOOL & CLUB



We're  
Hiring!

BECOME A SAILING PROFESSIONAL


<p style="font-weight: bold; color: white;">ASA Instructor Qualification Clinics</p> <p style="font-size: 12px; color: white;">(ASA 201 - 206, 214 &amp; 218) March 2022</p>	<p style="font-weight: bold; color: white;">US Coast Guard Captains License Courses</p> <p style="font-size: 12px; color: white;">OUPV - 100-Ton Masters, Sailing Endorsement February - March 2022</p>
--	---

Complete your ASA IQCs at MSC! **Our new instructors receive 100% tuition reimbursement** for each clinic after teaching their first course at that level.

Modern Sailing School & Club, Sausalito, CA  
www.modernsailing.com  
(415) 331-8250  
office@modernsailing.com



SAUSALITO



LIST MARINE INC.

- Full service engine shop
- Marin County's YANMAR DEALER
- Dockside facilities
- Seasonal Diesel 101 Classes



YANMAR

69 LIBERTY SHIP WAY • SAUSALITO, CA 94965  
Adjacent to Schoonmaker Pt. Marina

415-332-5478

www.listmarine.com

# BETA MARINE

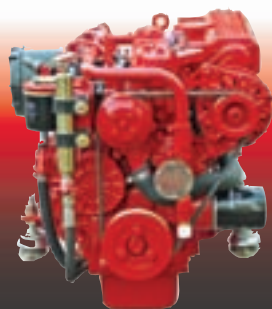
## REPOWER SOLUTIONS

### WHAT WE OFFER

- Marine Diesels From 13.5 HP To 99 HP
- Generator Sets
- Sail Drives and Sail Drive Replacement Engines
- J-Prop Feathering Propellers
- Custom Engine Mounts
- Transmissions, Alternators & Flexible Panel Options
- Customizable Exhaust Risers
- Available and Affordable Parts
- Unparalleled Customer Support

### WHAT SETS US APART

- 5 Year Warranty
- Lowest Total Cost of Ownership
- Direct Support To You and Your Installer
- Mechanical Engine
- Marinized Kubota Engine Block



**Beta Marine West (Distributor)**

400 Harbor Dr., Sausalito, CA 94965 • (415) 332-3507  
[www.betamarinewest.com](http://www.betamarinewest.com) • [info@betamarinewest.com](mailto:info@betamarinewest.com)

## LETTERS

smoothly for me. It helps to find someone who speaks Spanish and is familiar with the process. COVID travel was not a complication at the time.

I went down again last spring to prep the boat. I was fully vaccinated. I had to have a COVID test to fly home. This was done at the airport. Again, not a problem.

My only suggestion would be to plan your flight (if you fly) so that you fly directly from the US to your destination. If you fly to Mexico City to transfer, you could run into customs snags. We had a real headache there. My first trip was Seattle-L.A.-Mazatlán, and I had no problems. Search online for more info/tips on buying in Mexico. Check out the offshore purchase rules, etc. Insurance can be a pain, too, until you get to the US. I just have liability in Mexico.

Brian

*Brian was commenting on the May 22, 2020, 'LL: How to Get Your Boat Home from Mexico.*

### ↑↓ REMEMBERING BOB SMITH

We just arrived back in La Paz sailing from a 10-year hiatus. I specifically asked at the club and learned of Bob's passing. He was doing what he loved until the end. And I remember how proud he was of his clever solar icemaker for Cokes all around. Bob represented the cruising dream at its best. Fair winds, my friend.

Steve Swann

*Steve was commenting on a January 30, 2019, 'LL: Pantera's Bob Smith Finally Identified. Smith was known as a gregarious sailor with a knack for innovation.*

### ↑↓ REMEMBERING FRANK BUTLER

Thanks for reminding us of the anniversary of the passing of the legendary Frank Butler, a true visionary of the production sailboat industry. [Gerry was commenting on the November 15, 2021, 'Lectronic Latitude with the same name as this letter.]

Frank designed the Catalina 22 and started the trailer-sailer trend that made sailboat ownership possible for thousands. This was followed by the Catalina 27, designed by Bob Finch, and the popular Catalina 30, designed by Frank. The Catalina 36 was designed in 1981 by Gerry Douglas, who continued to design all Catalina models until his retirement in 2021. All Catalina owners and employees remain indebted to Frank for his commitment to the sailing industry.

Gerry Douglas

Former Chief Yacht Designer and  
Executive Vice President, Catalina Yachts

### ↑↓ WHEN YOU CALLED, YOU GOT THE MAN HIMSELF

Frank Butler was a very hands-on, accessible founder/owner/president of America's most successful production sailboat company. When you called the company about (your) Catalina, you were more than likely transferred to Frank himself — wow! Frank's designs (not to leave out Gerry Douglas's designs and input) were (and are) groundbreaking and ahead of their time.

Last, but not least, we can't mention Frank and Gerry without mentioning Sharon Day (sales/marketing) — those three worked together for decades, bringing quality boats to tens of thousands of sailors.

Tom Varley  
Spirit, Gulfstar 50  
Channel Islands

Find out why  
you should use  
a SAMS<sup>®</sup>  
Surveyor  
at...

[www.marinesurvey.org](http://www.marinesurvey.org)

1.800.344.9077

Like us on  
Facebook



# LETTERS

## ↑↓ ACTIVELY ENJOYING MR. BUTLER'S WORK

The first anniversary of Frank Butler's passing is undoubtedly a comforting memory of all that Frank did in his fruitful life. We send our prayers to his family.

The boat pictured [right] is a Catalina 34 MkII, 1997, named #53 *Grandad*, and owned by my son Guy and me. It's a wonderful boat for the Bay and sailing down the coast, and we thank all the makers and sailors whose efforts and ideas have been incorporated into the Catalina fleets over the years.



LATITUDE/JOHN

**Toby Marion helms his Catalina 34 '#53 Grandad' in the 2019 Corinthian Midwinters.**

Toby Marion  
#53 *Grandad*, Catalina 34 MkII  
Corinthian YC

## ↑↓ THE ROLE OF A JOURNALIST

The September 2021 *Letters* titled *Setting the Record Straight* about an accusation of cheating in the Chicago-Mac race, and Mark Reid's response, raises an important question about the role of a journalist.

Mr. Reid defends himself on the grounds that he just reported an accusation by someone else and the quote was accurate. I would agree that's good enough to defend a defamation lawsuit but I would argue that a journalist should aspire to better than that. A journalist isn't just a megaphone. If one side says it's raining and the other says it's not, a journalist should look out the window instead of just reciting "he said/she said."

I would hope that an accusation of cheating should be recognized as a big deal worth a little extra effort before putting it in print instead of just patting yourself on the back because you have a recorder.

Tod Beebe  
*Santosh*, C&C 110  
Alamitos Bay, Long Beach

*Tod — We have nothing but respect for Mark Reid's work, but you make a fair and important point. We agree that a journalist should not be a stenographer, but rather, someone who challenges assertions and confirms facts. We stand behind Mr. Reid as being firmly in the latter category.*

*Following the insinuation about the rating of a certain sail (in the July, 2021, 'LL: Visiting with Vesper and Dawn Riley in 112th Chicago-Mac), Mark Reid made several attempts to contact and follow up with Philip O'Neill, the owner of the TP52 Natalie J. There was no response.*

*"As a writer, I wanted to explore how I could have done a better job in reporting the story, or whether I should have just left the entire allegation and incident out of the story," Reid wrote to Mr. O'Neill.*

Have a story, thought, adventure or comment? Please email us at [editorial@latitude38.com](mailto: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.

# SAIL HARD



## WITH A Hardtop Dodger



### UNMATCHED...

- Durability
- Dependability
- Protection
- Low Maintenance
- Rigid Support
- Aesthetics

Call us to schedule your new Hardtop Dodger for the ultimate sailing experience!

**415.331.6527**  
[sales@thecanvasworks.com](mailto:sales@thecanvasworks.com)  
[www.thecanvasworks.com](http://www.thecanvasworks.com)

## Newport Boat Models

A Division of Duffield Marine



Are you looking for something special for that Valentine in your life?



**(949) 645-6811**

[info@NewportBoatModels.com](mailto:info@NewportBoatModels.com)



Become a part of the lively SF  
Racing Community!  
Learn the skills at Inspire Sailing!



Want to become valuable race  
crew?

Need to work on your spinnaker skills?

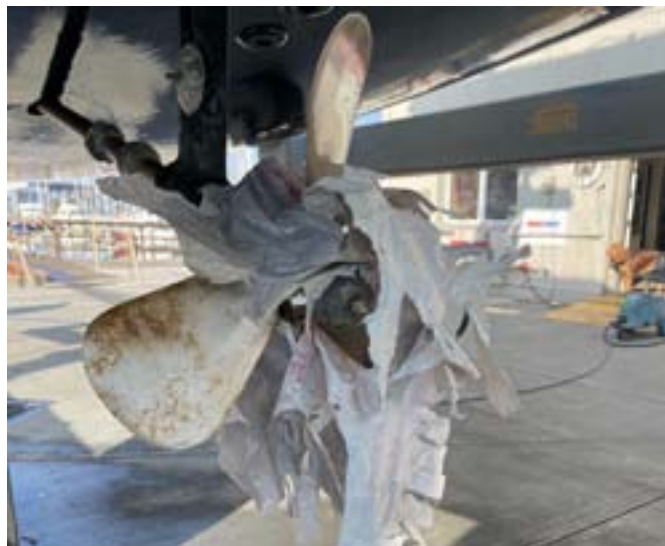
Learn the fundamentals of sailboat racing!

Join us in year-round Racing, and in  
our Racing and Spinnaker Clinics!

INSPIRE SAILING, BERKELEY CA  
(510-831-1800) - [www.inspiresailing.com](http://www.inspiresailing.com)

## LOOSE LIPS

Welcome to the new year, readers, and may the next 12 months see your boat free of any wrapping on your prop. It's not often we get to see wraps such as this — and that's a good thing! But we do realize that there's all manner of flotsam and jetsam floating around the oceans, and perhaps it's just a matter of time before it's our own prop in the photo. Until then, we're going to have a chuckle at the fun comments in response to December's Caption Contest(!).



CREDIT: SEAN SVENDSEN

The winner: "It was nicely wrapped until the cat found it." — Tony Spooner.

## KISSINGER CANVAS

Marine Canvas & Interiors  
STEVEN KISSINGER  
(925) 825-6734  
Covering the Entire Bay Area

- Biminis
- Enclosures
- Boat Covers
- Cushions
- Sail Covers
- Awnings



## DODGERS

Over 25 Years in Business

Side handrails and window covers  
included.

## OPTIONS

Aft handrail, dodger cover,  
sailing bimini.

Free Estimates and Delivery

"Bob has had to seriously redesign his new 'prop-o-matic' clothes-washing system." — Mark Caplin.

"Ted was sure that an insulated prop was required for winterizing his vessel." — Paul H Elliot.

"You found my staysail!" — Peter Garcia.

"Damn, I was sure I didn't, but I guess this proves I did hit the leeward inflatable!" — Mark Eastham.

"I said GIFT wrap, not PROP wrap!!"— Mike Mahoney.

"Uh oh. We forgot about the prop when we keelhauled Joe." — Linda Newland.

"Call the sailmaker. That kite is still under warranty." — Tim Mc.

"Some people will do anything to get out of a straitjacket..." — @scottcaaron66.

"So that's where the spinnaker went!" — @kerrybrees.

"The propeller ate my homework." — Jeff Cook.

And to wrap up this month's Loose Lips, here's a little story from Pat Broderick aboard the Wyliecat 30, *Nancy*.

"In the late 1990s when I was race director at the Sausalito Yacht Club, *Mercury* (the club's committee boat) began acting sluggishly. I asked Dave's Diving Service to move the monthly cleaning up a week. The next time I boarded *Mercury* there was a neat bundle of chewed-up American flag waiting for me. No idea where it came from, no idea when we ran over it. It was a large flag, about 4 x 6 feet or so, when we pieced what was left back together. I took the remains to a fire station, where the crew said they'd take care of disposing of it honorably."



Your local source for  
**SYSTEMTHREE**

Offering high performance boat building  
 adhesives and coatings for nearly 40 years.

Adhesives



Rot Solutions



Fairing Compound  
 & Filling



Epoxy Resin



Coatings



**SVENDSEN'S MARINE  
 & INDUSTRIAL SUPPLY**  
 BAY MARITIME GROUP

**2900 Main St., Alameda**  
**510-522-2886 • orders@svendsens.com**

**40' to 44' Foot Slips Now Available at \$9.97/ft.**



Gateway to the Bay  
 Delta & Napa River

Professionally Managed by **F3**  
 MARINA

[vallejomarina@f3marina.com](mailto:vallejomarina@f3marina.com)



**The North Bay's Only Full-Service Marina!**

Guest and Fuel Dock & Free Pump Outs  
 Full Service Boat Yard and Chandlery On-Site  
 2 Restaurants

**Harbor Office Hours**  
**Mon - Fri 8 a.m. to 5 p.m.**  
**Sat 9 a.m. to 6 p.m.**  
**Sun 10 a.m. to 4 p.m.**

**FUEL DOCK OPEN 7 DAYS A WEEK**  
 Bulk Fuel Discounts Available



**42 Harbor Way • Vallejo, CA 94590 • (707) 648-4370 • [www.ci.vallejo.ca.us](http://www.ci.vallejo.ca.us)**

## fall and winter — amazing in the bay area

*Bay Area sailing instructor Brian Cline is a US Sailing-certified cruising instructor who lives aboard his Pacific Seacraft Dana 24 Maris in Berkeley with his dog Pocket Cruiser. He describes what to love and learn about winter sailing in the Bay Area.*

Fall and winter are here. With them come light and shifty winds, windy and wet storms, and shockingly shorter days. Time to put away the boat and look forward to next summer, right?

Not so fast! While the winds of summer get the most attention from sailors, fall and winter offer an absolute treasure trove of opportunities normally hidden by the famously consistent and robust summertime conditions.

### Lighter Winds

Sure, in the winter we have those sometimes-frustrating lighter winds. But lighter winds mean new sailing skills and a new understanding of your boat. It's hard to hear the whispered wants of your sails and the demure desires of your helm over the wailing winds of summer. The little things matter a lot when a little is all you have.

Lighter winds also mean more effortless motoring. With less wind to fill the sails or blow the bow around, motoring skills become both more important and easier to grasp. Have you been dying to practice back-and-fills on your full-keeler but the wind won't allow the bow to come up? Now is your chance. Master all types of arrivals and departures now, as the spring gradually adds wind later.

Can you imagine comfortable barefoot sailing on San Francisco Bay? Now is the time to stop dreaming and start doing. Less sea breeze can mean warmer sailing, so kick off those shoes and enjoy the warmer temperatures afforded by less chilly ocean air.

Less energy flowing around also means slower sailing. Those lower speeds buy you time to master techniques like singlehanded and sailing in close quarters. 'Tis the season to learn the utter joy of sailing into your slip, or onto and off your anchor. This time, try it by yourself.

Care for some flatter, easier sailing? Fall and winter are perfect. Break out the cheese board and even those wine glasses. (OK, perhaps stainless wine tumblers are more apropos.)

Altogether, those lighter winds, slower movements, flatter heeling angles and warmer temps can mean more friends and family aboard. While summer is a tempting time to show the uninitiated what sailing is all about, that wind and chop can be a lot for the novice. Right now is the time to safely and enjoyably introduce friends and family to the sport. That is, if you want them to keep coming back.

### Variable Conditions

Every student I've ever taught develops a severe case of geo-fixation for wind direction when training in the summer. In the Central Bay, beam reaches are toward the North and South Bays, tacks are toward the Golden Gate Bridge, and accidental jibes are only a concern when sailing eastward. Not so in the winter! The wind will come from all points on the compass, and it can shift 180° in minutes. Orienting to wind direction is the foundation of sailing skills, and there's no better time to learn actual wind awareness than now.

Our strong summer wind machine usually overpowers any underlying weather systems. With the machine unplugged for a few months, fall and winter expose a rich atmospheric diversity, and with it meteorological lessons galore: high- and low-pressure systems, ridges and troughs, clocking and backing winds, warm and cold fronts, and every cloud formation there is. This wealth of weather makes for excellent forecasting practice.

Variable conditions mean storms and a more secure boat. Here's where you learn about taking care of your boat in more ways than the steady summer patterns can be bothered to teach. Strong winds and rain from all directions will use new sounds and motions to educate you on docklines, chafe, anchor drag, canvas fit, halyard securing, fender placement and leaks.

continued on outside column of next sightings page

## good jibes —

Have you listened to *Good Jibes*? At the end of August, *Latitude 38* introduced its new podcast to bring new voices and a new channel to share the stories of the always-fascinating and entertaining world of West Coast sailors. We've been releasing a new episode each week and now have 20 episodes on the site for your listening pleasure. The interviews are conducted by various *Latitude 38* hosts, bringing a variety of perspectives to your ears.

In a recent episode, publisher John Arndt was joined by San Diego sailor and America's Cup Hall of Fame member Bill Trenkle to chat about his lifetime of sailing, racing, and boat love. Bill raced with Dennis Conner in eight America's Cup campaigns, winning three times, including the triumphant recapturing of the Cup in Fremantle in 1987 aboard the 12-Meter *Stars*





## latitude's podcast series

*and Stripes.*

Bill started as a junior sailor in New Jersey, has been president and director of operations for Dennis Conner Sports, and now is a marine surveyor in San Diego and president of the Society of Accredited Marine Surveyors. He talks about going from junior sailor to professional sailor, learning to sail competitively, adding boatbuilding skills, why you should cut your hair before a race, and stories from racing and working with Dennis Conner in eight America's Cups. Bill is now also very involved in the project to restore *Stars and Stripes* to her former glory. You can learn more at [www.americasmostfamouslyacht.com](http://www.americasmostfamouslyacht.com).

*Latitude 38* staffer Nicki Bennett interviewed Kayleen VanderRee to talk about sailing, snowboarding, and building adventure

*continued in middle column of next sightings page*

## fall and winter — continued

### Shorter Days

The shorter days mean more sunsets and night sailing. Getting underway at noon into 25 knots of summer wind for a 9 p.m. sunset makes for a long and tiring day. With fewer daylight hours, it's much easier to hit those gorgeous 5 p.m. sunsets and ease into night sailing skills without being too exhausted to enjoy them.

While the sun travels low in the southern sky, you're apt to find an increase of flora on the north side of your deck. Instead of lamenting, take it as a reminder to give the boat a good washdown. If you stay atop the micro-forest, you'll find yourself with a cleaner boat come summer than you did come fall. The occasional torrential downpour to rinse away the grime won't hurt either.

A personal favorite, fall through spring is the only time to catch the sun setting on the ocean and between the towers of the Golden Gate Bridge as seen from the Central Bay. Find this unique view around October/November and again in February/March, depending on where on the Bay you are.

There you have it. Like soft avocados for guacamole and mushy bananas for banana bread, fall and winter are the often-discarded yet exquisitely ripe seasons for the resourceful sailor. Savor the sailing!

— *brian cline*



*Left page, top: Brian Cline. Bottom: Brian and his dog, Pocket Cruiser, savor the mild winter conditions. This page: Brian snaps a selfie from the very point of 'Maris's pointy end'; magical winter sunsets come earlier and are often much more relaxing in the winter.*

ALL PHOTOS COURTESY BRIAN CLINE

# SIGHTINGS

## three strangers buy a boat

At the beginning of 2018, Joyce Dostale, Steve Ingram and Allie Hawkins were strangers to one another. Yet through a series of personal choices and events, they met, connected, and by mid-2019 had thrown their lots in together to buy one of the Bay Area's iconic ships, *Gas Light*.

Of the trio, Joyce is the newest sailor. After relocating to San Francisco from Boston in 2017, she fell in love with the Bay and signed up with Club Nautique in Sausalito. Her first lessons were aboard powerboats, which she said seemed "a little more accessible" than sailboats. "I was completely terrified. I had no boating experience." Car ferries and canoes represented her entire time on the water. So Joyce engaged with her personal motto, which is to follow her fear. "I got off the boat and said, 'OK, I'm going back for class 2.'" This opened a new door and Joyce serendipitously met her next instructor, Steve Ingram. "Steve helped me feel comfortable on a boat." He also encouraged Joyce to try sailing.

Steve, originally from Utah, has a lifetime of sailing experience. He was 12 when his father announced they needed a family activity; they would buy a cabin in the mountains, or a boat. After three days in a cabin, "watching the leaves fall and the grass sway in the wind," they agreed: "OK, that's enough."

"The next week we went down and bought a Catalina 22," Steve chuckles. "I remember it like it was yesterday. I was on the bow; we were sailing on the Great Salt Lake. It was a beautiful evening, the colors were amazing. I looked aft and saw my mom, my dad steering the boat; they just looked so content. And I knew, 'What I'm doing now is going to be with me for the rest of my life.'"

The Ingrams didn't stop there. In 1996, they started a charter business — a 65-ft dinner boat, which they ran until the lake became too dry and shallow. Rather than quit, Steve moved the boat, in pieces, from Utah to California (a story in itself that we'll save for another day).

Allie Hawkins was selling boats at Club Nautique when she too met Steve. Her boss had insisted she take sailing lessons before he would allow her to drive the club's new Jeanneau fleet, "even though I'd been sailing for 25 years."

From her first liveaboard in San Diego — a 50-ft trimaran named *Utopia* — to 15 years of annual catamaran chartering in the Caribbean with friends, to a six-pack charter boat back in San Diego, and miles of ocean between Canada and Cabo including joining the Baja Ha-Ha, Allie has sailed it all. Now she and Steve live aboard their 46-ft Pan Oceanic *Cloud 9*, her ninth boat. "I just fell in love with it [sailing]," Allie adds. "I feel small in the best possible way. I'll be on a boat and I'll look up and see the traffic on the bridges. And I'll think, 'Wow, I'm here. But I could be there. And this is so much better.'"

Meanwhile, Joyce's newfound passion had become her inspiration. Having left her entrepreneurial world behind in Boston, she was ready for a new challenge, ideally in boating. So she contacted Steve and suggested they have a chat. "I had a few ideas in mind. Most of them were six-pack level," Joyce says. "And he was, like, 'Well, wouldn't you like to do a real charter?'"

"You might as well go big," Steve chuckles, "or go home."

The three sailors caught up for a weekend to see if they could work together, particularly in such close quarters as aboard a boat. With the decision made, the next step was to find a vessel. *Gas Light* just happened to be available.

*Gas Light* was fashioned after the famous San Francisco scow schooners that sailed the Bay in the 1800s. The modern *Gas Light* is a steel-hulled version built in Sausalito by local craftsman Billy Martinelli over a 10-year period starting in 1990.

"We teased Joyce, that the first boat she bought was 72 feet," Allie says.

"We're each a one-third owner," Joyce adds, "so it's a women-owned business. And we really encourage getting females on board and having girl power."

*Gas Light* is also being put to work for charitable purposes, with the

continued on outside column of next sightings page

## good jibes



COURTESY KAYLEEN VANDERREE

Kayleen VanderRee





## — continued

communities. Kayleen is a lifelong sailor from British Columbia who first sailed to Mexico when she was 15. She's managed to merge her passions for sailing and snowboarding, learn the engine and electrical systems of her boat, and cultivate a community around shared passions while living with her partner, Tyler Turner, aboard their Tartan 42 *Spray* in the Pacific Northwest.

In a following episode, Nicki talks with legendary cruiser and author Lin Pardey about her life of sailing, giving back, and adventure. Lin has sailed more than 200,000 miles, completed two circumnavigations,

continued in middle column of next sightings page

## three strangers — continued

business supporting community sails. "We want to really give back and get the community involved," Allie explains, "and get sailing back to a popular sport." To date, recipients include the Blue Water Foundation and a charter school in Richmond.

The trio bought *Gas Light* in June 2019, just months before COVID altered their plans. But now, with restrictions markedly eased, *Gas Light* is once again free to sail the Bay, as she was built to do.

— monica grant

## to hawaii and back singlehanded

Solo sailor Christian Williams, age 78, went to Hawaii and back for the third time last summer — 5,000 miles and 45 days at sea — aboard his 1984 Ericson 38 *The Ionian II*. By now, he knows the drill: the months

continued on outside column of next sightings page



ALL PHOTOS COURTESY GAS LIGHT

Left page: Joyce Dostale, Allie Hawkins and Steve Ingram aboard 'Gas Light'. This page, top left: 'Yachty Steve' in the 1980s. Top right: Joyce, Allie and Steve. Bottom: 'Gas Light' under sail.



# SIGHTINGS

## to hawaii and back — continued

of preparation, the first cold days anxious for his sea legs to come back, the warm trade-wind sailing as far from land as one can be on Earth, the days feeling longer and longer as land gets closer and closer, and finally, the sleepless 24 hours before arrival, dodging ship traffic and navigating around the Hawaiian Islands — only to cast off again three weeks later after a well-spent vacation with his family, who fly in for the occasion.

"Wait a minute — I'm gonna sail back, against the trade winds?" Christian wonders as the time to leave Oahu approaches. But the question is only rhetorical for our seasoned sailor, as hiring a skipper for the way back would be cheating in his book. Yet many sailors, racers in particular, choose this option for their own boat every year. Indeed, the return trip is always longer and more challenging than the way there: beating up north to find the trade winds above the North Pacific High with the risk of being becalmed for days on end.

The weather on his third trip was especially challenging. "More than half the time, it blew 30 or 35 knots," he recalls. "It is way too much for comfort on this boat. Coming back, I had 11 days bashing into 25 and 35 knots of wind, and it tired me out. It took me 26 days to get back because I had to tack a lot. I felt behind schedule the whole time." Is there going to be a fourth trip? Even Christian knows he cannot trust his own word: He'd already said there would not be a next time after his two previous trips. The first time, thinking he was done for good, he even sold the boat, a 1985 Ericson 32, only to upgrade to the Ericson 38 that has taken him on

his second and recently third passage.

Christian got into singlehanded sailing because of his admiration for the early singlehanded racers. A dinghy sailor since age 8, he got introduced to offshore sailing on trimarans and made a point since then to always own a boat. "After all those years, I still feel defined by the fact that at least I know how to sail. Although I had a

long life and a great career, you do not feel that you are in command of the situation. But I think that many of us sailors do; we find ourselves suddenly in league with the universe. It sounds corny but it is true," he laughs.

The first singlehanded transatlantic race, the OSTAR in 1960, pricked his interest. "My father and I talked about singlehanded a lot. It was like Mount Everest, we thought. And in those days, it was just celestial navigation and leaky wooden boats!"

When his father's friend, Philip Weld, finished as the first multihull in the OSTAR 20 years later on the trimaran *Moxie*, Christian thought to himself, "If Phil Weld can win the singlehanded transatlantic race at age 65, I guess I can just go cruising alone to Bermuda." To this day, Christian considers Weld his biggest inspiration to singlehand.

Thirty years and 20,000 miles later, his favorite destination is not Bermuda, but Hawaii, as he had moved to the West Coast since then. And yet, the destination does not matter much for Christian. He seeks to be alone, and far from land. "We live in a world where our cellphone continually rings, where we are surrounded by television commercials, everybody is telling you what you should be, but if you don't get alone with yourself, it is possible to live your whole life without having the foggiest idea of who you are," Christian explains. "You can call it philosophical, but it is mostly curiosity. Who am I? How will I react to heavy weather? How will I react to gear failure?"

continued on outside column of next sightings page

## good jibes

and had many more adventures of a lifetime with her late husband Larry Pardey. She and Larry built both their small wooden boats in Southern California, but she is now living in New Zealand and sailing aboard a 40-footer with her partner David Haigh.

Lin talks about how she and Larry met; her biggest sailing thrills; how to modify your boat to suit your needs; building confidence as a sailor; what size boat to get; being a pioneer in tiny living; and adventures ranging from living in the Kalahari to attending a rodeo in Vanuatu.



***Inset left:** A singlehander is always on watch. **Above:** Christian Williams on his 1984 Ericson 38 'Theloniou II' in his homeport of Marina del Rey. **Below:** Christian promised his wife Stacey that he would always tether when outside the cabin. **Right page, top:** Christian in 'Theloniou's' salon. **Bottom:** Approaching Oahu in July 2021 after 19 days at sea. **For Christian, after three trips to Hawaii and back, the one constant is, "It always seems right to be there."***





## — continued

*Latitude 38* contributing editor Ross Tibbits spoke with Roy P. Disney, who has sailed in more than 20 races to Hawaii, about his favorite sailing memories and people. The name Roy Disney is well recognized for many reasons, including many years of campaigning a wide variety of race boats named *Pyewacket*. Roy has been sailing since he was walking — including in basically every major Pacific race since his first Transpac in 1975.

Roy shares some insights for aspiring

continued in middle column of next sightings page

## to hawaii and back — continued

For this solo sailor from Marina del Rey, Hawaii is the most practical destination to get this precious offshore time alone. He is able to complete the round trip in only a couple of months, usually July and August. His time alone is anything but lonely, a theme he explores extensively in the books he wrote after his first two trips: *Alone Together* in 2014 and *Philosophy of Sailing* in 2017. "If you go to the desert alone and rent a cabin for a week, you will find your head is full of the people you know. They are not there, but you remember things about them that you are not aware of when you are with them. This is what I mean by *Alone Together*."

With books, YouTube followers and an audio book, Christian looks to dispel myths about sailing and give practical answers to people who are interested but don't know how to get started.

— marie-cécilia duvernoy



ALL PHOTOS CHRISTIAN WILLIAMS

## marie rogers — part 2

In the November issue, we shared Part I of Los Angeles Yacht Club staff commodore Marie Rogers's efforts to bring more diversity to sailing. As the pandemic unfolded in 2020, the Southern California Yachting Association reached out to her, asking her to lead a Diversity, Equity and Inclusion (DEI) initiative. Her recommendations would be implemented across 92 member yacht clubs, spanning from Morro Bay into Mexico and eastern Arizona. She began by speaking to the clubs — virtually — on DEI and yachting, and how they can play a more active role in inviting the wider community. This made some participants visibly uncomfortable. Or sometimes, they expected her — as a Black person — to possess all the answers when talking about non-white and mixed-race people, a growing segment that now makes up 42% of the US population (at the 2020 census). "It's exhausting, but never boring," she says.

So, what does Marie want clubs — and club members — to do? Marie reflects on the cachet that community sailing found with professionals. "My proposal is for clubs to conduct outreach to professional associations — to invite, say, members of the Hispanic Bar Association of Orange County to a sailing talk — or to host their quarterly meetings at the yacht club." Marie put together event invitation templates, so club organizers can simply drop in the name of an association and invite their members to come along to club happenings.

She also encourages clubs to make space not just for inner-city kids in their junior programs and summer camps, but for their parents, too. For a lot of these kids, summer camp is "not going to get them into high school sailing. This is not something they're going to put on the résumé to get into college." Without having the parents there to buy into their kids' sailing ambitions, or to anchor the family in a local club, a huge gap exists. Yes, summer camp scholarships have existed for decades, but plainly, if you "look at our US Sailing Team, how many people of color do you see there?"

Finally, there's the you-and-I business of yachties choosing to take new people out on boats. "If you have a boat and you have friends, well, invite more people on your boat."

Marie's work is, thankfully, gaining national exposure. She will be presenting at the US Sailing National Sailing Programs Symposium (NSPS) on January 27-29, 2022, in Savannah, Georgia. The weekend following our conversation, she was going to Newport, Rhode Island, to celebrate Captain William D. Pinkney, the first Black inductee into the Sailing Hall of Fame. At 86 years of age, Captain Bill is finally getting his day, following achievements that include a 27,000-mile circumnavigation that took 22 months. Footage from the journey became *The Incredible Voyage of Bill Pinkney*, a documentary that won a Peabody Award for excellence in children's television programming. Bill is also a committed racer — notably, in the Mackinac Races on Lake Michigan — and has contributed extensively to US Sailing programs. He is a member of New York YC.

In standing with communities of color, Marie finds inspiration, too. She spoke about visiting the Jackson Park Yacht Club, on the South Side of Chicago, for the first time. Here was this historical, 125-year-old club that was aging out — that is, until it was re-energized by people who, in previous decades, would have been banned for the color of their skin. For her, the table of reality was flipped by being in a club where "everybody" has a brown face. "It was awesome, to see someone that looks like my dad or an uncle." Many of these members represented people like her, people spreading the same message across the country, people with skills and time, not just a panache for cocktails and blazers. From a San Francisco perspective, Ebony Boat Club ([www.ebonyboatclub1987.com](http://www.ebonyboatclub1987.com)) in Stockton comes to mind. Thriving clubs with a social as well as a recreational mission — to get more people on boats.

There is also a spiritual mission, one that all boaters can relate to. It's this mission that makes her work essential in today's society. Surpassing the skepticism or discomfort people feel when talking about diversity is the fact that very few people who have experienced sailing have not come away changed by it.

continued on outside column of next sightings page

## good jibes



LESLIE RICHTER / WWW.ROCKSKIPPER.COM

Roy Pat Disney





## — continued

racers and talks about how to get a handle on big boats, the coolest boat he's ever sailed, his top sailing idols, and making history with the recent speed record in the Cabo Race.

Another very popular episode is John Arndt's talk with East Coast/West Coast sailor and racer Moe Roddy. Moe talks about a lifetime of sailing experiences and finding empowerment in sailing. A racer and cruiser, Moe was the second woman ever to finish the singlehanded leg of the Bermuda One-Two. She's a frequent race committee volunteer, serves on the board of the St. Francis Sailing Foundation, and uses her experience as a retired nurse to spread women's heart-disease awareness. She first learned to sail in college in Southern California and was at first hesitant about it. She then dove in headfirst as she got involved in the racing community and

*continued in middle column of next sightings page*

**Left: Marie gets lots of on-the-water time in addition to tireless work opening doors for more sailors. Below: Sailing is for everyone. Right: Marie's diverse portfolio of training skills extends from teaching knots to engaging in the dialogue of Diversity, Equity and Inclusion.**

## marie rogers — continued

"Especially in the pandemic, there's so many of us now in this society that are so disconnected from our true selves and from nature," she says. "You put people from all different backgrounds in a boat, and out of nowhere, crazy-deep stuff just starts pouring out. People just open up and you see this whole other side of them. Sailing won't fix everything, but if you get more people to have that experience — of gaining the confidence to run the boat, of learning to trust themselves and to trust others — for them, it's very freeing! Denying people this opportunity, based on old-timey ideas — well, it's obscene." She quickly turns to the upside: "If every boat owner took someone sailing, wouldn't it be the catalyst for something great?"

An hour into our conversation, she was still animated, engaged — I can't even imagine how much energy she must bring to a sailing class. I thought that this was where we would wrap up, but a day later, she emailed me in all caps: "NEWS FLASH! NEWS FLASH!" Marie was asked to be president of a nonprofit dedicated to offering offshore training to those historically not represented in the big-boat racing world. Their goal is to purchase a Transpac-worthy yacht and offer all levels of opportunities for people to participate in its development, besides racing the Transpac itself.

The benefactor, who has completed the Transpacific Yacht Race twice, does not want to be identified. He is just sick and tired of seeing only one type of person in these races. The program is designed to be a sustaining effort, not a one-off. An all-female Transpac team one day, perhaps?

If anyone can pull it off, it's Marie Rogers, a schoolteacher who became commodore of LAYC, a local community sailing program leader, now guiding US Sailing's national agenda. Marie signed off a second email with typical determination: "You see, I never like to give up the helm."

— ros de vries



PHOTOS COURTESY MARIE ROGERS

# SIGHTINGS

## a santa ana surprise

"What are you going to do about the Santa Anas?" the message read. It was sent directly to Jared from one of our trusted cruising friends who knew we were a few days ahead of schedule and wanted to make sure we had a plan for our first visit to the Channel Islands.

We did not bother to read it because the late fall conditions made it one of those "Who cares about our phones?" kind of days. A steady easterly was taking us from Smugglers Cove on Santa Cruz Island down to Santa Rosa. Plus, we were still buzzing from spending hours with a super-pod of common dolphins the day before, as our 45-ft Hanse slipped along at a steady 7 knots across Santa Barbara Channel.

That morning after anchoring in Smugglers, we checked Windy and our charts, and it looked like we were set for two to three great days of exploring the area. The boat could easily handle the predicted gusts up to 20 knots, and it would be downright sporty in the steady breeze moving over the light swell from the Pacific.

"Sailing Tantalus says we should look out for some strong winds that are coming," Jared said, after finally giving in and checking his phone.

"I don't see anything predicted on Windy or any other app; are they sure?" I asked, hopeful that they might not know our exact plans. And everyone we collaborated with on the planning of this trip said that once we passed Point Conception it would be smooth sailing.



We all started to double-check the data again, and nothing showed anything that would even call for a reef in the genny. Finally, someone Googled "Santa Ana winds," and there were news reports that the fires already burning in the area were likely to be stoked by a few days of strong air coming from the desert. Further research found that local atmospheric predictions were calling for up to 50-knot winds to hit our area within a few hours, even though our trusted apps were not showing the same warnings.

Sarah noticed that the water was starting to show signs of change. She pointed out the puffs building up behind us as we came over the northeast side of the island and steadily increased our pace. We all started to search furiously on our once-forgotten phones, and a few quick strokes turned

continued on outside column of next sightings page

## good jibes

sailed all over the Atlantic, Caribbean, East Coast and now on San Francisco Bay.

Moe talks about her most memorable experiences on the water, what's changed for women in sailing over the years, and the beauty of quiet time while crossing an ocean. This episode covers everything from learning how to sail to giving back to the racing community. Moe will be joining the crew of *Latitude 38* by hosting some upcoming podcasts of her own.

With 20 episodes available and new episodes coming every week, there are lots of

*Inset left: The 'Aeolian' crew. Left to right: Andrew Hosford, Sarah Fingarson, owner Jared Rodgers and Captain Richard Bard. Top: China Harbor was windy but offered both protection and beauty. Bottom, left: Dolphins in the Santa Barbara Channel and the anchor that held tight. Right: 'Aeolian' in her calmer home waters of the Pacific Northwest.*





## — continued

great stories, insights, lessons and entertainment on our *Good Jibes* podcast series, available at Apple Podcasts, Spotify or wherever you listen.

— latitude



Moe Roddy

BILLY BLACK



ALL PHOTOS ANDREW HOSFORD

## a santa ana surprise — continued

up a YouTube channel with Capt. Dan giving detailed advice about how to hunker down in Chinese Harbor during a strong Santa Ana. Within minutes of watching that video, we turned hard to port and put the gusting winds onto our beam. The knotmeter recorded gusts close to 30, and we were heeling hard toward shore. It was going to take at least an hour to get all the way into the safe zone, and we could tell it was not going to let up.

Now, to be fair, we were new to California waters, but we had just successfully sailed the boat down from Seattle in the weeks prior. From Anacortes to San Francisco, we had an experienced skipper on board who helped us make hard decisions regarding bar crossings, sail management, and how far to sail from shore.

After San Francisco though, Captain Richard Bard departed back for Washington, and the three of us coast-hopped to Half Moon Bay, Monterey, Morro Bay and Santa Barbara on our own. We'd also successfully navigated a small-craft warning that blew our friends in Morro into all kinds of trouble by leaving a day early, rounding Point Conception into safer waters.

So having unexpected winds blow out of an unexpected place and being so targeted on the islands we just happened to be in was certainly a surprise. As we looked at more predictions, it was clear that we could not outrun this unique weather. Following the few other boats around us, we heeled hard toward the harbor and hoped we had enough time.

The rocky point was boiling with wind and waves, but we stayed tight and headed toward the first beach on the left. To escape the wind we had to sail within a couple thousand feet of a big-breaking shoreline that felt a little too intimidating. We tried some anchor drops, but the chart indicated a rocky bottom and we felt more comfortable pulling up and heading down to a sandier area.

As we navigated the harbor, we noticed boats making a run for the west side of the area, in the direct path of the building winds. Was there a dock or better anchoring down there, we wondered? Our gut told us to hold as close to the eastern hills and shore as possible, so we finally settled in between the two main valleys and set anchor exactly where Capt. Dan on YouTube described. It was early enough in the afternoon that we had time to have an 'anchor cocktail', as our sailing mentor describes it, and sit and observe our movement.

The night pushed in, and the gusts started to hit 40 and above. The anchor was holding strong but it had not been tested in winds that high. We were amazed at how little protection the hills seemed to provide as the air slipped over them and hit our nose at almost full force. But we could see that the water beyond the point was churning at a more dangerous rate, so we knew that staying was the right move.

Sleep was fleeting, as every creak and squeak on the boat was exposed by the constant blow. In the early morning, Jared and I took our sleeping bags into the cockpit to make sure we were ready to start the engine in case the anchor decided enough was enough and we started to slide. Luckily, the wind also cleared the sky of any smog and smoke, and we studied galaxies and constellations to keep our minds off the potential disasters.

Another factor in choosing that anchorage was that we could drop with the bow toward shore, and if we were pushed off we would simply head out into the bay and beyond. We had no desire to test that theory and held on tight until the sun brought some reprieve in the morning.

The winds were strong for 48 more hours, and we passed the time watching our GPS anchor point move around the screen like a kindergarten drawing with crayons for the first time. We clearly moved a bit, but overall we held strong and felt good about our decision-making.

Our itinerary took us to Catalina Island once the weather settled, so we did not get to explore the islands as anticipated. Friends who came later enjoyed seeing the famous foxes, diving for lobster, and hiking the uninhabited trails. Those reports convinced us that we need to come back soon — especially to get another shot at better planning for those unique Santa Anas.

— andrew hosford

# SEASON CHAMPIONS, PART II —

ALL PHOTOS LATITUDE / CHRIS EXCEPT AS NOTED

We took a little break from our Season Champions series of features to spend two weeks sailing down the coast in the Baja Ha-Ha. This month we pick up where we left off in our November issue.

Because 2021 started with a post-holiday COVID surge, and because vaccines were not yet widely available to those who wanted them, race organizers had to continue adapting to the ongoing pandemic. The Yacht Racing Association of San Francisco Bay did so by introducing a Shorthanded Sunday Series. The Singlehanded Sailing Society started out their season by restricting the number of entries in their wildly popular Three Bridge Fiasco. The late-January race admitted singlehanders only. February's Corinthian Race capped entries but included doublehanders — and moved to the Cityfront, where race committee volunteers could run the race from the levee out in front of the Golden Gate YC clubhouse.

At the virtual SSS annual meeting on November 21, outgoing race chair Tom Boussie commented, "I think we must be the only racing organization on the Bay in the last two seasons that got our entire season off without having to cancel a race. This did require a lot of ad hoc alterations along the way. For many races we had to move the starting line to the Golden Gate Yacht Club because of the ease of setting up in the parking lot there, and the race committee could maintain the social distancing neces-

Ruth Suzuki and Gordie Nash  
'Arcadia'



sary. We had to use virtual finish lines for some of the races. For a lot of races, we asked the racers to be the primary or backup recorder in reporting their own finishes. I want to share my appreciation for the patience of the entire community that really rallied together to get out a full racing season despite the COVID restrictions."

## SSS Singlehanded Monohull *Fugu, Wilderness 30 S* Chris Case, RYC

"I had hopes, but there's some pretty fierce competition out there," said Chris Case during the SSS meeting. "The stars had to align. I was chased fiercely by Synthia on *Eyrie* and Rebecca on *Bombora*. I never felt like my transom was clear, and often either or both of them was ahead on any one race. It made me feel like I really earned it. It pushed me to work harder and try to think a little more than my brain is used to. I salute both Synthia and Rebecca because it added a little spice to the relish."

"It's like Sadie Hawkins Day all year," quipped Synthia Petroka.

"I feel really fortunate that *Fugu*'s a light-air boat, and the season, as it turned out, favored light-air boats," added Chris. "So a little was luck sprinkled in there too."

Chris and *Fugu* won the SSS singlehanded season in 2016 as well.

## SSS Singlehanded Multihull *Raven, F-27 trimaran* Truls Myklebust, BAMA

"I had a lot of fun this year," said Truls Myklebust. "We started off singlehanded this year and then carried it through with the pandemic going on."

"I can't say that I had as much competition for the multihulls as Chris did for the monohulls. (We have a small fleet for the multihulls.) A good way to finish off what I think will be the last full season with *Raven*. I'm going to have a different boat next year, so there'll be new challenges to take on. It's a Chris White-designed trimaran." The Explorer 44 is a sistership to fleet member Rich Waltonsmith's *Round Midnight*. It's 28-ft wide — wider than *Raven* is long!

Truls and *Raven* have won the SSS season before, both singlehanded and doublehanded.

## SSS Doublehanded Monohull *Arcadia, Mod. Santana 27* Gordie Nash/Ruth Suzuki, RYC

"I'm most impressed by all the people who raced boats that were not really intended for doublehanding," said Gordie Nash, who also won the season in 2013, 2014, 2018, 2019 and 2020. "The J/120, J/105, even Mr. Case's boat. They weren't really intended for single- or doublehanding. Those are the people that really impress me, because they solve the problems. *Arcadia*'s really intended to be a double- and singlehanded boat, from its very beginning. My hat's off to everybody who raced and finished all those races in good shape."

## SSS Doublehanded Multihull *Whoopee, Corsair Dash 760 trimaran* Glenn Howell/Heather Annesley, CYC

"We're relatively new to the Bay — at least I am," commented Glenn Howell. "We made several navigational errors and did some shrimping with the spinnaker. It didn't seem like we were going to be very competitive until we somehow put it together and actually had two races where we — believe it or not — didn't make any mistakes — shocking to us."

"We did get better. We learned where Southampton Shoal is. We sailed right past it in one race. I looked at the chart, I saw there's a red buoy there, but I didn't read the fine print. We saw this metal hulk out there and said, 'Avoid that.' That turned out to be a mark of the course."

"We sailed 15 minutes out of our way," added Heather.

"The rest of our fleet wondered what the heck we were doing," continued Glenn. "We wondered why they were cutting the corner."

"You're cheating; what's goin' on?" said Heather. "Wait a minute — they're all doing it."

"So we're kind of dumb, but we figured it out eventually," concluded Glenn.

He spoke about the highlight of the season for them. "After COVID, you're sailing by yourself; you wave to people on the course, but we really hadn't met anybody. Finally toward the end we got to meet lots of our competitors, which was a great pleasure and made it all the more enjoyable."

SSS SEASON

SINGLEHANDED MONOHULL (8r, 1t) —



# THE YRA, SSS AND BAMA RISE ABOVE

1) **Fugu**, 2.64 points; 2) **Bombora**, Express 27, Rebecca Hinden, EYC, 3.819; 3) **Dragonsong**, Olson 30, Sam McFadden, RYC, 3.835. (47 boats)

DOUBLEHANDED MONOHULL (5r, 0t) — 1) **Arcadia**, 3.04 points; 2) **Chesapeake**, Merit 25, James Fair/Cindy Surdez, BYC, 5.192. 3) **Kwazy**, Wylie Wabbit, Colin Moore, RYC, 5.216. (110 boats)

SINGLEHANDED MULTIHULL (8r, 1t) — 1) **Raven**, 5.969 points; 2) **Mama Tried**, Open 8.5, Trevor Baylis, SCYC, 9.091; 2) **Rainbow**, Crowther 10M, Clifford Shaw, SSS, 9.1. (13 boats)

DOUBLEHANDED MULTIHULL (5r, 0t) — 1) **Whoopee**, 5.708 points; 2) **Greyhound**, F-22 tri, Evan McDonald/George Kiskaddon, BYC, 6.25; 3) **LookinGood 3**, F-28R tri, Rafi Yahalom, BAMA, 6.75. (12 boats)

Full results at [www.jibeset.net](http://www.jibeset.net)  
More info at [www.sfbaysss.org](http://www.sfbaysss.org)

**Glenn Howell and Heather Annesley**  
*'Whoopee'*



## YRA Sunday Shorthanded Series

When the Coast Guard resumed issuing permits for marine events in summer 2020, the YRA jumped into action with a couple of doublehanded races. In 2021, they expanded and formalized the concept into a series, and scheduled it for Sundays so as to compete with fewer

*SSS and OYRA racers prepare to start the light-air Drake's Bay Race on August 28.*

other regattas. The new series attracted 104 entries.

Among the champs emerging from the new series was **Kim Desenberg**. "I am happy to report that for all four races of the YRA shorthanded series, I sailed with Skip Allan on our friends Chris Gibbs and Nicola de Flart's Wyliecat 39 **Checked Past**. The Wyliecat, with a single huge mainsail, is a good fit for shorthanded sailing, and sailing with Skip is always enjoyable.

"One of the races took us from the Cityfront to Red Rock. The fleet all went through Raccoon Strait, but we observed glassy water in the strait, and, although we were in a good spot in our class, chose to go around Point Blunt instead. We were the only boat in the entire fleet to do so. We came out close to our original position, with a slight loss of distance on a couple of boats. We knew this to be quite a risk, and spent some time worrying about our decision. We were glad it didn't turn out to be disastrous.

"We enjoyed this series, and hope to return next year if it looks like fun."

**Barry and Sylvia Stompe** won their division with their Hughes 48 yawl **Iolani**, a big, heavy boat that also took the couple on an extended cruise as distant as the South Pacific. "We are enjoying the new shorthanded sailing events,



HEATHER ANNESLEY

# SEASON CHAMPIONS, PART II —



**Andy Newell**  
'Ahi'



**Bill Claussen**  
'Allegro Non Tropo'



**Nick Grebe**  
'WildCard'



**Kim Desenberg**  
'Checked Past'



**Jim Fair**  
'Chesapeake'



**Truls Myklebust**  
'Raven'



**Bob Walden**  
'Sea Star'



**Chris Case**  
'Fugu'

with the YRA series complementing the SSS races," wrote Sylvia. "The Alerion 33 *Bella* gave us close competition, trading tacks in many conditions. The heavier winds favor *Iolani*, so the windy summer was lucky for us!"

Among the skippers picking up prizes at the YRA awards party at Alameda Community Sailing Center on December 5 was one carrying a white cane. **Walt Raineri**, who sails the 7-meter Sonar **Bravo Zulu**, is completely blind — and he has a sense of humor about it. This is from Walt's standard safety briefing before each race during the Doublehanded Series: "Remember, try to stay on the boat, since this blind guy is not going to be able to go very far without you, and if you go in the water, don't pass out as I will be calling you on the radio."

After the end of the first race in the series, Walt commented on the landmark used to guide him and his crew on the long single tack all the way to the windward mark, which one could not see at all for most of that leg of the course. "That was a first. Never thought I would refer to the Sales Force Tower in a positive way when referring to the San Francisco skyline. Amazingly, pointing to the tower led us right to the mark on a single tack, given the current and wind conditions — even though the only sighted person on board could not see the mark until we were about to round it."

Right before the second race of the series, the race committee announced that the starting order would be reversed. "Instead of us starting in the last of 10

fleets, we would start first, with dozens and dozens of boats trying to keep clear of each other as the race committee delayed things to let the flood raise the tide and free the larger boats, which had run aground. 'Do you think we should tell the race committee that we have a blind skipper?' Long pause. 'Naw, better not, but if push comes to shove, I am going to say that I never saw the other boat.'"

Ryan Bruington sailed with Walt, and Craig Carlson filled in as needed.

"The most important factor in our campaigns has always been the crew team," says **Bill Claussen**, skipper of the Alerion 28 **Allegro Non Tropo**. "We have been fortunate to have Carl Flemming, John Skinner, John Pauling, Jim Coggan and co-owner Jim Titus as our team on *Allegro*."

"We have always strived to have the boat in top shape with sails, rigging, setup, etc., so that the driver has total confidence in the machine. It was great to be out on the water and racing again in 2021."

**Jim Fair**, who races the Merit 25 **Chesapeake**, said that all the races were very enjoyable. "My crew for all of the doublehanded races was Cindy Surdez. We have been sailing doublehanded for 30 years."

"My compliments to the YRA for putting on the shorthanded summer series. They were great courses. The courses have long legs and sail all over the Bay, which is perfect for shorthanded sailing. I especially like sailing doublehanded,

and I hope the YRA continues to do the series."

The YRA is continuing the popular format with a Shorthanded Sunday Midwinter Series this winter, and they plan on another shorthanded series in summer 2022.

## *YRA SHORTHANDED SUNDAY SERIES (4r, 1t)*

SPINNAKER 1 — 1) **Invictus**, Jeanneau Sun-Fast 3600, Nico Popp/Burak Kocal, SBYC, 3 points; 2) **Elan**, Express 37, Jack Peurach/John Duncan, SSS, 10; 3) **CruzSea Baby**, Beneteau 10R, Brian & Amanda Turner, SCYC, 14. (9 boats)

SPINNAKER 2 — 1) **Checked Past**, Wyliecat 39, Kim Desenberg/Skip Allan, RYC, 3 points; 2) **Another Girl**, Alerion 38, Cinde Lou Delmas/Milly Biller, RYC, 9; 3) **Flying Fish**, Olson 30, Michael Berndt/Rhett Smith, OYC, 10. (6 boats)

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

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

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

NON-SPINNAKER 2 — 1) **Iolani**, Hughes 48, Barry & Sylvia Stompe, SSS, 3 points; 2) **Bella**, Alerion 33, Aidan & Sean Collins, TYC, 5. 3) **Highlander**, Cal 40, Bob Horton/Chris Cooper, TYC, 15. (5 boats)

NON-SPINNAKER 3 — 1) **Bravo Zulu**, Sonar 23, Walt Raineri/Ryan Bruington/Craig Carlson,



# THE YRA, SSS AND BAMA RISE ABOVE



**Craig Carlson, Walt Raineri, Ryan Bruington**  
'Bravo Zulu'



**Mark and Anne Thomas**  
'Windsome'



**Fred Paxton**  
'Zenaida'



**Barry and Sylvia Stompe**  
'Iolani'



**John Collins and Dave Gruver**  
'Sketch'



**Adam Masukiewicz and Ron Snetsinger**  
'Yeti'

BARRY STOMPE

BAADS/SBYC, 3 points; 2) **Island Girl**, Islander 36, Frank & Will Burkhart, PCYC, 5. 3) **Windwalker**, Islander 36, Richard & Tom Schoenair, BYC, 12. (4 boats)

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

EXPRESS 27 — 1) **Peaches**, John & Michael Rivlin/Michael Deady/Jon Goldsmith, StFYC, 5 points; 2) **Hang 20**, Lori Tewsbury/Adam Mazurkiewicz, BYC, 13. 3) **Hot Sheet**, David Wick/Adam Savitzky, RYC, 13. (8 boats)

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

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

## YRA Summer Series

After a year's hiatus, the YRA Summer Series returned in 2021, with eight races on four days, starting with Berkeley YC's Wheeler Regatta in April.

"After the year of COVID hibernation, it was great to get the whole team back on the boat in 2021," writes **Reuben Rocci** of the J/111 **Swift Ness**. "I am grateful to my crew. After such a long stint of no racing, they jumped right back into the saddle and performed flawlessly."

On June 19, Reuben noted 30 knots of wind. "We survived the day without a single wipeout or breaking anything. Team **Swift Ness** did a great job. They include: Ralph Wedge (mainsheet), Jack Feller (trimmer), Marcus Canestra (trimmer), Mark Warren (pit assist), Stefano Lindt (mast), Dave Steichen (bow), Greg Rhode (strategist), and last but not least

Nesrin (Ness) Basoz (pit, boat partner, and the boat's namesake)."

"We all on the boat totally enjoyed ourselves after the previous year's dearth of crewed racing," reports **Bob Walden** of the Cal 39 **Sea Star**.

As he related to YRA chair Don Ahrens, Bob's main competition is Andy Newell's Santana 35 **Ahi**, which Bob used to crew on, but this year he had added competition from Joan Byrne's well-sailed Olson 911S **Heart of Gold**.

Bob liked the last two races of the season in the South Bay on September 11. Everyone enjoyed the pleasant conditions and the great courses, but Bob felt the changing tide and wind conditions on different parts of the course gave the races a different and interesting challenge.

He likes all the different race venues on the Bay, but wonders if there might be an opportunity to get boats together after some of the races for socializing — a chance to build the racing community and get to know fellow racers better.

He checks the National Weather Service and PredictWind forecasts before each race, but feels that the conditions he finds on the Bay are often not what's been predicted.

Bob always makes sure that his boat is well prepared for the often-boisterous Bay, that all the boat's hardware is in good working order, and that his crew is well practiced in all maneuvers, including reefing.

"We usually had our tactician Moni Blum, who really wins the races," he told us, "also trimmers Craig, Jocelyn, Simone, Ephraim and Stephen, and mast/bow team Matt, Dave, Amber, Brian and Andrew. I am blessed with awesome crew, and we're looking forward to '22!"

"The skippers felt the Summer Series races are a real opportunity to sharpen sailing skills, improve your crew's ability to perform as a cohesive group, and learn and enjoy the many parts of the Bay we sail in," adds Don Ahrens.

## YRA SUMMER SERIES (8r, 1t)

PHRF 1 — 1) **Swift Ness**, J/111, Reuben Rocci, RYC, 10 points; 2) **Nuckelavee**, Melges 32, Mark & Ross Kennedy, SBYC, 26; 3) **Invictus**, 26. (4 boats)

PHRF 2 — 1) **Stewball**, Express 37, Bob Harford, RYC, 14 points; 2) **Mintaka 4**, Farr 38, Gerry Brown, BYC, 15; 3) **Reverie**, J/109, John Arens, CYC, 31. (5 boats)

PHRF 3 — 1) **Sea Star**, Cal 39, Bob Walden, RYC, 12 points; 2) **Heart of Gold**, Olson 911S, Joan Byrne, SBYC, 14; 3) **Ahi**, Santana 35, Andy Newell, BYC, 21. (5 boats)

ALERION 28 — 1) **Zenaida**, Fred Paxton, RYC, 15 points; 2) **Allegro Non Tropo**, Bill Claussen, RYC, 19; 3) **Last Dance**, Bruce & Ken Munro, StFYC, 26. (4 boats)

## YRA OYRA Series

"I sailed singlehanded this whole OYRA season," said **Truls Myklebust** of the winning multihull, **Raven**.

"The most nerve-wracking race this year was the Saturday of the Drake's Bay Race, when we had very light winds. Just about everybody got stuck in the current just past Point Bonita, but I managed to

# SEASON CHAMPIONS, PART II

pull off the ultimate round-the-outside move by tacking all the way out to the ship channel buoys before heading north. That took me hours, but I managed to pass the entire fleet, and I found myself alone in the lead past Duxbury Reef on the way to Drake's Bay.

"At that point, I knew that as long as I made it to the finish, I would win the Multihull class for sure, and if I did, I would have the season championship sewn up. However, with the very light winds, making it to the finish by the 10 p.m. cutoff was very much an open question, and my instruments for a long time were showing an after-midnight estimated arrival time.

"Into the evening, as dark settled in, still with a couple of miles to go, *Round Midnight*, my main competitor for the championship and a much faster boat, passed me, and I realized that *Round Midnight* might make the finish, while I might not, and if I posted a DNF, *Round Midnight* would win, and in that case, that could decide the championship in his favor.

"It was pitch-black on the way in toward the finish, but luck was on my side. A little surge of breeze just inside Point Reyes got me a nice bump in boat speed for the last mile or so of the course, and I managed to cross the finish line just under six minutes before the cutoff time. *Round Midnight* would win the return leg the next day, but I had an unassailable lead in the championship at that point.

"The Drake's Bay has long been a favorite race of mine, but this year it was extra special!"

"My favorite OYRA races are Drake's Bay and Half Moon Bay due to the after-race activities," says OYRA President **Andy Newell**, who races *Ahi*.

"The most memorable OYRA race in 2021 had to be the last one. The PHRO3 fleet got really small late in the season, and it ended up being a match race between *Ahi* and *Sea Star*. We rate the same — no math required. We spent the last few races swapping the series lead, and the crew worked really hard the last couple of races to squeak out the win. Bob and the *Sea Star* crew beat us easily on the windier Bay series.

"*Ahi* has a pretty big crew list, but here are the folks that did most or all of the OYRA races in 2021: Alexey Sobolev, Hemang Mehta, Ian Kallan, Joe Dick, Mauricio Diaz, Oded Haner, Tony Barker and Valerie Suzawa. I have crew that I have sailed with for decades, but other

than Valerie, this is not that group. Some of these folks have only sailed on *Ahi* for a couple of years (with 2020 all but shut down) and some joined the crew midyear in 2021.

"It can be easy on long offshore races to want to take a nap. What I noticed most during the second half of the OYRA season was how engaged these folks were. No passengers here. Everyone contributed, whether it be discussing tactics, calling puffs, reading currents, watching out for crab pots, or working to wring every bit of speed out of the boat possible."

"Racing with **Elan** for OYRA is a pleasure and focus for the usual sus-

Greg Mitchell, RYC, 27; 3) **Mirthmaker**, Archambault 35, Kirk Denebeim/Robb Daer, PCYC, 31. (12 boats)

PHRO 2 — 1) **Elan**, Express 37, Jack Peurach, SSS, 15 points; 2) **Reverie**, SSS, 21; 3) **CruzSea Baby**, 23. (8 boats)

PHRO 3 — 1) **Ahi**, 12 points; 2) **Sea Star**, 13; 3) **Green Buffalo**, Cal 40, Jim Quanci, RYC, 28. (6 boats)

SHS — 1) **Yeti**, Express 27, Adam Masurkiewicz/Ron Snetsinger, PCYC, 9 points; 2) **Sweet Pea**, Islander 30-2, Jan Hirsch, SSS, 24; 3) **Hang 20**, Express 27, Lori Tewksbury/Erich Ochs, BYC, 26. (10 boats)

MULTIHULL — 1) **Raven**, F-27 tri, Truls Myklebust, BAMA, 10 points; 2) **Round Midnight**, Explorer 44 tri, Rick Waltonsmith, BAMA, 14; 3) **LookinGood 3**, F-28R tri, Rafi Yahalom, BAMA, 25. (3 boats)



'Elan' in action

pects," reports Derek Schmidt. "Optimistic spirit and problem-solving fuel the boat on course. It might also be the excellent grub from the crew. The racing chatter is calm and thoughtful even when we're stressed. Pressing the Express 37 into a hard reach at a StFYC finish is always exceptional. We love racing with our friends in all boats along the California coast."

Skipper **Jack Peurach**, John Duncan, Hadley Burroughs, Hicham Mejjaty, Derek Schmidt and Sanchit Joshi are *Elan's* regulars. "I usually was main trim, but we rotated positions," said Derek.

#### YRA OYRA SERIES (8r, 1t)

PHRO 1 — 1) **WildCard**, SC37, Nicholas Grebe, RYC, 27 points; 2) **Kahoots**, Andrews 43,

#### BAMA Cup Greyhound, F-22 trimaran Evan McDonald, BYC

The Bay Area Multihull Association awards a season trophy for the best performance across a lengthy, diverse list of regattas, long and short, in the Bay, inland and offshore. The season begins with the SSS Three Bridge Fiasco and ends with RYC's Great Pumpkin pursuit race on Halloween. The scoring considers the best of seven races, with a bonus point added for every race after the first race with a maximum of six bonus points possible.

Evan McDonald and his *Greyhound* crew have repeated their BAMA Cup championship from 2019 and 2018.

"We had a great season on *Greyhound*," says Evan. "Just getting out there and racing a full season was a gift after 2020! The BAMA Cup for 2021 had



# THE YRA, SSS AND BAMA RISE ABOVE



GREYHOUND

George Kiskaddon, Evan McDonald, Sarah Rahim  
'Greyhound'

Cup this year for two reasons: First, we did a lot of racing, including all the big races with many entrants, which was a requirement if you wanted to end with a large number of series points. Most importantly though, my regular crew was awesome. George Kiskaddon and Sarah Rahimi, my crew for the last five years, are a great team. They can be trusted to react the right way when things start happening fast on *Greyhound*, which

## BAMA CUP (28 regattas, top 7 score)

1) **Greyhound**, 48 points; 2) **Raven**, F-27 tri, Truls Myklebust, BAMA, 42; 3) **Mama Tried**, Open 8.5 tri, Trevor Baylis/Andy Costello, SCYC, 41.8. (24 boats)

See [www.sfbama.org](http://www.sfbama.org)

**W**e have many more season champions to introduce to our readers in our February issue, when we resume reporting on the numerous one-design fleets that ply the waters of San Francisco Bay and the region beyond. Many of them wrapped up their seasons with the Great Pumpkin Regatta on the last weekend in October. If we haven't already been in touch with your fleet, feel free to reach out to us at [racing@latitude38.com](mailto:racing@latitude38.com).

Aiding the fleets in planning their 2022 seasons is the new *Northern California Sailing Calendar and YRA Schedule*, distributed with this issue and mailed in mid-December to YRA racers. Check for a free copy at your yacht club, marina or marine business, or access it online at [www.latitude38.com](http://www.latitude38.com).

— **latitude**/chris

a very interesting 'best seven races/race any race you want' structure, with points awarded based on the number of race entries and finish position.

"I think we ended up with the BAMA

enables us to capture a bit more speed in exchange for a bit of safety margin — especially downwind.

"My crew is the secret sauce on *Greyhound*," concludes Evan.

**ARE YOUR  
SAILS READY FOR  
BIG ADVENTURES?**

**CONTACT YOUR LOCAL LOFT**

### **SAN DIEGO**

2832 Cañon St, San Diego  
T 619 226 2422  
[sandiego@quantumsails.com](mailto:sandiego@quantumsails.com)

### **SAN FRANCISCO**

1230 Brickyard Cove Rd. #200, Pt. Richmond  
T 510 234 4334  
[pacific@quantumsails.com](mailto:pacific@quantumsails.com)

### **LONG BEACH**

5122 Bolsa Ave #110, Huntington Beach  
T 562 799 7444  
[nwheatley@quantumsails.com](mailto:nwheatley@quantumsails.com)



LOA..... 12.5'  
 Beam..... 3'  
 Draft..... 2.33'  
 Displ..... 430 lbs  
 Ballast..... 69.77 lbs  
 Sail Area .....60 sq ft



## MILLIMETER

In the 170 years of America's Cup racing, perhaps no other class of boat stirs the sailing fanatic's blood more than the 12 Meter. I loved watching the 1980s-era races — especially when the gigantic spinnakers were hoisted and doused with unimaginable athleticism by guys whose definition of technical wear was a pair of skimpy shorts. 12 Meters are big boats that demand big teams and big money to operate — but are still relatable enough in their operation that small-time sailors like myself can aspire to sail one — well, no. We can simply dream.

Now, imagine that 70 feet of grandeur scaled down to 12 feet 6 inches in length. Now it all sounds more manageable, doesn't it?

The Millimeter is a one-design, one-person, single-hull racing yacht, related to the Mini-12 and the slightly longer International 2.4mR. She is a Bay Area legend, with an origin story circa 1982, when Sven Svendsen imported a 12-ft boat from Germany and put it on display at a boat show just south of San Francisco. Jim Taylor, who would become the originator and promoter of the class, recounted that he had never seen anything like it: an America's Cup simulacrum in many aspects, albeit one that you steered with your feet. He and everybody with him were very excited, and all took turns sitting in this Mini-12 and sailing it on its stand. When Taylor declared, "Svendsen, we all want one of these; make us a deal on a bunch of them!", Sven let him know in plain terms they were \$4,250 each, regardless of how many were imported.

This got Taylor thinking about how he could build a better, cheaper, more fun mini. At the time, he lived with Bob Smith, a burgeoning naval architect. Bob and Jim spent the next few weeks talking about what was right and wrong with the German design: To start with, it was a bit small, the hardware was cheap, and the rudder seemed tiny. But overall, the boat was very cool.

Bob set about making some preliminary drawings for a design incorporating these changes and keepers. And Jim — who had noted interest from his boat show friends — went back to tell them that Bob had designed a better version, one that would cost a fraction of the cost of the German boat.

The design was taken to Bill Kreysler in San Rafael, who had just taken over the shop space from Performance Sailcraft, builders of the Laser and the J/24. Bill suggested that Bob and Jim build the plug and a set of molds, and with that, they could build as many as they liked in his space. While the plug was being built, Taylor put a quarter-page ad in *One-Design & Offshore Yachtsman* magazine, the precursor to *Sailing World*. Within the week following the ad, they received more than 100 calls from around the country, wanting information on this conceptual boat, which they called the Millimeter.

With demand building, Taylor took over the shop next to Kreysler's to complete the rigging and deck work. At any given time, there were as many as a dozen boats in various stages of completion. To help the project along, many 'employees' came for hours at a time to help, most notably Scott Easom of Easom Rigging, as the first mast rigger. A trailer was rigged to carry up to 16 boats at a time, and with it, they would set off on delivery and sales calls. Every trip would be an adventure in selling more Millies to different venues. They even sold six to a new housing development in Palm Desert, where an artificial lake exists at the JW Marriott Desert Springs Resort & Spa. During the 1980s, approximately 400 Millimeters were fabricated.

Today, there are active fleets all over the United States, buoyed by the boat's transportability and passionate owners. Plus, there's the relatively inexpensive cost of joining the fleet — you can pick up a good-condition boat for \$2,000-\$3,500 (with trailer) and store it in your garage. You can also skip making sandwiches, as you never need to rally crew — to enjoy a day of competitive or carefree sailing on a one-person boat, you simply need to rig her up and drop her in.

Given the mild conditions on the Alameda Estuary and access to a hoist, the Encinal Yacht Club became the Millimeter fleet's headquarters. I stopped by for one of their scheduled race days to command one of these little boats as if I were an America's Cup-winning helmsman, albeit with no crew but myself.

EYC's dry-storage yard had the air of a car enthusiast's club, with owners hopping from one trailer to the next. An offer to help rig up a boat is really an opening to see how each individual skipper has run their lines, each according to personal taste. Sheets, halyards, the vang, you name it, all run into the cockpit and onto your lap, and so there's a matter of ergonomics, of knowing intuitively which control line does what, and of keeping it all from becoming a fouled mess. And while I'm talking about messes, did I mention that you launch the spinnaker from the cockpit, too?

Once I had oriented myself with the Millimeter fleet's 'class boat', *Camouflage*, I was ready to raise my sails and get a few practice tacks in. Almost immediately, I was made aware of what a unique thing it was to steer with my feet. In light air, I could stay neutral, but in puffs, the bigger-boat sailor in me would unconsciously start moving my legs to stabilize my body. This would often result in me turning into the wind, or as happened more than once, going into a low-speed accidental jibe. Thankfully, these being boats with no more than 550-lb displacement, the thing most likely to get damaged by a maneuver like this is one's ego. I persevered like this for much of the day, feeling as if this foot-steering thing required "pat your head while rubbing





ALL PHOTOS ROS DE VRIES EXCEPT WHERE NOTED

your belly" levels of body coordination. That is, until I realized that you could simply take your feet off the pedals and let her sail a straight course.

The Millies can be wet boats, where the hand bilge pump serves an essential function. However, in optimal conditions — with the breeze under 12 knots and sailing on flat water — they are safe and sane. In lieu of using your legs, "moving your weight up" consists of draping your arm over the gunwale, like cruising around in a car with the window down on a hot summer day. As the breeze strengthened, the boat would heel over, the low side just inches from being buried. It was moments like this that I found most exhilarating — one hand plastered across the hull and the other trimming for the puffs. You feel as if you're sailing very fast when the waterline is so close (and the beam so narrow) that you can almost touch it.

The Estuary Millimeter fleet is entirely self-sustaining. Each of the day's five races consists of a rabbit start, then a (roughly) windward-leeward course around two fixed marks. There is no

**Rigging the Millimeters for a day of racing from Encinal Yacht Club. Clockwise from top left: Liam O'Flaherty; Aaron Lee; Nathan de Vries and Chris Davis; Ros de Vries.**

race committee or timekeeping. Perhaps best of all, the skippers talk freely between races about sail trim and race tactics, in the cause of friendship and a more competitive fleet. They even swap boats. Despite being unfamiliar with the boat and course (not to mention, having to do all the roles), I was greeted at the finish line with encouragement and teaching moments. Then, after the races had wrapped up, Aaron Lee (the 2021 Nationals Champion), stayed on the water with me to partake in a little buddy boating. Yes, it was for the pleasure of sailing, but also to make use of an earlier boat swap, so Aaron could see the rake of his mast from an objective distance. And that's why the Millimeter class remains so competitive — the owners use every moment they have together to hone their skills and develop the fleet as a whole.

At the end of the day, I had neither snatched a trophy from

# BOAT OF THE MONTH — MILLIMETER

the New York Yacht Club nor even distinguished myself as a skipper; however, I had enjoyed a day of incredible singlehanded sailing, big smiles, and sunshine. At least once, I'd imagined what it would be like to have one of these quirky race boats of my own, a boat that requires only a little more effort to rig than a Laser yet possesses the characteristics of a full-size sloop. Yes, I'll dream of sailing big one day on a *Stars & Stripes* or *Australia II*, but today, I can have a metric ton of fun by sailing small.

**E**ach month, you'll find eight or more Millimeters at En-cinal YC (1251 Pacific Marina, Alameda). Interested in learning more about the class, or joining an upcoming race day? Contact Pax Davis at [Pax580@aol.com](mailto:Pax580@aol.com). For more details on these distinctive boats, visit [www.millimeter.org](http://www.millimeter.org).

— ros de vries



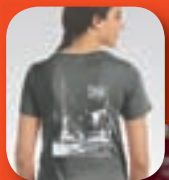
*Aaron Lee takes an early lead during one of five rabbit start races on the Alameda Estuary. The Millimeter sails beautifully in wind under 12 knots and on flat water.*

ROS DE VRIES

# Good thREADs

Get the good read and good thREADs package  
Order the magazine and t-shirt package online.

- \$36 for a one-year third class subscription
- \$55 for one-year first class
- \$63 for a one-year third class subscription & *Latitude 38* classic t-shirt + free shipping.
- \$82 for a one-year first class subscription & *Latitude 38* classic t-shirt + free shipping.



Women-Gray



Men-Red



Name		
Address		
City	State	Zip
Phone number		
Email		
<input type="checkbox"/> MASTERCARD <input type="checkbox"/> VISA <input type="checkbox"/> AMERICAN EXPRESS		
CC#:	Exp.:	CSV:

(Designate women or men, and the size.)  
- Canada, Mexico, FPO/APO, and correctional facilities require first class subscription.

**Save a stamp, envelope and mailing by ordering online at:  
[www.latitude38.com/subscriptions](http://www.latitude38.com/subscriptions)**





- Full Service Boatyard
- Accredited Apprenticeship Program
- Youth & Community Sailing
- Short Courses:
  - Boat Building
  - Marine Electrical
  - Marine Diesels
  - Fiberglass
  - And more...
- Community Events

**www.SpauldingCenter.org • 415-332-3179**  
 501(c)3 Preservation - Restoration - Education - Community



**Westwind**  
 Washing, Waxing,  
 Varnishing



*"Our boat looks amazing!  
 The wood and gel coat shine and look brand new.  
 Incredible work."*

*D. Rusenko  
 Hanse 50'  
 "Fiesta Lente"  
 Pier 39*



**(415) 661-2205**

Serving the entire Bay Area for more than 30 years.

westwinddetailing@sonic.net  
 www.boatdetailing.com



Adjacent to South Beach Harbor and Oracle Park

**CABRALES BOATYARD & DRY MARINA**  
 -Family owned since 1946-  
 Maximum Protection from Hurricanes in the Sea Of Cortes!

**NOW OPEN**

Puerto Peñasco Sonora  
 a two day sail from San Carlos  
 Just 60 miles south of the border



Marine Travelift 150 ton capacity

Full service boat yard uniquely located outside of the hurricane belt near the Colorado River Delta

- Vessel Recommissioning / Decommissioning
- Wifi • Cruiser's Lounge

**CABRALES BOAT YARD**

Space is limited, call for a reservation  
**+521 (638) 112-0204**  
 scabrales@cabralescorp.com  
 Recinto Portuario 91-A Zona Astilleros, Puerto Peñasco, Sonora Mexico 83554  
 www.cabralesboatyard.com

# CLEAR THE DECKS, BATTEN THE HATCHES!

The October 'Atmospheric Bomb' storm wreaked havoc across the Bay Area, with damage to boats and waterfront infrastructure. Mary SwiftSwan of Afterguard Sailing Academy in Oakland spoke to the USCG and various harbor masters to survey the damage along the Bay Area's waterfront, which included 18 boats destroyed or reported with damage, one mystery-slick trace, and one helped with no damage — though actual numbers could be much higher. Additionally, she reports the dramatic grounding, the rescue of the crew, and the loss of a fleet boat during the storm. We will post her winter storm prep checklist and lessons learned on [latitude38.com](http://latitude38.com) for everyone's reference.

**F**all 2021's first big storm on October 24 was a major weather event — an "atmospheric river combined with a bomb cyclone." The unpredicted hurricane-force winds were so strong that most rescue teams could not go out during the storm itself. The morning winds, predicted to be in the 20s, were recorded at 40 kt gusting to 60 kt, combined with a strong flood current, and the afternoon/evening winds were even stronger.

Many boats suffered. Three were wrecked when pushed onto lee shores: a 40-ft sailboat and 20-ft powerboat had been at anchor in Richardson Bay, and a 35-ft sailboat was underway trying to get to a safe harbor but was pushed onto Brooks Island. A 28-ft powerboat sank, and a 38- to 40-ft houseboat capsized in the hard-hit Richardson Bay anchorage. Two boats rafted at anchor, also in Richardson Bay, were partly submerged. A vessel in Belvedere Cove was reported having sunk at its dock. Vessels partly submerged that created oil sheens included one each at three peninsula marinas and one at Alameda Marina.

Another oil sheen was observed at Pier 59 in Oakland. If there was a boat that sank, no sign of the boat was found. A vessel was seen adrift in the Oakland Estuary near Clinton Basin (formerly Fifth Avenue Marina) and another near Sacramento International Airport. Two vessels underway were pushed aground, one near Emeryville and the other in the Richmond Channel. A San Francisco water taxi capsized. A fully submerged vessel was reported showing only a mast by Southeast Farallon Island. The USCG aided a boat underway to get to a safe harbor.

Angel Island suffered damage when several trees were blown over, bringing down power lines. The outer docks were damaged and moorings changed position. When the rain stopped on Monday, October 25, live power lines lying on the ground resulted in a one-acre fire.

The Richmond inner-channel marina suffered a broken finger, sending boats that had been docked careening into Svendsen's Bay Marine.

At Treasure Isle Marina, a key piling was sheared off due to high winds. Boats in the anchorage were mostly on one anchor, and dragged.

A finger broke loose at the North 2 Basin in Oakland, keeping people very busy catching and securing boats.

The morning Vallejo Ferry tried one run, then all the Bay ferry service was shut down. Mark Manes of the Bar Pilots reported five container ships had dragged at anchor.

All harbor masters contacted reported they (and staff, if able to be called to duty) were very busy rescuing boats by retying, setting fenders, pumping out, securing equipment and attempting to save roller furling sails on boats throughout the day and into the night. Bill of Schoonmaker Point Marina was 'on it' through the night, managing to keep his boats from becoming major problems in that harbor.

There is much to be learned from what happened to boats and marinas from this event to keep people and vessels safer for the 2022 season's storms headed our way. An East Coast publication described October's storm as the worst storm to hit the area in a quarter century. The local paper, *Marin Independent Journal*, reported the storm as the worst in two years. These storms are more common than the national news knows. That was in October. The winter storm season

is normally late December to late February. It's a reminder for all to prepare their boats, to check them monthly, and to expect the unexpected. The storms have started to roll through.

Per Maria at Parker Diving Services, their rescue team typically recovers many boats in their slips during winter through June. Leaves and other small debris in the scuppers are a prime culprit to sink a boat. Another is an open head intake thru-hull. If a powerboat is sitting low in the water, strong winds can heel the boat till it takes on water in large exhaust openings. Charged batteries are needed to power auto bilge pumps. If instruments are left on and the boat is not plugged in, the battery can deplete in one week. Some plug in shorepower and forget to turn on the switch at the dock box or check to see the battery charger is on and working, or that the float switch is working. Bilge lines get clogged with debris from the bilge and can't evacuate water. If your boat leaks, put on a solid, well-secured tarp to keep water out.

Phil of TowBoatUS, Maria of Parker Diving and Kevin Fong of the USCG all agree that most boats get into trouble from December to June. December to March from not being ready for storms. April to June from not doing full-service checks on engines, electrical systems and operation equipment like sails, standing and running rigging, and dry lube for all blocks. Give the boat a full once-over before going sailing if it has been a while. Too many sailors cast off too quickly, only to find themselves at the mercy of wind and current. Taking care of the boat during the slow months is key.



**Boats sunk in their slips and were driven ashore all around the Bay.**



**Several boats were blown ashore from Richardson Bay landing in Tiburon.**

PHOTOS LEFT & RIGHT: LATITUDE 38 / JOHN



# GET STORM READY



PHOTOS MARY SWIFTSWAN

*The Ericson 34 'Anthem' did surprisingly well after being driven up high on the rocky shoreline of Brooks Island. Inset: While she looks good here, a cracked hull and water damage throughout the boat meant she was declared a total loss.*

That is the storm summary before we turn to a personal story of one of the 17 boats lost.

With a very sick crew member aboard *Anthem*, an Ericson 34 in our fleet at Afterguard Sailing Academy, the captain felt it necessary to make a run for it from Ayala Cove to find medical assistance. In Raccoon Strait, they could see, but as they turned around the east end of Raccoon Strait along Angel Island, visibility was reduced to half a mile. They tried to head to Oakland, but could not maintain course. Then they turned toward Berkeley at 120 degrees, though their actual course made good was closer to 030 degrees due to a strong flood that had

started pushing them directly toward Richmond in the fierce winds. They tried to motorsail with a tiny bit of jib out, but later could not reduce sail and roll the roller furling back in.

Suddenly, they saw Brooks Island only as they were nearly on it. The prop must have touched one of the old quarry dock pilings broken off underwater near the beach. The engine stopped. The captain raced to the bow and deployed a Bruce anchor, 25 feet of chain and 25 feet of line. The rode stretched out toward the beach, then the wing keel touched the bottom. The captain tied off a mooring line on the stern and stepped off the boat at the stern into chest-deep water. He walked to the beach, where



MARY SWIFTSWAN

*Phil of TowBoatUS tends to *Anthem* as she heads off to her final resting place.*

# CLEAR THE DECKS, BATTEN THE HATCHES!

he tied the line to a log on the beach, forming a safety line for those aboard to get to shore, and carefully returned to the boat. Matt, the Brooks Island caretaker, heard the captain's report of their situation to the USCG. He came around the island on his Mule and arrived at the beach to help. By the time the crew stepped off the boat, they were only waist deep with a strong line to hold and Matt to catch them. All exited the boat safely. Captain Jim Angelo brought the sick member last, walking her to shore. Matt took all the crew in his Mule to his home on the island until the morning portion of the storm eased off at 1030. He then ferried all the now-dried-off sailors to shore by dinghy.

No rescue or salvage company was able to go to the boat to pull her off the lee shore during the storm. That night, the anchor chain broke, allowing the boat to pound on her port side on the beach for hours. Her rudder post was bent and the rudder badly chewed up. Her port hull had been worn very thin with cracks that let water inundate the aft cabin, batteries and engine. The boat lost 20% of its winged keel. On Tuesday, when TowBoatUS could try to get her off the beach, the wing keel dug into the spit like a rock pile. They needed more water to get her loose. A week and a day later, there was a tide with high water a foot higher. They just had to wait.

We were gratefully given permission to see the boat after the storm. *Anthem* was at the end of the beach, pressed into the large rock pile. For a week and a half, she had had water going into the boat at every high tide. She was so brave. Like a burn victim, she was perfect on deck and her starboard side, but underneath the hull-to-keel seam was cracking, and her port side was not recoverable. With a broken left hand in a cast, both hands, wrists and forearms sprained, and bruised or cracked ribs from a fall two weeks prior to the storm, I was not allowed by my protective crew to board. My team boarded her and got the original crew's belongings off the boat, along with what they could quickly gather as the tide was coming in.

The following Wednesday, it took two boats to pull her off that beach. Phil, of TowBoatUS, said her keel was made of 'Unobtainium' buried under 'Impossible



SCOTT JACKSON



LATITUDE / JOHN

**Above left: Many roller furling sails were shredded in the wind. Right: Beyond damage to piers and boats around the Bay many smaller vessels became marine debris.**

Rock.' But they did it. They got her afloat and off the protected island. With a pump running, side-tied to one of the two assist vessels and towed by the other, she made it to the demo yard on her waterline.

*Anthem* looked great when she arrived. It was almost as if she was saying, "See Mom, I'll be OK. I can do it." I had to walk away as the tears rolled when they grabbed hold, tearing off much of her bow trying to drag her with a wing keel up the Army Corps demo ways to be crushed. My brave boat had a sad end, but she helped one boat owner who needed a mast, and Modern Sailing that needed her six winches. Her loss cost me \$7,000, and my insurance company spent \$78,000. In all, it was still a relief, especially since no people were injured.

What could the captain have done with hindsight? Call the Corinthian Yacht Club harbormaster. It would have been dicey to get in, and he did not know that harbor, but their long side ties might have been safe. Sam's docks could not have worked with 3-foot depth at low tide, and a 5-foot draft meant they would not have been able to get in with the low tide just ending. The San Francisco Yacht Club marina could not have worked. The deep part of the channel is too narrow with hurricane-force winds and a flood tide. One boat sank at her

dock in Belvedere Cove. Our boat could have been pushed aground trying to get into SFYC harbor.

The next option: Run with the current and plot a course for the Richmond Channel, making arrangements with Richmond Yacht Club or Brickyard Cove. Someone trying to make the turn into Richmond Marina went aground, and the inner channel docks were breaking up. It is a narrow opening with a rock wall on the outside. With half-mile visibility, he might have missed it.

With a sick person aboard, staying where they were was not a good option. The Angel Island ferry was shut down. With havoc onshore and moorings moving, Ayala Cove was not a good place to stay with descending hurricane-force winds. When the engine stopped and he anchored so quickly, jumping in the water to set up a safety line to shore, it was brilliant and quick action in a dire situation. We are very glad Jim Angelo is part of our team.

For that October storm, we rescheduled all but the three-day liveaboard ASA 104 class. They were on their last day, heading for home port. In the recent December storm, all underway classes were rescheduled. We also followed our storm prep tactics with 21 boats at our docks, with two getting a bit loose and were retied with no boat damage.

— mary swiftswan





# Freedom to Explore

Shop for your Spectra Watermaker at:

Explore the most energy-efficient and quiet watermakers at [www.spectrawatermakers.com](http://www.spectrawatermakers.com)



[www.svensens.com](http://www.svensens.com)  
510-522-2886  
Alameda, CA

SPAULDING MARINE STORE



[www.spauldingmarinestore.com](http://www.spauldingmarinestore.com)  
415-332-3179  
Sausalito, CA



[www.emeraldharbormarine.com](http://www.emeraldharbormarine.com)  
206-285-3632  
Seattle, WA

Speak to a technical representative to find the right system for your needs at **415-526-2780**



[www.swedishmarine.com](http://www.swedishmarine.com)  
510-234-9566  
Richmond, CA



[www.outboundyachtservices.com](http://www.outboundyachtservices.com)  
949-488-0652  
Dana Point, CA



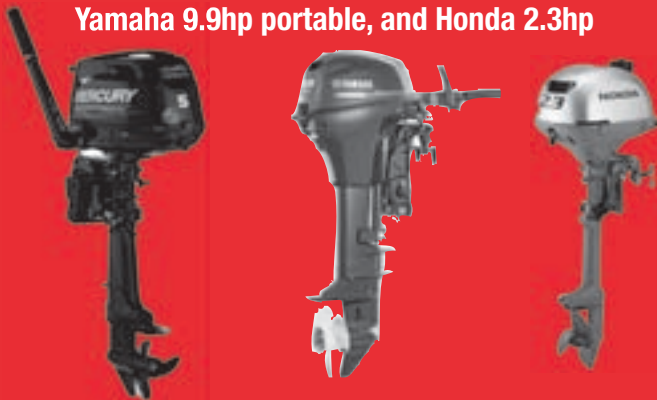
[www.seatechmarineproducts.com](http://www.seatechmarineproducts.com)  
619-222-9613  
San Diego, CA

Mercury • Honda • Yamaha • Evinrude

CHECKOUT THE ALL NEW MUST SEE

## SMALL MOTORS

including Mercury 5hp Sail,  
Yamaha 9.9hp portable, and Honda 2.3hp



Motor availability is very limited at this time, get your order in now if you want a motor for summer

**Outboard Motor Shop**

**(800) 726-2848**  
**(510) 533-9290**

1926 - 2022  
Your Bay Area Dealer  
For 96 Years  
333 Kennedy Street  
Oakland, CA 94606  
[www.outboardmotorshop.com](http://www.outboardmotorshop.com)

All Prices INCLUDE freight & prep, plus tax & license only.

3514



Great Location

Reserve today  
**(510) 236-1013**  
[www.mbyh.com](http://www.mbyh.com)

Deep Draft

I love taking the train. But I hate those one-day business trips to L.A. I'm expected to get up long before sunrise to catch an absurdly early morning flight, then be on top of my game at meetings all day, and fly home late that evening. So when these trips come up, I'll try hard to make time for a long, slow, and scenic ride on the Coast Starlight the day before. Of course, I can't bill the client for this — my timesheet has to show the one-day trip. But putting the hotel and the train ride on my nickel is well worth it: The seats are big, the scenery is great, and I can get a lot of work done en route.

For the most recent trip, I booked "business class," thinking I would have Wi-Fi at my seat. But no connection popped up on my laptop screen, so when I was ordering my once-a-year Amtrak microwaved \$5 Hebrew National hot dog, I asked the snack counter operator about Wi-Fi.

"No Wi-Fi," he said. "But we have Windows Live."

"How do I access it?" I asked.

"There's the window," he said as he gestured to the view of the Salinas Valley. "What you see outside is live."

Fortunately, he redeemed himself by heating up my microwave 'dog' the right way: toasting the bun separately, to keep it from getting soggy. Not every Amtrak snack car person takes pride in their cooking.

The valley rolled by, I got some off-line work done, and later in the afternoon, I thought I'd "take a turn around B-deck" to check out the view from the lounge car. But when I pressed the button to open the door to the next car, Lee Helm, of all people, was on a 180-degree course and about to collide head-on.

"One blast," I said as we both hauled up short. "Port-to-port passing."

"Like, one blast it is," she confirmed. "What brings you on the Coast Starlight? Biz trip to SoCal?"

I nodded, and told Lee she was welcome to sit with me in business class but advised her that the conductor would probably throw her back into steerage next time he came by.

"For sure, Max. I know they won't let me ride here on my steerage ticket, but like, I can still use the biz class bathroom. It's a lot cleaner than the heads in the other cars."

"Good trick," I said. "Going all the way to L.A.?"

"Santa Barbara," she said. "Attending a conference, and it costs, like, an arm and a leg to fly to UCSB. Same with San Luis Obispo. The train is the only reasonable way to get to those campuses. Notice that almost everyone on the train is a student?"

"Now that you mention it, yes," I said. "Must be near the end of mid-winter break. Which car are you in?"

I'll come and visit when you're back at your seat."

"I'm camped out in the observation car," she said. "Didn't score a starboard-side window seat, so the observation car is next best."

"You know, they really shouldn't call it an observation car. Back in the day, the real observation cars had that elevated skylight so the view was also fore and aft."

"Not possible with the double-deckers," she reminded me, and slipped past me to get to the better bathroom in the business-class car. "See you back at my digs in a few minutes."

Indeed, Lee had staked out a very nice alcove around a table in the observation car, and we chatted for most of the ride. The stop at San Luis was long enough for Lee to get a data link that made her phone into a Wi-Fi hotspot, so at least I was able to check email.

When the train was rolling again, and Wi-Fi was lost, the conductor announced a special event: A volunteer docent from the National Park Service had just boarded, and there would be a running narration of the points of interest when the train went right through the middle of Vandenberg Air Force Base.

"Did we luck out or what?" Lee exclaimed. "The base is usually off-limits; this is the only way for us civilians to see the inside. Actually, it's not an AFB anymore. Now it's an SFB, for, like, Space Force Base."

The history of the base, as told by the docent as we cruised through, was fascinating. It only had a minor role in the "Second Punic War," as Lee refers to WWII, but was converted to a spaceport shortly after.

"Surveillance satellites are often launched into polar orbit," the docent explained, "and this is one of the few places in the US with a clear shot due south. The rockets don't fly over any major landmass till they get to Antarctica."

The launch sites and blockhouses with historical significance were pointed out as we rolled past. Fascinating stuff, but it reminded me of what this Space Force might be for: zapping satellites, or defending our own. Was the GPS system really as reliable as we'd once thought?"

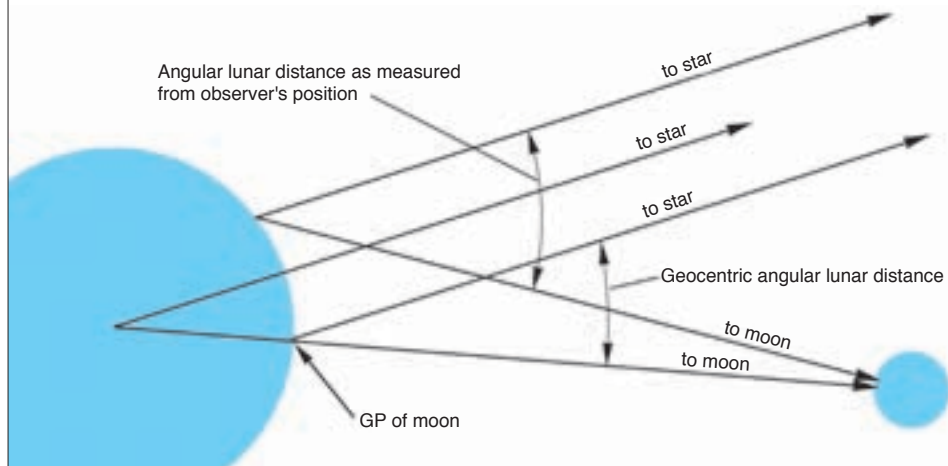
I posed this question to our tour guide.

"Well, the Navy put celestial navigation back in the curriculum at Annapolis," he answered. "And there are RFPs

**Theory of the Lunar Line of Position. Instead of determining time by lunar distance, this method uses known time and measured lunar distance to get a line of position-based horizontal parallax. Not very precise, but could be handy when there's no visible horizon.**

All sight lines to a star are parallel. But the moon is close to Earth, and the direction to the moon is increased by a parallax as the observer's distance from the GP increases.

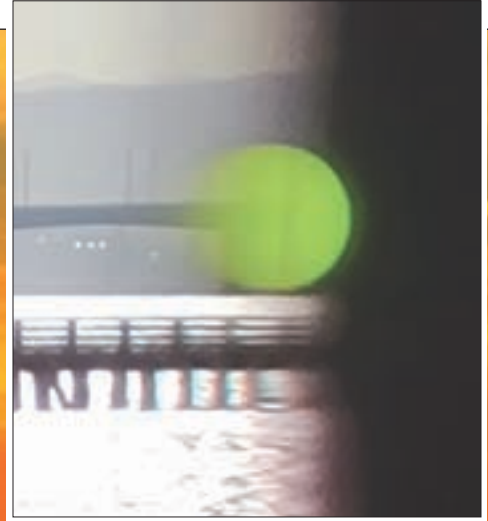
The difference between the geocentric lunar distance, which can be calculated if the time is known, and the measured lunar distance, which is measured by sextant, determines the observer's distance from the moon's GP. This can be plotted as a line of position.



MAX EBB



# THE SEXTANT AND THE APOCALYPSE



MAIN PHOTO BRIAN CLINE / INSET PHOTOS MAX EBB

*Your iPhone can improve your sun sights and capture the sunsets as you sail or train south. Inset left: Cellphone camera with telephoto zoom replacing the sextant telescope. Cut a piece of Starboard HDPE to fit around the telescope mount, and Velcro the phone in place. Right: Save the digital image. With a good photo editor, it's easy to correct for a slight miss on the observed angle, and a small angle of the sextant out of the vertical plane.*

out for a precise military positioning system that does not rely on satellites."

"I think it's, like, much more likely that the system will be brought down by some teenage hacker," Lee added. "It might not be hard to come up with a scenario where the military has to go back to celestial."

"But it won't be celestial as we know it," said the docent. "The military sextant will be highly automated, sensing star positions at very high resolution. Probably with infrared, so stars can be tracked all day. And with very high light sensitivity, to see the horizon all night. And probably integrated with an inertial system, to bridge the gaps when it's cloudy. All hardened against an electromagnetic pulse attack."

"When can I buy one of those?" I asked.

He just laughed and went on with the tour.

"All I really want," I confided to Lee, "is a sextant with a powerful zoom telescope. Since my vision has started to go bad, I'm having trouble getting within 5 or 10 miles with my celestial observations. I need more magnification, and

a digital high-res sextant would be just the thing for folks like me."

"What's in your pocket?"

"Just my cellphone," I responded. "Why?"

"'Cause you already have that high-res ultra-zoom digital camera. I think your model has a 30-power zoom-in telephoto mode."

"It's not an optical zoom," I pointed out. "The pixel angle doesn't change."

"Sure, but like, even in regular mode, the angle of each pixel is less than a minute of arc, which is only a mile of position error. Just duct tape your phone to the telescope mount of your sextant, line it up carefully, and you're good to go."

"Have you tried this?" I asked.

"For sure. I discovered that you need, like, a baseball cap or a sun visor to keep the sun out of your eyes so you can see the screen. But you get a whole 'nother level of precision, if your eyesight is bad. You take a picture of the sight at high zoom, then count pixels to adjust the height up or down as needed. Calculate the pixel angle, or just use the semi-diameter angle of the

sun for calibration. And like, you also don't have to worry about 'rocking' the sextant for that pendulum effect, to make sure the sextant is in the vertical plane. If it's off a little, you can measure the angle on the digital photo and make the correction."

"And then, after those corrections, you reduce the sight in the usual way to get a line of position?"

"That's what we'll all be doing after the zombie apocalypse, when our computers are all destroyed by the electromagnetic pulse attack. Meanwhile, I use a program called Astron. It looks like a spreadsheet but actually, it's coded in HTML. Google 'Astron sight reduction' to bring it up; it's my favorite sight reduction software by far. But like, of course, it's cheating."

**ASTRON:**  
Integrated Astro Navigation Software

<https://friendsofthevigilance.org.uk/Astron/Astron.html>

Developed by Bill Ritchie  
in the United Kingdom

Lee checked to see if she had a data link, and to our surprise she was able to create another Wi-Fi hotspot with her phone. I immediately did the search for the Astron site. It came right up, and I could see why it was Lee's favorite.

"Does it work offline?" I asked. "Not much good at sea if you need a web connection."

"Works offline on almost everything except cellphones and Android tablets," she said. "We might lose the data connection any time, so download it quick."

I did as instructed, and moved it to my celestial navigation folder on my laptop, with a shortcut for quick access.

"One of the really cool things this program does," Lee added, "is calculate a lunar line of position. If you know the time and can measure the angle between a star and the moon, you get an intercept and azimuth for plotting an LOP."

"Isn't a lunar line of position just a regular LOP using the moon? Or do you mean the method of finding longitude when you don't know the time, by carefully measuring the angle from the moon to a star?"

"Neither," she said. "This one works when you know the time, but don't have a horizon. The only measurement taken is the lunar distance, and very approximate altitudes just for refraction. The program comes up with a line representing the locus of points from which that's the lunar distance that would be observed."

"But how can that work?" I asked. "Isn't the lunar distance the same from everywhere, if the observations are all at the same time? I thought that's why you can determine the time by measuring the lunar distance."

"Ah, you forget about horizontal parallax, Grasshoppah..."

The literary allusion was before Lee's time, but she must have seen the reruns. "Let me think that through," I stalled for time. But Lee couldn't wait for me to figure this out on my own.

"When you do lunar distance for longitude, you don't know what time it is. The moon moves relatively quickly relative to the stars — about one moon diameter, or about half a degree, every hour. Measure the distance from the moon to a star and you can work out the time, and then do a longitude sight the usual way. But the whole sky appears to rotate much faster — 360 degrees every day, 15 degrees an hour. That's 30 times faster than the moon's motion

relative to the stars, so the lunar distance is a lot less precise. One arc-minute error in lunar distance works out to, like, a 30-mile error in longitude."

"OK," I said. "I understand how that works. The only form of lunar distance I've ever used is the simplified version, where you plot two-star LOPs and the moon LOP, and adjust the time with some good guesses till they all cross at the same point."

"That works too, but it's even less accurate because the horizon under the moon usually isn't very good. And there are three observation errors to accumulate instead of just one observation that doesn't even use the horizon."

"The lunar line of position is different, and only good when you already know the exact time. It uses the fact that the moon is much closer to the Earth than any other celestial body. Doesn't use the moon's motion at all."

*"That's what we'll all be doing after the zombie apocalypse..."*

I was still confused, so Lee had to resort to a diagram.

"If your position is directly under the moon — that is, at the moon's geographic position, aka the GP, then the measured angle between the moon and a star will be the same as the observed angle from the center of the Earth. The geocentric lunar distance. You can look this up, and correct for the moon's semidiameter and refraction and stuff. But like, if you move away from the moon's GP, then the direction to the moon changes slightly, because the moon is relatively close — a mere 240,000 miles. We can assume the distance to the star is, like, infinite. So the direction to the star doesn't change, no matter where you are on Earth. That means if you compare the measured lunar distance, meaning the angle between moon and star, as observed, to the theoretical lunar distance if you're right at the moon's GP, then you can back out the horizontal parallax, and that gives you, OK, not very precisely, the distance away from the moon's GP."

"So is this only good for longitude?" I asked.

"No, the lunar LOP can be in any direction, depending on the bearing of

the star from the moon. It gives you the distance from the moon in that direction, which you can plot as an LOP. You know how to use range marks, right?"

"Of course," I assured her.

"Think of the moon as the near range mark. The stars behind it are the far markers or a distant horizon. You don't have a star right behind the moon, so the trig is a little more complicated, but like, it's the same as with range marks. As you move away from the line between the two marks, the bearing to the near mark changes; the bearing to the far mark, not so much."

"Now that almost makes sense," I said after imagining the moon appearing to move around the sky as I sailed north or south at the speed of light.

"You can even get a fix using two or more stars. But like, the accuracy is actually kind of lame, because horizontal parallax just isn't that big at 240,000 miles. One arc-minute of error in the lunar distance measurement equals a position error of, like, 70 miles if you're near the GP, more like 100 miles of error if you're 45 degrees away. You have to be really lost to actually want to use this. The main thing is you don't need a horizon, so you can practice from a city location. Except you might do better just by, like, guessing which window sill or line of bricks across the street is a better substitute for a natural horizon."

"Maybe it's more useful with those new ultra-precise military sextants," I surmised. "Still, I can't wait to attach my phone to my sextant, to see if I can get back to the accuracy I had when my eyes were young and GPS hadn't been invented."

The sun sets early in January, so the view became a lot less interesting. I decided to go back to my seat in the business-class car to get some more work done. Lee came with me for another trip to the head of her choice. But on the way, we passed a small group of older men with what looked like portable radio gear. They were all wearing headphones, and one of them appeared to be tapping something out on a Morse code key.

"Now there's another special interest group," I remarked, "that secretly lives for the day when global infrastructure fails and they're the only ones who can communicate."

"Zombie apocalypse," Lee sighed. "Celestial navigation and Morse code!"

— max ebb





**Fisheries Supply**  
Marine Supplies Since 1928

# MKIV and MKIV Ocean Jib Reefing & Furling



**MKIV Furlers** are one of the most popular products in the Harken product line for racing. Harken now offers **MKIV OCEAN** built with MKIV quality but configured for the cruising sailor. For the occasional racer, the MKIV line is engineered with ease, durability, and winning in mind.

AT THE **HARKEN**<sup>®</sup>

Visit [fisheriessupply.com/harken](http://fisheriessupply.com/harken)



Call us 800.426.6930

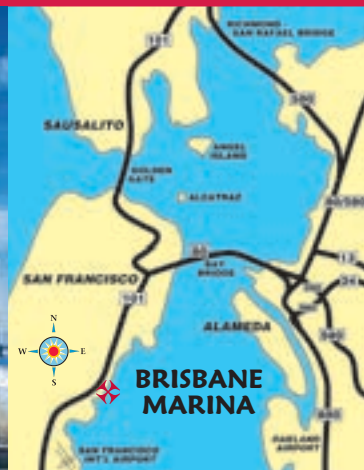


[FisheriesSupply.com](http://FisheriesSupply.com)



1900 N. Northlake Way, Seattle

## BRISBANE MARINA - Happy New Year (You Should Be Here)!



### FRIENDLY STAFF & LOCATION

When you arrive, you feel at home, away from home

### GENEROUS ROOM TO NAVIGATE

75 foot wide fairways and channel access

### SPECTACULAR ACCOMMODATIONS

Convenient parking, Bay Trail access, picnic areas, private showers & laundry, Wi-Fi, and Sierra Pt. Y.C.

### COMPETITIVE RATES

**Starting at \$8.67/foot**

Call or stop by to inquire what we can do for your boat



From Hwy 101, take the Sierra Point Pkwy exit and follow the signs to the marina.

400 Sierra Point Parkway  
Brisbane, CA 94005

[www.brisbaneca.org](http://www.brisbaneca.org)

**(650) 583-6975**

[harbormaster@brisbaneca.org](mailto:harbormaster@brisbaneca.org)

# THE RACING

**In this first 'Sheet of 2022, we report on the Melges 20 Worlds, Kennedy Cup, the inaugural Wosser Trophy winners, the J/70 Youth Nationals and the Youth Worlds. We also file Midwinter Series stories from Golden Gate Yacht Club, Sausalito YC, Monterey Peninsula YC, Berkeley YC and Richmond YC. A winter-light Box Scores features a bit of Turkey and lots of Hot Rum.**

## Melges 20 Worlds

Daniel Thielman, whose homeport is Corinthian YC in Tiburon, has been competing in the Miami Winter Series since 2009. "I keep a Melges 20 on the East Coast for all the big circuit events," he told us. Like his CYC-based Melges 32, the smaller Melges is called *Kuat*.

"We have been moving our way up the ranks from last place to first for the last 10 years." Now he and his crew have won the Melges 20 Worlds. Coconut Grove Sailing Club hosted the championship on December 8-12.



FELIPE JUNCADILLA / UPTOFMEDIA

**Daniel and Rayleen Thielman, Alec Anderson and Lucas Calabrese celebrate their victory.**

Sailing among 18 teams representing five countries, Daniel and his crew of Alec Anderson, Lucas Calabrese and Rayleen Thielman dominated the 10-race series, posting all top-seven scores to win with a race to spare.

"Rayleen is my wife," he said. "Lucas and Alec both reside in Florida now, but Lucas is an Olympic medalist for Argentina who is currently part of the US bid for the America's Cup. Alec is a college All-American who grew up in the BVIs."

"We put in 15 days of racing and practicing in the month leading up to the Worlds event, but keeping a consistent crew of top-end sailors and all of us racing on multiple types of boats all year long is what got us to the pinnacle of Melges racing."

Also competing in Miami was Daniel's regular Melges 32 crewmember and the commodore of CYC, Jennifer Canestra, who skippers the Melges 20 *Boomer* in the Bay Area. Jen finished the regatta in

14th place.

For complete results, see <https://yachtscoring.com/emenu.cfm?eid=14622>.

— latitude / chris

## Seaweed Soup in a Massive Ebb

With king tides impacting San Francisco Bay on the weekend of December 4-5, it was inevitable that a raging ebb would be a key player in the Golden Gate Yacht Club's Seaweed Soup race. The Saturday race was the second of five in the Seaweed Soup Regatta, a monthly series. This season marks the golden (50th) edition of the series.

Factoring in was a breeze that was slow to build — not unusual during the midwinter season in the Bay Area. At the westbound start, there was enough north in the wind direction that those had 'em set 'em (their kites) for the 'windward' leg — some even before crossing the startline.

Getting downstream to the Blackaller Buoy was quick work. Taking the mark to port consisted of a quick jibe. Not slip-sliding backward toward the Golden Gate Bridge was the first big challenge of the day.

The race committee started on time, with the first warning at 11:30 a.m. Not using rolling starts, they paused briefly between divisions — not a bad idea in such light wind. But the diverse divisions



LATITUDE / CHRIS

**Some boats, including the J/120 'Mr. Magoo', hoisted spinnakers right at the start of the GGYC Midwinters on December 4. For more photos turn the page.**

piled up at the Blackaller mark anyway. A few lucky puffs and many, many minutes later, most of the competitors were

able to make headway downwind against the powerful current.

Next would be a slow crawl, either dead-downwind or playing hot angles, to Blossom Rock for the bigger boats and Fort Mason for the smaller ones, distances of 6.1 and 3.4 miles respectively. Local knowledge is well aware of the river of current that rushes past Blossom Rock — getting around that mark proved another challenge. Once around and turned upwind, the fleet found that the westerly had filled, and it was a quick romp to the finish in front of GGYC.

The club follows San Francisco's COVID guidelines: Proof of vaccination is required, as are masks. Nevertheless, the hosts provided the usual free continental breakfast before the race and a lunch buffet afterward.

Of the 52 boats registered, 38 started December 4's race, and 31 finished.

The very next day, St. Francis YC dedicated a new Blackaller Buoy. It's much bigger, which will make it easier to spot at a distance — an ongoing challenge with the old one.

The series will pick up in 2022 with a rare Sunday race — on January 2 — due to the New Year's Day holiday.

— latitude / chris

## Chili Midwinters in Sausalito

This season's Sausalito YC Chili Midwinters' first two races were classic midwinter in every respect: strong currents, fluky wind and mixed results. What's more fun than that?

Race #1 on November 7 was delayed an hour while boats waited for the promised northeasterly wind. The race committee chose a 3.5-mile windward-

leeward course for the three divisions: a start near Little Harding, windward mark Sausalito Entrance Marker #2,



For the purposes of the new Jake Wosser Trophy, the biggest — in terms of the number of boats entered — regatta on San Francisco Bay in 2021 was the ILCA North Americans. StFYC hosted the 124 Lasers — er, ILCA Dinghies — in July.



GERARD SHERIDAN

leeward mark Harding Rock, and the finish back near Little Harding.

All three divisions started on optimistic wind, beating their way up Richardson Bay toward the dolphin marker located between the Sausalito sewage plant and Peninsula Point, the tip of Belvedere. The optimism began to wane as the first two divisions approached the mark and began what was supposed to be a run to Harding Rock for a port rounding. The wind backed from northeast to west, resulting in a reaching leg in high single-digit/low double-digit wind speeds.

The anticipated 4.6-knot ebb arrived earlier than predicted due to recent rain. Boats struggled to arrive at the Harding Rock buoy without sailing directly into the ebb. The short leg back to the finish turned into another struggle against the ebb, which swept boats below the finish line.

Back at SYC for a complimentary bowl of chili, racers congratulated the wise and lamented those who sailed the commonly accepted local-knowledge route. But everyone agreed it was a great race and were happy the RC managed to get it off and completed.

Race #2 on December 5 was another classic midwinter afternoon. Northeastly wind in the low single-digit range convinced the RC that a 2-mile windward/leeward course using dropped marks would be best. They set up the start north of Little Harding and the windward mark near Peninsula Point at the mouth of Raccoon Strait. The afternoon's 4.8-knot ebb guaranteed an interesting beat up to the temporary turning mark.

Early boats sought relief on the Angel Island shoal, planning to sail to Point Stuart and then crab over to Peninsula Point and the turning mark. That strategy worked for the larger, faster spinnaker boats, which could complete their plan before the wind turned 180°, providing the slower boats with a spinnaker run directly to the Peninsula Point temporary. The bulk of the slower spinnaker and all the non-spinnaker boats arrived at the mark about the same time. The current in the mouth of Raccoon Strait had built significantly. Combined with the transition from a run to a close reach for the final leg, that gathering provided an opportunity for many stern-first roundings and verbal hails.

Back at the club, racers again congratulated the wise and lamented those who sailed the accepted local-knowledge route. Most voiced some hope that January's race might be more normal. That race has been moved to January 9 to avoid conflict with the Golden Gate YC race, which was moved from New

Year's Day to Sunday, January 2.

— pat broderick

#### Perry Cup for the Mercury Fleet

Monterey Peninsula YC's four-month-long Perry Cup series for Mercurys got off to a slow start, with the broken boat hoist preventing any launching of boats in November. The series picked up steam in December with Dick Clark and his race committee getting off five races in very light winds. The first race of the day was postponed for an hour, then started in drifter conditions. For the next four races, the course was shortened, but there was enough wind for a double-sausage racecourse.

Hopefully, the series will see more wind and good weather for the January 8 races and the February 5 races. A total of 15 or more races would make for a really competitive series.

The winner for the day was Randy Smith of SFYC with his crew, John Veriola. Second for the day was MPYC's Dante Fiala, a high school sailor from Carmel High, and his crew Lili Robnet. Third went to Austin Book and Ashley Hobson of MPYC, which was exceptional sailing because they haven't sailed their Mercury this year due to their racing to Hawaii and delivering the Rogers 46 *Lucky Duck* back to San Francisco this summer.

— jim bradley

#### Berkeley Midwinters

Berkeley YC attempted to hold Races 3 and 4 of the Midwinters Series on Saturday and Sunday, December 11-12, but, alas, it was not to be. The good news

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

December's racing stories included:

- Should a Woman Be Required?
- The Wosser Trophies Entries
  - SailGP Sydney
  - Meeting Up with the YRA
- Cityfront Racers Get a Better Blackaller
  - Previews of December and January races, San Francisco and Sydney SailGP, and more.

# THE RACING

LATITUDE / CHRIS



is that we had a great turnout, and it was a beautiful, sunny day on the Bay. All we needed was wind, so we waited and watched the Wind O Meter as it registered 1 knot or less. In the meantime, we had a spirited game of Nautical Trivia

**Tom Blackaller's descendents, Lisa Blackaller Williams and Teddy Williams, attended a dedication ceremony for the new YRA Mark #16, aka Blackaller Buoy, on Sunday, December 5.**



DENIS MARRIOTT

**Still trying to get around Blackaller Buoy in the massive ebb on December 4. Clockwise from top left: the J/105 'Russian Roulette'; the foredeck crew of the Catalina 38 'Harp' keeps weight to leeward and stabilizes the boom; a mixture of fleets attempt to make headway against the current; Knarrs, like 'Brothers' and 'Eos', don't have the benefit of a spinnaker like the IOD 'Youngster' does.**

over the VHF. There was also music and cockpit dancing aboard the Cal 39 *Sea Star*, and someone serenaded the fleet to *Sittin' on the Dock of the Bay* over the radio. Finally at 2 p.m., after two hours in postponement and no dark water to be found on the horizon, we called it and everyone motored home. Not a bad way to spend a Saturday afternoon even if we did not get to race.

Sunday had the opposite problem. The forecast was calling for winds at 15-28 knots with a 100% chance of rain. We made the call to cancel on Saturday evening: too risky, plus we had a couple of racers who had trailered their SC27s down from Tahoe, and, with snow in the forecast, we wanted them to be able to get home.

We're looking forward to perfect weather in January.

— mark bird

## Cal Maritime Wins Kennedy Cup

The Cal Maritime Academy Keel-haulers topped the 10-team fleet from across the USA to win the 2021 Kennedy Cup. The Inter-Collegiate Sailing Association's big-boat championship was sailed in Navy 44s on November 6-7

in Annapolis. The eight cadets on the winning team were Kyle Collins, Jacob Fisker-Anderson, Max Roth, Cooper Smith, Emi Stephanoff, Giovanni Cerrito, Django Tomlinson and Justin Zmina.

On Saturday, the wind gods treated the fleet to a beautiful (albeit chilly) NNE breeze that started in the mid-teens then diminished slightly and backed a bit as the day went on. Cal Maritime came out of the blocks fast and led Race 1 all the way around. The University of Rhode Island dominated Race 2. In Race 3, URI again showed great form, going wire to wire for their second win, with Cal Maritime bouncing back for second.

On Sunday, the breeze was solid from the NNE at 10-14 knots. In Race 6, Cal Maritime sailed away from the fleet for the bullet.

Going into the seventh and final race, Navy and Cal Maritime were just a point apart, but URI's lead seemed insurmountable. Cal controlled what they could and won the race. At the second weather mark, misfortune struck URI. Their spinnaker went up with a tight wrap that took forever to shake out. The three boats close behind immediately pounced, and URI slid to eighth, shaking





up the standings. There were a number of protests and I flag issues to resolve, forcing the jury into action.

When the protest room smoke cleared, URI was disqualified from Race 5 for delaying flying their I flag until near the finish for an earlier incident, and Navy was disqualified from Race 6 for a weather-mark altercation with Massachusetts Maritime.

Cal Maritime emerged the overall winner with 24 points. Yet again, the sailboat racing cliché of its not being over until it's over proved true.

For complete results, see <https://scores.collegesailing.org>.

— jahn tihansky & latitude /chris

### RYC Small Boat Midwinters

Little boats ruled in Richmond YC's first Small Boat Midwinters of the 2021-22 season on December 5. Held on the first Sunday of the month from December through March, the series attracts several dinghy and small-keelboat classes.

The day started out mild, with no wind on the three courses: Course 1 on Southampton Shoal just outside the Richmond breakwater, Course 2 inside Keller Cove just south of the Richmond long wharf, and Course 3 inside the harbor breakwater off 'Parents Point' next to the Brickyard Cove houses. (Parents Point is where the grown-ups can watch

*Clockwise from top left: Thistles were among the boats racing in RYC's Small Boat Midwinters on December 5; two I-110s made it over from Inverness (California, not Scotland!); the very competitive Aero fleet, with Mike Sealey pictured closest to the mark; Russell Klein sailed a Hobie Holder 12 in Keller Cove.*

their kids sail.)

By 12:30 p.m., a light north-north-westerly filled in, and all the courses started racing. On the Southampton course, 11 Lasers, 5 Ultimate 20s, 7 Wylie Wabbits, 6 Mercurys and a smattering of open-class dinghies battled it out in nice flat water and an easy breeze.

The Mercurys are a building fleet with some new owners in the mix. "I wanted a boat to race with my daughter Tessa," says longtime Moore 24 owner Kurt Lahr. "They are great fun, and after talking to Mercury racer Lyn Hines I was convinced to get one. Also, one of the benefits is it's small enough to keep at home in the side yard."

The Wabbit fleet is staying strong too, and that fleet has also seen some new owners. "Some young owners have been fixing them up and going racing," said Kim Desenberg, who sails *Mr. McGregor*. "We think going downwind is more fun in races like the Delta Ditch Run and the Wiver Wun, but the RYC Midwinters lets us try windward/leeward racing to mix it up a bit."

On the Keller Cove course, the fleets included a mixed bag, with the RS Aero being the only one-design group with

eight boats. The Keller Cove open class saw an eclectic bunch, with International 110s being the big boat, down to a Hobie Holder 12. All the boats had wonderful conditions, only marred by a building ebb that made the windward mark rounding a lesson in buoy avoidance.

At the inside course, the fleet to beat size-wise was the El Toros, with 11 Seniors and 3 Juniors racing. Mix in the kids on their RS Teras plus Snipes and Bytes, and — oh my — it was a great way to start off the winter season.

The series will continue on Sunday, January 2.

— ncs

### We Have Wosser Winners

In our December issue, in *'Lectronic Latitude*, and at the YRA end-of-season awards party, we announced the long-delayed request for entries to the *Latitude 38* Wosser Trophies. The three trophies are the Jake Wosser Trophy, which is to be awarded annually to the winner of the largest one-design regatta on San Francisco Bay in that year; the Ruth Wosser Trophy, which rewards the boat owner who has competed in the most race days in any one year; and the

# THE RACING



ANOTHER GIRL



GERARD SHERIDAN



LATITUDE / JOHN

**Inaugural Wosser Trophy winners, clockwise from left: "The kids drive all day and if experienced enough they call the shots too," said Cinde Lou Delmas, seen here at the RYC Big Daddy Regatta in March; StFYC Commodore Bill Dana with Charlotte Rose at the ILCA North American Championships awards ceremony; Ron Young and the 80+ years old 'Youngster' reach from Blossom Rock to Southampton Shoal in the 2021 Master Mariners Regatta.**

Susie Wosser Trophy, awarded to the boat owner who takes the most people racing in any given year (with crew under age 19 counting double).

Given the late announcement, we didn't expect a lot of entries, so whoever entered had a pretty good shot at winning. We received only five entries for the most races and just two for the most crew. Regardless, we imagine these entries would be very hard to beat.

The call-out for the largest one-design fleet winner on the Bay brought in a nomination from StFYC's Susan

Ruhne of the ILCA North Americans, hosted by St. Francis on July 14-18, with 124 boats entered in three fleets: ILCA 4 (4.7), 25 boats; ILCA 6 (Radial), 75 boats; and ILCA 7 (Standard) with 24 boats. The Radial fleet had Silver and Gold fleets, with 38 boats in Gold and 37 boats in Silver, meaning whoever won the Gold fleet was the winner of the Jake Wosser Trophy. That winner is Charlotte Rose of Houston YC, a member of the US Sailing Olympic Development Program.

Yes, this trophy can go to an out-

of-town winner, so that when visiting fleets such as ILCA, Etchells, 505s or others come to town they have a chance at winning. Bay Area sailors and clubs are attracting world-class events to the Bay.

The Ruth Wosser trophy pulled in the most entries and a list of very dedicated racers. The five entries did an impressive total of 241 races in one year. The winner was none other than Wosser Trophies founder Ron Young and his IOD *Youngster*, which sailed a total of 64 race days in 2021. This despite missing some races due to a mast breakage and subsequent repair.

No less inspiring were the runners-up, including Nathan and Ros de Vries, who did 54 races aboard their Santa Cruz 27 *Medusa*; David Scott, who did

## TYC WILD TURKEY REGATTA, 11/26

DOUBLEHANDED — 1) **Joyride**, J/105, Bill Hoeler; 2) **Cinnamon Girl**, Beiley 26, Mariellen Stern/Janine Wilford; 3) **Osprey**, SC40, Michael Bender. (5 boats)

SINGLEHANDED — 1) **Moonlight**, Ranger 23, Michael Roskopf. (1 boat)

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

## SDYC HOT RUM REGATTA, (3r, 0t)

DIVISION 1 — 1) **Good Call**, Swan 60, Tom Barker, 5 points; 2) **Stark Raving Mad VII**, Swan 601, Jim Madden, 9; 3) **Staghound**, R/P 50, Alec Oberschmidt, 17; 4) **Pyewacket**, Andrews 70, Roy Disney, 19; 5) **GoodEnergy**, R/P 63, George Hershman, 22. (21 boats)

## BOX SCORES

DIVISION 2 — 1) **CC Rider**, J/120, Chuck Nichols, 6 points; 2) **Sundance**, Grand Soleil 44, Mike & Carol Honeysett, 11; 3) **Menace**, N/M 43, Dennis Conner, 11; 4) **Abacus**, Flying Tiger 10, Timothy Chin, 12; 5) **Caper**, J/120, John Laun, 12. (25 boats)

DIVISION 3 — 1) **Grins**, Melges 24, Richard Orchard, 7 points; 2) **Ohana**, Swede 55, Joe Markee, 12; 3) **Silhouette**, Beneteau First 40.7, Warren Gross, 16; 4) **SuperFly**, Cheetah 30, Erik Rogers, 19; 5) **Juno**, Express 37, Dan Merino, 22.

(37 boats)

DIVISION 4 — 1) **Anarchy V**, Ericson 35-2, Scot Tempesta, 3 points; 2) **Sprig**, 6-Meter, Greg Stewart, 8; 3) **Blind Squirrel**, Santana 30/30 GP, Mike Schragner, 10; 4) **Marlen**, J/34, Nico Landauer, 11. (19 boats)

DIVISION 5 — 1) **Raving Madness**, Ranger 33, Jim Madden/Chuck Sinks, 6 points; 2) **Valkyrie**, Moore 24, Aaron Sturm, 7; 3) **Hey Now**, J/22, Dave Vieregg, 9; 4) **Envy**, Shields 30, TTK Hirsh, 10. (19 boats)

DIVISION 6 — 1) **Zealot**, Alerion 38-2, Don Garber, 3 points; 2) **Flexible Flyer**, F-31, Michael Last, 8; 3) **Liberty**, Schumacher 30, Randy Ames, 9. (7 boats)

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



ST. PETERSBURG YACHT CLUB



50 races aboard his Olson 25 *O'Mar*; Cinde Lou Delmas, who did 43 races aboard her Alerion 38 *Another Girl*; and Bruce Stone and Nicole Breault, who did 30 races aboard their J/105 *Arbitrage*.

The Susie Wosser trophy had just three entries, but these racers took a stunning number of sailors sailing. With sailors under 19 counting double, the runaway winner was Cinde Lou Delmas, who took 51 people sailing with 12 of those under 19. Next up was Beau Vrolyk aboard his schooner *Mayan*, who took 37 people sailing with two under age 19, and finally the Ruth Wosser trophy winner, Ron Young, who took 27 people sailing.

Congratulations to this year's winners for a job well done, Charlotte Rose for winning in a large, competitive fleet, and Ron Young and Cinde Lou Delmas

***A hybrid team of young Annapolis and San Francisco YC sailors leads this pod of competitors at the J/70 Youth Nationals in Florida.***

for dedicated participation and outreach.

Let this be advance notice for you to record your races and racers on board in 2022. It might just get easier to win. The winner of any award can only win that award once every 10 years. The 2022 racing calendar comes out with this issue on December 30, so mark up your schedule now.

— latitude / john

**Race Notes**

On November 19-21, a combined team of Annapolis YC members and SFYC members topped the **J/70 Youth Nationals**. James Golden, Nick Sessions, Caleb Yoslov and Taft Buckley accumulated the lowest score — 40 points — during 15 races. St. Petersburg YC hosted the regatta in supplied boats. Among the eight teams competing, half came

from California. Ryan Satterburg, Oliver Stokke, Jon Sowards and Liam Anderson of Santa Barbara YC placed second. Joredsan Janov, Diego Excobar, River Paquin, Peter Busch and Crew Fritsch of Coronado YC took third.

US Sailing's youth team came away from the **Youth Worlds**, which was held in Oman on December 13-17, with three silver medals and one bronze. Ian and Noah Nyenhuis of San Diego won the bronze in the Male Skiff class, which was sailed in 29ers. For details, see [www.worldsailingywc.org](http://www.worldsailingywc.org).

— latitude / chris



## Cruise and Race with Confidence

Paul Hofer has been putting a lot of miles on his Jeanneau 509 SCARLET FEVER cruising in Baja and winning races out of Marina Del Rey. "Oliver and UK Sailmakers are a powerful team!" said Hofer. "They offer great customer service before and after the sale along with decades of experience and a superior product! My entire inventory is UK Sailmakers, including our race winning Code Zero that we call Rocket Man!"



**SF Bay Area: 510-523-3966**  
**Southern Cal: 310-822-1203**  
**Pacific NW: 250-656-8843**  
[www.uksailmakers.com](http://www.uksailmakers.com)

# WORLD

*After cruising in Greece's Cyclades Islands in 2019, Bay Area-sailor Steve Wallach turned his sights to Italy's Aeolian Islands, a volcanic archipelago north of Sicily. Originally inhabited around 5000 BC, the islands are full of ancient archeological sites and boast two active volcanoes: Vulcano and Stromboli. And — history and geology aside — the food in the Aeolians is said to be amazing.*

ALL PHOTOS STEVE WALLACH  
AND CREW

## Fourteen Days 'Sailing' (but Mostly Motoring) the Aeolian Islands

Our jumping-off point was Sicily, where we chartered a 51-ft Beneteau, *San Blas*. This trip was booked and planned before COVID, and right up to departure, we were concerned about quarantine requirements. To our relief, a current vaccination card — along with a negative COVID test — was all that was needed for entry to Italy.

**Day 1:** Our first leg was to the southern tip of Isola di Vulcano and the small town of Gelso. There was no wind, so we motored about two hours. We anchored off Gelso in 25 feet of water. The bottom was rocky, so it took a couple of drops for the anchor to grab. We took the dinghy to town for our first Aeolian dinner at Trattoria da Pina di Maniaci. Reservations in high season are a must. By the time we arrived, the place was packed. A quick review of our vaccination cards, and we were seated at a nice table overlooking the small harbor.

**Day 2:** We pulled anchor and headed up the west coast of Vulcano. We stopped in Cala del Cavallo for lunch and dinghied to the Grotta del Cavallo, a typical Mediterranean sea cave carved out by wind and waves.

We had planned on spending the night off Punta Crepazza on Isola di Lipari, between Vulcano and Lipari, but a mechanical issue forced us into Porto di Ponente, the main port on the northeast side of Vulcano. We picked

up a ball at Marina di Vulcanello and arranged for a technician to come.

Vulcano is a sleepy little town in the shadow of an active volcano. While not as spectacular as what we would see in Stromboli, it still spit and burped regularly. The faint smell of sulfur was constantly in the air, and a fine powder of ash was regularly hosed off the boat.

We explored the town, which had shops catering mostly to the tourists. Ferries from the mainland dropped off day trippers throughout the day. Guided hikes to the top of the volcano could be had, but it was a full day's hike, which was not in our itinerary. We had dinner in town and once again sampled the excellent Aeolian cuisine of fresh local seafood and pasta.

**Day 3:** After the technician deemed the problem 'fixed', we shoved off for Lipari, the largest island in the Aeolian chain. This was where we intended to do some major provisioning for the balance of our trip. We stopped off at Punta Crepazza for some snorkeling, swimming and lunch. We also discovered that our mechanical issue was still an issue, which required another technician to visit the next day. We headed for Lipari and moored at Porto Salvo. The winds were from the northeast blowing onshore, so despite being on the quay, it was a rough night.

**Day 4:** There is a large citadel/museum on the south side of Lipari that houses one of the finest exhibits of Aeolian, Greek and Roman artifacts found on the islands and various recovered shipwrecks. Touring the museum took the better part of a day, but was well worth it.

After the museum, we wandered down to Marina Corta, a small marina on the south side of town used mainly by local boats. There were a number of outdoor restaurants on the plaza, so we sat down at Da Francesco Ristorante for lunch. By now, the technician had returned and

once again deemed the boat 'fixed'. This was a relief, as the remainder of our sail plan called for some remote anchorages away from any services.

**Day 5:** We shoved off early for Isola di Filicudi, the most remote island of our trip. Once again, there was no wind, so it was another day of motoring. This was our second-longest leg at just under three hours. The water was glass, allowing us to see two whales breaching off our bow. The passage between Lipari and Vulcano was also lined with evidence of the archipelago's volcanic history. Spires of magma vents rose out of the waters like sentinels guarding the approaches to the islands. The vistas were reminiscent of the tales of Odysseus' journey in Homer's *The Odyssey*.

We arrived in Porto Filicudi late afternoon and picked up a ball as the wind was again out of the northeast blowing onshore. We'd been having problems catching the rocky, poor-holding bottom at the first couple of anchorages; it took two or three drops before feeling comfortable that the anchor would hold. This was also the report on Porto Filicudi anchorages, so a ball seemed the logical choice.

Filicudi is the least populated of the islands. The town comprises a hotel, restaurant, grocery 'store' and ferry office. There are ruins of an ancient settlement that can be reached by a short hike. An interesting aside about Filicudi: During the 1990s, Italy's government made a concerted effort to clean up organized crime. After a number of arrests were made, but before conviction, the government shipped the accused to Filicudi. (Once sentenced, they were removed from the island.) Needless to say, the locals were less than pleased, and still harbor resentment toward the mainland.

**Day 6:** No wind. We dropped the ball and headed to Isola di Salina. Contrary to the exposed, arid terrain of all the islands we'd seen so far, Salina was lush with greenery, wildflowers, and forest landscapes. The second-largest in the Aeolian chain, it has an ample supply of freshwater from natural springs. The island is studded with vineyards, caper bushes and pistachio trees.

We planned to stay two days on Salina, as there was lots to explore. We dropped anchor in 20 feet of water, this





# OF CHARTERING



*Clockwise from top left: The passage between Lipari and Vulcano is scattered with vestiges of volcanic outcroppings; the road to Malfa on the island of Salina; the crew of six aboard their Beneteau 51 (skipper Steve Wallach on the upper right); the Lipari citadel; a typical Aeolian lunch.*

time a sandy bottom with good holding on the southwest side of the island. The town of Rinella was larger than Filicudi, yet still small enough to have maintained its charm.

**Day 7:** An early morning, two-hour hike to the top of Monte Fossa delle Felci was a must. It's the highest point in the Aeolians, with a commanding view of the islands. We raised anchor and headed around the corner to Santa Marina Salina. There was wind, but it was too short a distance to sail. We docked in the public marina, which was full of beautiful 45- to 55-ft monohulls.

Salina turned out to be everything the marina looked like: quaint shops selling locally made products, pottery, art, olive oil and Malvasia wine. That night, we ate at one of the best restaurants in the islands, Casa Lo Schiavo. Usually, we'd do a little research for dinner before heading out, but Santa Marina Salina had such charm and grace that we literally stumbled into a fabulous restaurant.

**Day 8:** After a leisurely breakfast, the group decided to break up for a day of personal exploring. Two of us rented scooters, and the first stop along the way was Malfa, which had been on our radar as an evening anchorage. However, after seeing it from the vantage point of the top of the hill, I'm glad we passed. From a small village at the very top of

the hillside, everything went downhill from there, all the way to the water; with a central church and square, a number of patio bistros, and apparently, a summer music festival with some fairly large European acts.

Pollara was the farthest and western-most city on the island, directly across the width; on the east was Santa Marina Salina. It was the backdrop for the movie *Il Postino*. Sleepy is probably not the truest adjective; more like: asleep. The views of the coastline were spectacular, and we managed to stop in at the *Il Postino Bar*, where they played the movie every night!

**Day 9:** We left early for what everyone had anticipated since the beginning: Isola di Stromboli. At three and a half hours away, this was our longest leg, and there was no wind again. Stromboli is probably best known for two things: the regular eruption of its volcano, and the filming of the movie *Stromboli* starring Ingrid Bergman and directed by her future husband, Roberto Rossellini.

We went up the west coast of the island, seeing the volcano in daylight as we rounded the top and headed for Ficogrande, a small bay ringed by a black sand beach. Other than some black smoke belches, we couldn't see any lava spouts — at first. After anchoring in 25 feet of water on a rocky bottom, I was immediately on the phone, setting

up a charter boat for volcano viewing that night. I found a boat that picked us up, and for two and a half hours, the viewing was spectacular, as the volcano seemed to burp up orange lava about once every 15 minutes.

**Day 10:** The town of Stromboli proper had lots of quaint shops, plenty of restaurants and bistros, and a large church at the top of town. We walked by the *Casa Rosa*, or Red House, which is where Bergman and Rossellini stayed during filming of *Stromboli*.

Finally, we had wind that day, and sailed all the way to Isola di Panarea on a nice broad reach in 12 to 15 knots.

*How do you say "Old Faithful" in Italian? Stromboli, on the island of the same name, puts on a show. A local charter boat was key to this view.*



# WORLD OF CHARTERING

The town of Panarea is very much like Mustique in the Caribbean or Mikonos in Greece: Only electric golf carts or three-wheeled scooters are allowed. We had been expecting high-end boutiques and fancy eateries, but we didn't see a single branded shop, and all of the restaurants were reasonably priced. There were lots of day trippers brought in by the big ferries.

**Day 11:** We shoved off for Milazzese Bay, on the southern point of Panarea, anchoring in 20 feet of water on a sandy bottom. The swimming was wonderful.

**Day 12:** With one extra day to spend, we sailed to Santa Marina Salina with 12 to 15 knots off the stern.

**Day 13:** We shoved off for a return to Lipari and our final night, stopping in Porticello, an abandoned pumice factory that is easily explored. We stayed in Porto Pignataro, a well-protected marina that offered transportation to town. Dinner was at Il Corallo, and a more fitting final meal could not have



**Another volcano steams and gurgles off an anchorage in the Aeolian Island chain.**

been had. This is where the locals eat, and every table was full. There was no table churn; everyone was there for the evening, with slow courses and lots of laughter and conversation. We shut the place down and got back to the boat late.

**Day 14:** We shoved off for Sicily's Portorosa, about three hours away, and once again had no wind. As we came up on the southern tip of Vulcano, we were ahead of our planned time, and stopped at Spiaggia del Cannitello for

a quick swim. This small bay is just on the other side of Gelso and is rimmed with black sand. We anchored on a sandy bottom in about 12 feet of water.

All in all, it was a great sailing experience. Getting around on the water presented no big challenges. We caught the very last two weeks of high season, and the anchorages and marinas were not crowded — nor were the towns. The weather was absolutely perfect: mid-70s at night, mid-80s during the day, and water temperatures in the low 70s. The only drawback: little-to-no wind!

Most sailing areas in the Mediterranean require a boating license. My International Proficiency Certificate, with VHF radio endorsement, from US Sailing met the Italian requirements. I relied heavily on *Italian Waters Pilot* by Rod and Lucinda Heikell. On the water, I used Navionics and PredictWind for weather. Cell coverage/data were excellent throughout.

— Steve Wallach

## SAN JUAN ISLANDS



Evergreen-studded islands, abundant wildlife and peaceful anchorages. Experienced or new to sailing, we can help you discover the joys of cruising the beautiful San Juan Islands!

Beginner to advanced liveaboard courses. Monohull and catamaran bareboat charters. Guided flotillas too!

### CHARTER

Sail & Power Yachts  
from 29' to 51'



### INSTRUCTION



Our location in Bellingham, WA is easy to reach from SFO/OAK and just a 1-hour bay sail from the San Juan Islands!

360-671-4300 • [sanjuansailing.com](http://sanjuansailing.com)

**TMM**  
Yacht Charters

Explore Extraordinary.

BRITISH VIRGIN ISLANDS

Since 1979 we have been providing our clients with a diverse fleet of well-maintained, modern yachts at competitive prices. You will experience one-on-one personal service from our team who truly care about your charter experience.

Our goal at TMM is simple - to ensure your sailing dreams come true.

**For Reservations:**  
Call: 1-800-633-0155  
Email: [charter@sailtmm.com](mailto:charter@sailtmm.com)



**For Yacht Sales and Management Programs:**  
Email: [don@sailtmm.com](mailto:don@sailtmm.com)



1-800-633-0155

[www.sailtmm.com](http://www.sailtmm.com)





# The World Awaits

As we turn the calendar to a new year, we look forward to new opportunities and a renewed optimism for the future.

Now is the time to break free, set sail, and enjoy the world in all her splendor once again.

**Your next yacht charter escape awaits.**

**MOORINGS.COM | 800 669 6529**





# CHANGES

With reports this month from the second half of *Andiamo's* marathon trek home to Sausalito from Australia; *Bella Luna's* 'reunion tour' to Mexico with a crew of old friends; a visit with some 2021 contributors in *Where Are They Now?*, and a lazarette full of *Cruise Notes*.

## Andiamo — Buizen 48 Paul Eichen and Susan Flieder Sydney to Sausalito (Pt. 2) Sausalito

*Andiamo* is finally in her new home-port of Sausalito, but getting the boat there



Paul and Susan with teenage kids Ana and Beto. The family lives in San Diego but keeps 'Andiamo' in the Bay Area.

was quite the adventure. As explained in the first installment of this tale last month, Paul and Susan found the boat — sought out mainly for its comfy pilot house — in Australia in 2018. The initial plan was to ship it back to the Bay on a freighter, but longtime friend Henning Kather convinced Paul he'd probably never have another opportunity to sail back. With the die cast, the first year was spent refitting the boat at the builder's yard in Pittwater. Paul, Henning, and two more friends finally departed for the start of the big journey in December 2019. In the last issue, they'd just made it to Papeete through a labyrinth of pandemic rules, restrictions and quarantines. On April 17 of this year, they finally cast off the docklines for the longest leg of the trip: 2,400 miles to Hawaii — which is more like 3,000 once you figure in all the easting you have to do first ...

If you follow Henning on watch, you

Paul, Jeff Lincer and Henning Kather. Part of the fun was inviting as many friends as possible for various legs of the trip.



must wait patiently until he turns in before letting out the mainsheet, which means less heeling, and slowing down a little. Henning is an expert and utterly devoted ocean racer and cannot bear to see any puff of wind go to waste. He carefully

trims the sails for maximum boat speed; only the threat of no supper will get him to slow down to allow use of the galley to cook.

Nine days out, with more than 1,500 nm remaining, we crossed the equator. With a little prodding, I got Henning

to participate as a polliwog in a traditional equator-crossing ceremony — he is now officially a Shellback!

Once inside the Intertropical Convergence Zone (ITCZ) — aka the Doldrums — we were grateful that we had waited for our weather window, because we did not find the typical low-wind conditions that can keep boats stalled for days, or sometimes weeks. After a bit of light breeze, we soon reached the northeast trade winds — along with rainy, squally conditions, and a washing-machine sea with steep swells coming from multiple directions. It was a lumpy ride while it lasted.

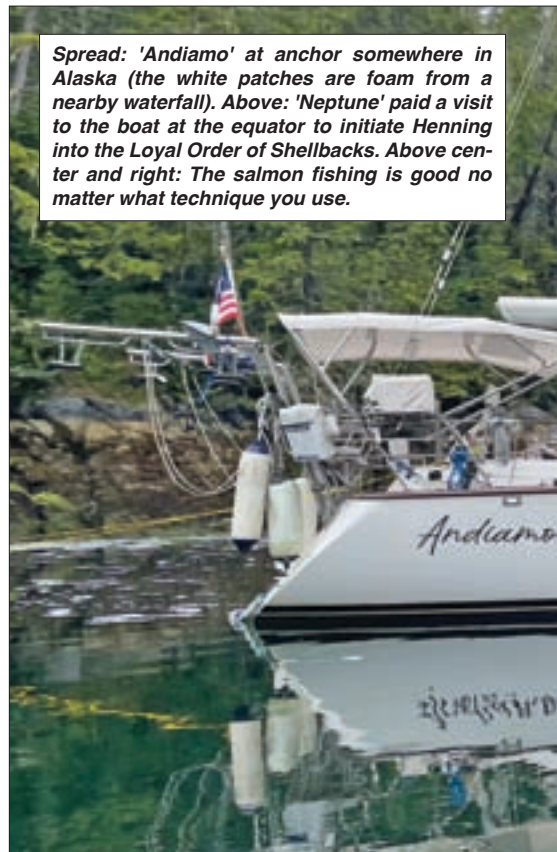
Once past that, with a little more than 1,000 nm to go, we had lots of wind, and even with a double-reefed main, we made more than 170 miles per day. The miles just flew by.

After 17 days, we were thankful to tie up in Oahu. After US Customs had come and gone, a friend who would help us with repairs and maintenance brought beer packed in ice in a giant, rolling trash can. Heaven. Quarantine was required until we headed to the airport a couple of days later.

Once back in San Diego, I began to learn what my family had been through the past two months as the world closed down. The kids were doing school from home; parks, restaurants and most stores were closed; we were seeing no friends or family except on Zoom. Guilt nipped at me for abandoning the cares of the world. Still, it was time to start planning for the next leg — Hawaii to Seattle.



Spread: 'Andiamo' at anchor somewhere in Alaska (the white patches are foam from a nearby waterfall). Above: 'Neptune' paid a visit to the boat at the equator to initiate Henning into the *Loyal Order of Shellbacks*. Above center and right: The salmon fishing is good no matter what technique you use.



Henning would sit this one out and I had three new friends aboard for crew.

That trip began July 1, 2020, with lots of wind — and three very seasick crew. Dave, Tessa and Simon, all professional outdoor educators, were all suffering. You know it's bad when we all celebrated three days into the trip because one of them was able to keep down a whole apple.

By Day Four, things were returning to normal and we all worked on different projects — watercolors, knot craft, song-writing and boat repairs. Lots of wildlife sightings on this leg, from pods of whales to schools of tuna, turtles and lots of seabirds. We caught a few tuna and enjoyed fresh fish for dinner several nights.

As Tessa pointed out, despite starting our journey after the summer solstice,



# IN LATITUDES



© PAR EDLUND/DREAMSTIME.COM

ALL PHOTOS AND I AMO EXCEPT AS NOTED

traveling north meant that our days were getting longer instead of shorter. It went from getting light at 4 a.m., to 3 a.m., and finally 2 a.m. Despite arriving after 18 days at sea, and traveling almost 2,700 nm, the crew was ambivalent about going home — they all have a true love of adventure and the outdoors, and would have been happy to keep going!

But work and other commitments called. Soon after they'd departed, Susan, the kids and friends flew up from San Diego to cruise the San Juan Islands for a few weeks. We'd hoped to go to the Gulf Islands in Canada as well, but the border remained closed, with the Coast Guard posted to stop anyone who tried to cross it by water. Another time. We truly enjoyed exploring the Salish Sea, had nearly

perfect weather and caught lots of Susan's favorite, Dungeness crab.

We had planned to sail *Andiamo* to Sausalito after reaching the West Coast, but decided to leave her in Seattle for a trip to Alaska in summer 2021. So in early July, three friends and I (including Henning, along with two friends who are incredibly knowledgeable naturalists, Mick Hagar and Jeff Lincer) departed Seattle and headed up the Inside Passage. We arrived in Nanaimo, BC, and awaited check-in with customs late on our second day out. This was a pleasure trip, with stops each night and no night watches. Still, after much discussion, we decided to take the faster, more ambitious route through Discovery Passage and the Johnstone Strait, which made for some long

days. Knowledge of tides and currents was key to this leg of the trip.

Since I'm attempting to keep this short, suffice it to say that we enjoyed incredible views, many gorgeous waterfalls, idyllic and remote anchorages and more bald eagles, salmon, fin whales and other sea-life than anyone can imagine. We made it to Alaska on our 10th day out, and were able to take down our Q flag after crossing back into the US. Plus, we were finally able to fish! The first day in, we caught a salmon, along with six Dungeness crab!

After seven days of exploring, we tied up at Doyon's Landing in Ketchikan. I headed home again, but returned with my family and a couple more friends. Although I'd prepared them for lots of rain and gray skies, we had exquisite weather and enjoyed visiting so many breathtaking spots, such as Naha Bay, Meyers Chuck, Anan Wildlife Observatory, the Wrangell Narrows, Petersburg and more. We were thrilled to watch black and brown bears catching salmon (at four different stops!), caught almost more crab than we could eat (but eat them we did), were mesmerized by majestic bald eagles, and could never get enough of the stunning views! The people of Alaska were so warm and inviting, and the medical staff over the top when our daughter had a medical emergency that required her being medevaced from Petersburg to Ketchikan. We are eager to return.

Despite the stellar weather while we cruised the Inside Passage, I was not so lucky while I waited for Henning and yet another friend (I was trying to include as many friends as possible in this adventure) to arrive for the final leg — Ketchikan to Sausalito. The heavy rain and winds were unrelenting, making it a bit challenging to provision for the passage.

When we cast off from Doyon's Landing, though, things were going well until we reached the Hecate Channel, where the oncoming winds and seas continued to build through the night. We finally took cover in the aptly named Refuge Bay for a rest. With conditions still ominous, we decided to stay "inside," and motored down the Grenville Channel with the hope that conditions would improve by the time Grenville opened up into Queen Charlotte Sound. No such luck. Another low-pressure system had moved in, so we just went with it, sailing with a double-reefed main and jib in 25-30 kts of wind, close-hauled in steep seas. Short-period 7- to 9-foot swells made for a very rough ride for a few hours.

Fortunately, things calmed down considerably after nightfall, and soon enough we had the wind behind us, which, even



# CHANGES

if strong, was easier to manage.

Ten days after departing Ketchikan, we sailed under the Gate and into our slip in Sausalito.

— Paul 10/14/21

## **Bella Luna — Cheoy Lee 48 Jamie Meves, Rob Tryon, John Riise Reunion Tour Oxnard**

"The sheep are in the meadow," said Rob, coming up from down below.

He and I both grinned at the shared memory. Was it 10 years ago, or 15, that we'd enjoyed an evening with a cruiser we remember only as 'Kiwi Chris'? That guy had 'down-underisms' for everything, including the whitecaps — the sheep —

was a 'go,' COVID-19 reared its ugly head.

But now, in early November, here we were, waving goodbye to Oxnard friends, heading out the breakwater and turning left. There had been so many delays that it almost didn't seem real. I half expected the mast to fall or the rudder to snap off.

All the spars and appendages remained intact, and it wasn't long before we got into the rhythm of the boat. Or at least the rhythm of the engine. We motored the whole first leg to Catalina in zero breeze.

Upon arrival the next morning, we initiated the boat's brand new Rocna anchor in the sand of Emerald Bay, just outside the all-but-deserted mooring field. That evening, after successfully addressing a few minor issues (including both heads plugging up at the same time), we enjoyed the first of many delightful dinners that came to be known as 'Katie food.' These were pre-cooked and frozen casserole-type meals that my wife had donated toward provisioning. Just heat and eat. They proved popular.

The next leg was another overnighter to San Diego, this one in moderate breeze under main and the boat's big asymmetrical kite — a nifty, like-new sail originally built for a J/120 — complete with sock! The boat tracked like a Pullman car through most of the day. Gotta love these Bob Perry designs.

A decided oddity for our short trek through Southern California waters was the amount of shipping we encountered. Like everyone else, we were aware of all the container ships anchored off the Port of L.A. What we didn't realize was that there were many more "underway" in the channel. The little black triangles on AIS told the story: Dozens of ships (we counted 19 in sight the first day) were idling along at barely a knot out there, circling the Catalina Channel like lazy bumblebees around spring blooms. It wasn't so

*One nice thing about clouds: The sunsets are insane.*



*Three amigos Rob, Jamie and John.*

that now surrounded the boat. In a flash, I harkened back to some fun times in Sausalito with Rob and his wife, LaDonna Bubak, whom I worked with for several years.

My connection to the boat owner, Jamie, ran even deeper. In a couple of years, it will have been five decades since we found ourselves crewing aboard the same old wooden ketch in the Med. More recently, I'd helped him deliver the new-to-him *Bella Luna* from Dana Point to Oxnard. He planned to spend a couple of days there before continuing north to the Bay Area. Four years later, *Bella* was still at Channel Islands Marina and Jamie was commuting to the boat from his home in Novato. Part of the reason was that Rob and LaDonna lived aboard their Wauquiez 47 *Gazelle* right across the dock. They had become fast friends, and Rob jobbed out his extensive expertise to help complete a number of upgrades on *Bella*, including completely rewiring the boat and installing new refrigeration.

We had all sailed with each other and together before, and the plan was always to sail to Mexico together. But you know what John Lennon said about making plans. Every time we'd set a date, or at least a time frame, 'life happened' — grandkids were born, holidays got in the way, and when all else



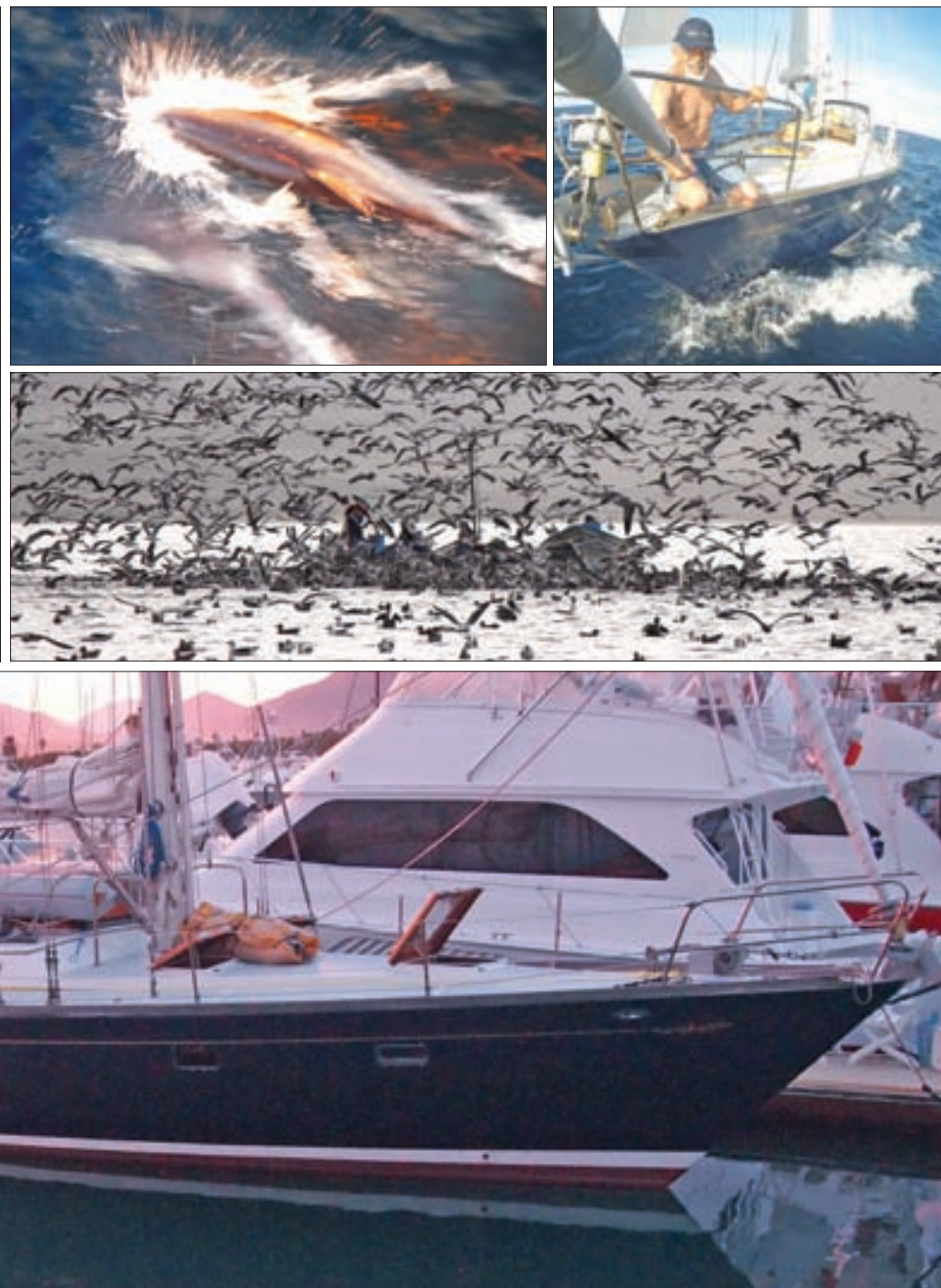
bad during the day. But at night it was decidedly uncomfortable to see their fore and aft masthead lights indicating an 'intersecting' course — but trusting to AIS and radar that it was safe to cross in front.

Officially entering Mexico at Ensenada made a lot of sense, especially since it's gotten so easy to do it there. Unlike the old days when you had to taxi around to different offices, nowadays several of the marinas offer their own 'agents' to guide you through the process. At Cruiseport Village Marina, we were cleared within hours of arrival by a





# IN LATITUDES



ALL PHOTOS BELLA LUNA

**Above: 'Bella Luna' in San Jose del Cabo. Top left: Jamie and Bibi at the wheel. Top center: Dolphins at sunset. Top right: Trying out the GoPro with a selfie stick made from a boathook. Middle: The biomass in action above and below the water in Turtle Bay.**

representative of the health department. The next day, the marina office checked all our docs, then we all piled into a van and Oswaldo, the marina's operations supervisor, drove us to the building downtown where it all happens. He ushered us from window to window in the proper order, translating when needed. Fees as of mid-November were as follows: immigration (\$35 per person for a six-month visa), TIP (\$55, good for 10 years), port captain fee (\$15), and even fishing licenses (about \$43 each). Jamie rounded out our

documentation suite with online insurance (about \$450/year).

We quickly noted that in Ensenada — and everywhere else we went in Mexico — pretty much everyone wears masks. All the time. Even outside.

From Ensenada, our itinerary more or less paralleled that of the Baja Ha-Ha, which had rolled through a couple of weeks earlier. So Turtle Bay would be our first stop. After that, we decided to bypass Bahia Santa Maria and head into Magdalena Bay a few miles farther south.

The trip to Turtle Bay featured two overnights and decidedly different weather. The warm, clear skies of California had given way to cloudy skies and frigg'in' freezing temps. We were zipped up to our chins in foulies at night (though just to the Adam's apples during the day). But the breeze was on and the first day was spent broad-reaching with the 110 jib and a reefed main, averaging 7+ knots. We carried that combo well into the afternoon and early evening. Once the boat-speed got below 4-ish, we'd roll up the headsail, fire up the iron jib, and motor-sail. The good news was that the old Isuzu diesel got used a lot — perhaps 50% of the trip — and it never missed a beat. The bad news: It guzzled lots of oil.

Our, um, 'mature' bodies (Rob is the young'un of the group by 10 years) hadn't quite adapted to the 3-on, 6-off watch routine, so the anchorage at Turtle Bay was a welcome sight for a little R&R. The waterfront, not so much. The restaurants that used to operate at the foot of the old dock are now piles of rubble, backed by numerous deserted houses and other buildings. Happily, once you get past that bit of culture shock, the town is full of the same smiling, helpful people who I remember from past Ha-Ha's, and we were able to find everything we needed, including several gallon jugs of engine oil.

Another revived memory was the incredible ecosystem going on in this bay — unmatched in my experience anywhere I've ever been. The place is literally seething with what seems like one gigantic ball of baitfish, and all manner of birds, seals, dolphins, fishermen — and who knows what else — bent on catching them.

After a couple of days, it was off to Mag Bay. The wind started fading mid-afternoon, and by dark we were motor-slating along under reefed, prevented main. Sometime during the night, some sail slides in the lower part of the sail broke, and by the time we noticed it and got the sail down, five slides were toast. Naturally, it was one of the few things that Jamie had not brought spares of. But fear not! We were confident there must be some aboard. The former owner of *Bella Luna* was a meticulous ex-Navy submariner who filled files and a notebook with drawings and instructions and parts lists for pretty much every system on the boat. He had also loaded enough spares aboard to outfit a battleship.

The one exception to this, as we soon learned after tearing into all the lockers, was sail slides. So that repair would have to wait. Fortunately, all the broken slides were below the second reef, so we just tucked that in and were good to go.



# CHANGES

Amazingly, for the short time we had wind on the final stretch into Cabo, the boat absolutely loved the combo of full jib and double-reefed main. Who knew? We got *Bella* into such a sweet spot in the 18 kts of breeze that a couple times we had to diddle the autopilot to make sure it was still working. But the breeze soon faded and the rest of that leg was under power.

Cabo was, well, Cabo. No slips available, so we anchored on the roadstead with a dozen or so other boats, watched the tourist shenanigans, and listened to music thundering full-volume from passing boats and the shore all afternoon and into the evening — and this was on a Monday.

We ended my tenure aboard in San Jose del Cabo, partly because they did have a slip available, but mostly because it's convenient to the airport and my month as a 'Luney' was drawing to a close. Looking back, the highlights were many: a lunar eclipse on the 18th; a Thanksgiving dinner of fresh-caught dorado; Jamie's 12-year-old poodle Bibi finally 'getting it' that she could relieve herself on the boat in designated areas (she held out for 2.5 days, which must be some sort of record); the dolphins at sunset; the sunsets themselves; the phosphorescence at night. All of which paled in comparison to the main highlight: being back on a boat and on the go with good friends.

— JR 12/2/21

## Where Are They Now?

Cruisers are folks on the move. Their appearances in *Changes in Latitudes* are just snapshots in time. By the time their stories appear here, the sailors who wrote them are often many miles and oceans away on other adventures. As 2021 finally slips into the rearview mirror, we thought it would be fun to do a quick catch-up with some of the 2021 contributors — then onward into the new year!

— Back in the fall, 2020 Nada Ha-Ha participants Glenn Becker and Angela Smith of the Hawaii-based *Catana 42 Lopaka* were trying to decide whether to stay in Mexico or, as originally planned, head south to Panama and thence the

*'Lopaka' in Mexico — will she stay or will she go? Right: Glenn, Boozle and Angela.*

Caribbean. Of course, the pandemic figured prominently in the decision, as they weren't sure which countries would be open and which wouldn't. "We finally decided that it made sense for us to stay put in Mexico and play the wait-and-see game," says Angela. "Do we regret the extra year? Yes and no. The delay allowed us both the opportunity to get vaccinated, spend time with family, and — shockingly — do more boat repairs!"

Work or not, this is one couple who like to keep moving. They finally broke free of La Paz for a cruise up to Loreto with an old friend. After discovering water in the oil of one of the new saildrives, they ended up cooling their heels in Mazatlán for three weeks before they were able to get hauled and have both saildrives serviced. "Apparently the whole shrimping fleet needed their bottoms done, so we kept getting bumped to the bottom of the haulout list," notes Angela.

After that it was up to San Carlos to store the boat for the summer. They returned in October, then headed to La Cruz to pick up some new sails and have new refrigeration installed.

Which brings us back to decision-making time again. Their Mexican insurance policy expired in late December, "So that is really our \$\*\*%-or-get-off-the-pot moment," says Angela. "Do we stay or do we go? We'll keep you posted."

— "Thanks to COVID, we are now Alaskan residents!" writes Chad Carvey of the formerly Sausalito-based *De Villiers 43* steel cutter *Walk On*. "We even bought a local car!" You may recall that Chad and Carolyn's planned 10-ish-year circumnavigation was supposed to begin

with just one summer season exploring Alaska. Now, due largely to the uncertainties of COVID, they've been there two years and, as Chad notes, "No complaints from us! We just returned to Petersburg after three months of summer voyaging filled with



WALK ON



WALK ON



W

orcas, humpback whales, glaciers, icebergs, mountain goats, sea otters, hot springs, and breathtaking anchorages. We fell in love with towns such as Juneau, Haines (even found some distant cousins there!), Hoonah, and Sitka. Carolyn's mom joined us for three weeks of our voyage, and we all agreed that Glacier Bay was one of the highest highlights of our summer.

"So we'll be spending another winter in this wild wonderland that has captured our hearts, before heading down to Mexico at the end of next summer. After a season in the Sea of Cortez, we're hoping that the South Pacific and New Zealand/Australia will finally be open by that time!

— Regular *Changes* readers will doubtless recall the crazy but delightful February story about how Joanna Hutchinson



LOPAKA





**Above: The mighty 'NV' in the slings. Left bottom: The Pancin family (l to r): Timo, Joanna, Solo the dog, and Nemo. Above center: 'Walk On' tied off to a convenient bergie bit in Glacier Bay. Top: Carolyn and Chad.**

and Timo Pancin acquired the custom 66-ft race boat **NV**. Briefly, Timo — who has run Vuda Marine in Fiji for the past several years — was visiting Joanna in New Zealand when a nationwide lockdown occurred. So his long weekend turned into several long months aboard her boat, which was for sale. As it happened, they were moored close to **NV**, which had been built by Hungarian Nandor Fa and raced in the '90-'91 BOC Challenge and '92-'93 Vendée Globe (both singlehanded round-the-world races). They had been eyeing the vessel for a while for possible conversion to a cruising boat, but now the proximity really got things rolling. By the time the lockdown ended in July, Joanna's

boat had sold and they were soon back in Fiji with **NV** — just in time for cyclone season. The usual procedure to secure yachts in Fiji is to dig pits and lower them in. But when Cyclone Yasa loomed on the horizon, the 'usual' pits barely made a dent in **NV**'s 14-ft keel and 11-ft rudder, leaving most of the boat a good 10 feet in the air. Luckily, the cyclone veered north and missed Fiji.

Life has barely slowed for Timo and Joanna. They welcomed a baby boy, Nemo Yasa Pancin, in October (named partially after the cyclone that threatened the boat "while I was pregnant and throwing up," says Joanna).

Since then, work on the boat has

been ongoing. They've scraped, checked, faired and repainted the underbody; cut out midships ballast tanks and used the space to extend the sofa and start building double cabins; and cleaned and converted the aft ballast tanks to hold fresh water. New hatches in the stern provide light and access to this narrow part of the boat, which will come in handy when they remove the big rudder and quadrant to check the seals and bearings. In preparation for the next cyclone season, they've also built a custom cradle around a shipping container (turned sideways for extra stability) that will do double duty as a workshop. You can follow their progress at <https://www.youtube.com/c/sailingnv>.

— Despite international border closures, Henk and Lisa Benckhuysen of the Vancouver-based Express 37 **Harlequin** report a delightful season of cruising in New Zealand's Northland. Based out of Whangarei, they made numerous trips to Barrier Island, Bay of Islands, Cavalli Islands and Whangaroa. "We managed to test every single sail in the locker, including the heavy-air spinnaker," says Lisa. Highlights included snorkeling in Deepwater Cove on Cape Brett, kayaking through the sea arches at Whangaroa, and spotting the legendary blue mushrooms on Mount Hobson. Like many cruisers we've heard from during the pandemic, Henk and Lisa got involved with the community in Whangarei. And enjoyed it so much, "We might be tempted to consider this funky little town as a permanent base if we did not have family and a home in Canada."

That's where they were at this report. They hope to get back to **Harlequin** (in storage



**'Harlequin's Henk and Lisa enjoyed New Zealand so much, they considered moving there.**

in Marsden Cove) when pandemic restrictions allow.

— "Since our time in Isla San Martin, a lot has happened, good and bad," writes Marie-Cecilia Duvernoy of the Berkeley-based Ericson 38 **Tire-Bouchon**. "We reached the delightful Sea of Cortez, where we enjoyed snorkeling with colorful fish and sea lions, and where we discovered that suspicious fins are not

# CHANGES

necessarily sharks, but can also belong to manta rays when they come in pairs." But the clock was ticking and they wanted to exit the hurricane zone before the start of the season, so they headed south "a little faster than a cruising soul likes to," says Marie. As the desert landscape changed to tropical, lush scenery, the winds became variable. "We came to miss the dependable 20-knot downwind runs of Baja," she says.

With COVID complicating check-in procedures, Marie and Yalçin decided to skip the so-called "forgotten middle" — Guatemala, El Salvador, Honduras and Nicaragua — and head straight to Costa Rica. A possible piracy attempt off Guatemala; running from lightning storms; and a visit from a Nicaraguan helicopter were the highlights of this five-day passage, their longest so far. "We arrived in Costa Rica in time to meet with our dear friends from Berkeley, the crew of *Merope*



Marie and Yalçin are hoping to resume their cruising when her foot is healed enough.

TIRE-BOUCHON

and *Kakelekele*. The two weeks they spent on board were among the most intense and unforgettable of our trip, punctuated by a birthday celebration and swimming in the most biofluorescent water we'd seen so far."

As for the 'bad', a couple of weeks after their friends said their goodbyes (and while Yalçin was on a short trip back to the US), Marie tore her Achilles tendon. "Luckily the boat was at the marina in Puntarenas for the month, and I was able to get surgery for my foot.

"But with six months' recovery time, the face of our travel had changed. All the projects we had planned to work on at the marina got postponed." Three weeks after her injury, they set out for Golfito, the last port in Costa Rica. "We stayed to the end of our three-month Costa Rican visas, then continued on to Panama where we brought *Tire-Bouchon* upriver, through the mangroves, to the port of entry of Pedregal. Between the breathtaking

landscapes and shallow water that required nonstop vigilance not to run aground, that was a memorable two-day adventure. We are now in the flat port of Pedregal, catching up on diverse errands and taking advantage of the proximity to David, the second largest city of Panama, to get physical therapy for my foot. We hope to resume our travels through the Panama Canal and beyond when things get more manageable."

## Cruise Notes

- 2021 was an eventful year for Norman Davant and Teri Moore aboard their *Catana 42* cat **Crazy Love** — but not in the way they'd planned. In July, while on the way to Newport, RI, Norman fell off the bimini and landed wrong, incurring a major tear in his right quad. With the help of many friends, they secured the boat a place to stay in Bristol while they flew home to Pleasanton for surgery to repair the leg. Then in August, the remains of Hurricane Henri (by then a tropical storm) rolled through Bristol, and as Norman put it, "the boat seems to have wanted to mate with another boat when the

# Your Boatyard in the Heart of Paradise

## Our Services |

### HAULOUT

- Marine Travelift 25 tons
- Marine railway 70 tons
- Storage in adjustable steel cradles
- Fenced Yard
- Travelift 50T & Amphibious mobile trailer 50T
- Services of our tug for towing safety assistance and interventions

### PAINTING

- Topsides, hull, bottom, varnish
- Brush, roller, spray

### MECHANICAL WORK

- Inboard, outboard, diesel, gas
- All brands

### REPAIRS

- Electrical repairs
- Refrigeration installation & repair
- Fiberglass & woodwork
- Welding, steel, stainless, aluminum

### SAIL LOFT

- Sail repairs, biminis, dodgers, covers

### STORE

- International, Pettit, Epiglass, Devoe
- Spares
- Fill U.S. gas cylinders

### DO-IT-YOURSELFERS WELCOME!

BoatUS Cooperating Marina



Large, fenced, secure dry storage area



Professional boatyard in the heart of Paradise

### TAHITI CUSTOMS POLICY

Foreign Flag vessels can stay on dry storage in our yard for up to 12 months out of 24.



Raiatea Carenage will make sure paradise is everything you expected.

Call, write, or sail in . . . we're here to serve you.

B.P. 1111 Uturoa Raiatea 98 735 Polynésie Française

Tel: (689) 40 600-545 ~ Fax: (689) 40 600-546 ~ VHF 68

Web site: <http://www.raiateacarenage.com> ~ email: [raiateacarenage@mail.pf](mailto:raiateacarenage@mail.pf)

Facebook : Chantier Naval Raiatea Carenage



# IN LATITUDES

wind shifted to the east." He reports that *Crazy Love* sustained substantial damage, "but as I have told many a boat owner after a little paint-swapping on the racetrack, fiberglass can be fixed." Finally, also in August, Norman popped The Question — and Teri said yes! They were married at Coral Reef Yacht Club in Miami the first weekend of December.

With boat, body and wedded bliss now intact, Norman and Teri are looking forward to getting back to cruising.

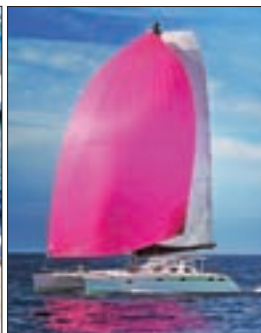
• Kevin and Katie Millett built **Kalewa**, their 50-ft catamaran (that Kevin designed) in an old pineapple cannery in Hawaii in the early 2000s. Since launch in 2003, they've put lots of miles on the boat — some 20,000 in just the past few years, including the circuitous route they took to get to San Diego for last year's Ha-Ha. They left Kauai in June 2021, making landfall in Sitka, AK, 12½ days later. "We



**Norman and Teri have lots of new reasons to smile.**

CRAZY LOVE

bumped around southeast Alaska for the summer, and got as far north as Glacier Bay National Park," says Katie. After that, they headed south and spent a month based in Bellingham, cruising around the San Juans. Then it was on to San Diego with stops in Sausalito and Catalina on the way. The couple attended the Ha-Ha



KALEWA

**After sailing the self-designed, self-built 'Kalewa' many thousands of miles, Katie and Kevin (aka Q-Shaman and Nancy) are ready to slow down and enjoy Mexico.**

party dressed as the QAnon Shaman and Nancy Pelosi, "so we'd have a little something for everyone."

They had plans to do the Pacific Puddle Jump but have decided to hold off on that journey until 2022. "After sailing so many miles over the last 2½ years, we're ready to slow down and immerse in Mexico for the next year," says Katie. At the time they wrote, they were headed for La Cruz as a base for the winter. Katie also allows that they might very well bash back north in time for the 2022 Ha-Ha "because we just love Richard and Donna and the event so much."

• "On the last night of the Ha Ha, right after we received our awards, I went over to Richard and thanked him," says Rick Alvarez of the Hylas 42 **Cloudbreak**. "I can truly say that, if not for the commitment we all had to make to be included in the rally, we would still be sitting in the slip at Los Alamitos talking about next



CLOUDBREAK

**Like many sailors, Rick is grateful to the Ha-Ha for finally getting him off the dock.**



Cruising Yachts



Alameda: (510) 521-1327  
 Sausalito: (443) 454-2275  
 San Diego: (619) 681-0633  
 Marina del Rey: (310) 821-8300

[www.CruisingYachts.net](http://www.CruisingYachts.net)

**MAKE 2022 YOUR BEST YEAR EVER...ON A NEW BOAT!  
 NEED TO SELL? FREE SLIP OFFER! CALL FOR DETAILS.**



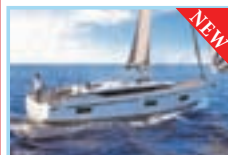
'22 BAVARIA C45 - ON ORDER



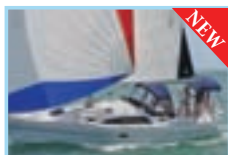
'21 CATALINA 445 - IN STOCK



'22 BALI 4.2 CAT - ON ORDER



'22 BAVARIA C42 - ON ORDER



'22 CATALINA 315 - ON ORDER



'10 JEANNEAU 57 \$585,000



'09 JEANNEAU 54DS \$499,999



'94 CATALINA 34 - \$52,000



'09 R. PERRY 20 \$57,000

# CHANGES IN LATITUDES

year. This decision also had a tremendous influence on my beginning the process of retirement."

*Cloudbreak* is currently in Mazatlán. Rick hopes to finish up the season in the northern part of the Sea just before the sailing season ends. "Next season, we'll head to Costa Rica, Panama and into the Caribbean" — possibly including a stop in Cuba, where Rick was born (and from which he escaped the Castro regime with his parents in 1962).

• Pawel Drzazga caught the ocean-crossing bug during his service aboard Navy aircraft carriers 30 years ago. He admits to owning a couple of powerboats, "but that was just a way to whet my palate." Two years ago the Clovis (near Fresno) resident finally acquired a Kelly-Peterson 44 and named her **Key Lime Pie**. The name is not a reference to his favorite dessert (well, at least not completely). It's more the Jimmy Buffett state of mind it evokes — warm



**Pawel is looking forward to exploring the Sea with Shelly.**

KEY LIME PIE

tropical waters, white sandy beaches, swaying palm trees and good island vibes.

Like many sailors, Pawel played it safe by staying in local California waters during the worst of the COVID pandemic. But as soon as he learned that the 27th Ha-Ha was a definite 'go', he signed up and started looking for crew. "I've been blessed with the best team ever, consisting of all women sailors," he says. "Shelly, Summer and Giselle were amazing. We even took second place in our sailing division — not bad for a weekend sailor!" Pawel is currently solo aboard *Key Lime Pie* in La Paz, awaiting the return of 'first mate' Shelly later this month, whereupon they will set out for the next anchorage in Mexico, wherever that might be. "It will be a while before I'm done exploring this wonderful country," he says.

• "**Celtic Song's** third and best Ha-Ha ever!" says Diane Berol of her San

Diego-based Pacific Seacraft 42. "The perfect amount of wind and from the right direction!" With no plans to return to San Diego as they did in 2009 and 2018 — "We've spent the past 10 years messing around to get her cruise-ready," notes Diane — *Celtic Song* will spend 2022-23 exploring the Sea of Cortez from a base in La Paz before turning right to join the Puddle Jump in May 2023.

It's worth mentioning again that *Celtic Song* won the Ha-Ha's Good Samaritan award in 2021 for coming to the assistance of the Seattle-based Farr 44 *Tabu*, which was disabled by a jammed rudder just a few miles out of Cabo. "But that's another story!" says Diane.

— latitude/jr



CELTIC SONG

**Diane (right, with Sophia) and first mate Jean. Hubby John doesn't sail with the boat, but offers shore support from home.**

## RICHARDSON BAY MARINA

formerly Kappas Marina

---

MODERN FACILITIES IN A WELL-PROTECTED HARBOR

Concrete Dock System

Well Maintained Facilities

Beautiful Surroundings

- DEEP WATER BERTHS: BASIN AND CHANNEL DREDGED
- CARD KEY SECURITY SYSTEM
- DOCK CARTS
- PUMP OUT STATION
- AMPLE PARKING
- CLEAN SHOWER AND TOILET FACILITIES
- WITHIN WALKING DISTANCE: MARKET/DELI, LAUNDROMAT, RESTAURANT
- AT EACH BERTH: LARGE STORAGE BOX, METERED ELECTRICITY, PHONE HOOKUPS, WATER

---

### BERTH YOUR BOAT IN SAUSALITO

415 332-5510 [www.richardsonbaymarina.com](http://www.richardsonbaymarina.com)

100 Gate Six Road, Sausalito • Fax 415 332-5812

## Custom Interior & Exterior Cushions

The Gianola Family has been designing and fabricating custom canvas and interiors since 1969. Gianola Canvas Products offers you the best in quality, more choices, and personal service.

We have moved

1301 Rand St., Ste. C  
Petaluma, CA 94954  
(415) 332-3339  
[www.gianolacanvas.com](http://www.gianolacanvas.com)



**MARINA CORAL**  
 ENSENADA, BAJA CALIFORNIA

**WORLD-CLASS MARINA IN ENSENADA**

353 SLIPS UP TO 110'

**ENSENADA'S ONLY FUEL DOCK  
 DIESEL & GASOLINE.**

CHECK-IN ASSISTANCE WITH IMMIGRATION,  
 PORT CAPTAIN AND CUSTOMS.



**ALSO, FEATURES A FIVE STAR HOTEL  
 WHICH ACCOMMODATIONS INCLUDE:**

147 suites, pools, spa, restaurants,  
 bars, shuttle service to San Diego,  
 trips to the vineyards and outstanding  
 landscapes for weddings and events.



VISIT **MEXICO'S FIRST PORT  
 OF ENTRY SOUTH OF THE BORDER**



BOOK YOUR  
 SLIP NOW!

**ASK FOR OF OUR PREPAID SLIPS PROMOTION AND GET ADDITIONAL MONTHS OF STAY. CONTACT US!**

CONTACT US VHF CHANNEL 71 Latitude 31 51' 38.59" N Longitude 116 39'36.342" W USA T (866) 302-0066 marina@hotelcoral.com www.hotelcoral.com

www.hydrovane.com

# FEEL THE FREEDOM

With Hydrovane: Your Independent  
 Self Steering Windvane AND Emergency Rudder

- ★ Your best crew ...steers 24/7
- ★ Have confidence for all scenarios
- ★ Install off center, with davits & gear

"I made it from San Diego to Hawaii and loved  
 using the Hydrovane (her name is Ruby!)"  
 - OLIVIA, SINGLEHANDED SAILOR  
 SV JUNIPER, PANDA 34 @wildernessofwaves



Photo  
 @joshmunoz



★ **HYDROVANE** ★  
 STEERING THE DREAM



## ATN GENOA SLEEVE

.....  
*Will protect  
 your furled  
 headsail from  
 the sun and  
 pollution*  
 .....

- Unique non-flogging design
- Hundreds manufactured
- Available in all colors



**SERIOUS SAILING EQUIPMENT**  
 800 874 3671 | atninc@hotmail.com  
 www.atninc.com

# Classy Classifieds

## PERSONAL ADS

1-40 words ..... **\$40**  
 41-80 words ..... **\$65**  
 81-120 words (max)... **\$90**  
 Photo..... **\$30**

• **Personal Advertising Only** •  
 No business or promo ads except  
 Non-Profit, Job Op, Business Op

## BUSINESS ADS

**\$70 for 40 Words Max**

• All Promotional Advertising •  
 One boat per broker, per issue.  
 Logo or Graphic \$30 Additional  
 Biz ads do not appear on website.

**Latitude 38's Classy Classifieds is the place to buy or sell boats, marine gear, trailers, liferafts, boat partnerships, trades and more!**

**Submit your ad online at  
[www.latitude38.com/adverts](http://www.latitude38.com/adverts)**

Your ad is live online immediately upon completion of payment.  
 Ads automatically renew every 30 days, you can cancel anytime.

**The Print Deadline is ALWAYS the 15th at 5 p.m.**

**Questions? (415) 383-8200 or [class@latitude38.com](mailto:class@latitude38.com)**

## DINGHIES, LIFERAFTS & ROWBOATS

**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](mailto: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](mailto:carpdory@gmail.com) (720) 250-8060

**IT'S A GREAT TIME TO LIST YOUR BOAT! AT [WWW.LATITUDE38.COM](http://WWW.LATITUDE38.COM)**

## 24 FEET & UNDER SAILBOATS



**17 FT LASER PERFORMANCE 2005.** Package includes mainsail, jib, spinnaker, rigging, Yamaha 2.5hp motor, single-axle road trailer. This stable, high-performing daysailer appeals to beginners and experts alike because it's fast, easy to rig, with a large/open self-bailing cockpit. \$3,750 OBO. Sacramento, CA. [shivasteva@gmail.com](mailto:shivasteva@gmail.com) (707) 472-7999

**22 FT SANTANA 22 #619 1972.** Freshwater boat, sailed and raced at Millerton, Huntington, and Yosemite lakes. Four-stroke Honda 4hp. Two-speed Lewmar main winches. Tandem-axle Shock trailer, set up to enable complete bottom painting on trailer. Upgraded chainplates, rigging, outhaul, and backstay. Set up for singlehanding. Many sails including two spinnakers. \$6,000. Merced, CA. [daniel.scarbery@gmail.com](mailto:daniel.scarbery@gmail.com) (559) 269-4015



**24 FT MOORE 24 1980.** Hull #93. New standing rigging, new halyards, new front hatch, new tiller, sprayed-on antifouling bottom paint 2/21. Nav lights, solid trailer, Nissan outboard. Ready for offshore racing. Includes a full set of sails. \$10,000. Richmond Yacht Club. [tsoutham@gcigc.com](mailto:tsoutham@gcigc.com) (408) 592-0832 <https://tinyurl.com/aaf8xtvm>



**22 FT STAR 1963.** Glass hull, good condition. Multiple sails, good condition. 2 whisker poles. Elvstrom bailers. Current 2022 registration. Trailer with spare tire. \$2,500 OBO. Richmond, CA. [stefroche916@gmail.com](mailto:stefroche916@gmail.com) (916) 303-0459



**18 FT MARSHALL SANDERLING 1970.** Restored classic Marshall Sanderling cat boat done this year. New Tohatsu 6hp long shaft. Gaff rig with lazy jacks and folding mast hinge. She is an eye-catcher and a sweet sailing boat. Shoreline trailer. \$13,500. Redding, CA. [avsmith2@earthlink.net](mailto:avsmith2@earthlink.net) (707) 477-5535

**24 FT J/24 1978.** One design, always freshwater and dry sailed. Excellent racing sails. Clean interior, black anodized spars. Includes yard trailer and small outboard motor. \$3,500. Valley Springs, CA. [bonnielopezunr@gmail.com](mailto:bonnielopezunr@gmail.com) (209) 772-9695

**18 FT MERCURY 1979.** Race-ready Mercury #542. Two masts: keel- & deck-stepped. Two sets of competitive sails. Updated fittings, pole launcher. Custom Mercury trailer. Call Eric. \$3,200. Long Beach, CA. [efconn@yahoo.com](mailto:efconn@yahoo.com) (562) 439-7952

## EXPERT MARINE SURVEYOR Capt. ALAN HUGENOT

**Captain.Hugenot@gmail.com • (415) 531-6172**

NAVAL ARCHITECT & MARINE ENGINEER - MASTER IN SAIL  
 ACCREDITED MARINE SURVEYOR (SAMS accredited Oct. 2004)  
 SNAME-ABYC-NFPA • ACCEPTS ALL CREDIT CARDS



## NEW ENGLAND MARINE TITLE

Coast Guard documentation • Title/lien searches • Transfers • Mortgage filing • Escrow services  
 Local closing facility for brokers or private transactions

**Visit us on the web! [www.nemarinetitle.com](http://www.nemarinetitle.com)**

1150 Ballena Blvd, Alameda, CA. • (510) 521-4925

## Need Crew? Latitude 38 Crew List A Boat to Crew on?

☆ Visit our website and sign up as Skipper or Crew ☆ It's Free ☆

**[www.latitude38.com/crew-list](http://www.latitude38.com/crew-list)**

## RIGGING ONLY ◉ SMALL AD, SMALL PRICES

Standing and running rigging, life lines, furling gear, winches, line, windlasses, travelers, wire and terminals, blocks, vang, and much more.

~ Problem solving and discount mail order since 1984 ~

**[www.riggingonly.com](http://www.riggingonly.com) • (508) 992-0434 • [sail@riggingonly.com](mailto:sail@riggingonly.com)**





**24 FT DANA 24 1988.** Pacific Seacraft Dana 24 that has been in freshwater only and under full cover for its 33 years. This boat shows as fresh as it did the day it was purchased, and the Yanmar has just over 400 hrs on it with regular service all those years. It's a jewel. The trailer that comes with it has been totally refurbished and is ready to haul this little pocket cruiser north, east, south or west. Shown by appointment only. \$49,000. California Delta near Rio Vista. hiddenharbormarina@frontiernet.net (916) 775-1313 <https://tinyurl.com/4uf439uf>

**22 FT RANGER 22 1978.** Set up for beer can racing and single-point hoist. Includes trailer and tongue extension, good North mainsail, like-new North NorLam genoa and AirX-600 spinnaker, many other sails. 2hp Honda outboard negotiable. \$2,500 OBO. Pt. Richmond, CA. will.anderson@sbcglobal.net (678) 517-6578



**24 FT MOORE 24 1982.** Hull #118 (formerly 'Banditos') - Race-ready w/large sail inventory (5 mainsails, 6 headsails, 4 spinnakers). Nearly new galvanized trailer. Many upgrades (flush cabin hatch, cockpit floor traveler, mainsheet/backstay pedestal). \$20,000 OBO. Richmond. pjpillsbury@icloud.com (408) 442-4253



**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. bonnielopezun@gmail.com (209) 772-9695

## 25 - 28 FEET SAILBOATS



**27 FT ALBIN VEGA 1974.** Full-keel cruiser, tabernacled mast, GPS, VHF, 5-amp solar, Bruce, lots of gear. Monterey mooring included. 2014 dual-axle trailer for \$2,600 allows legal towing. Call or email. \$6,500 OBO. Monterey. rseadler@hotmail.com (831) 566-7746



**26 FT YAMAHA 1984.** Phrf racer and comfortable cruiser. Interior and exterior maintained in excellent condition by meticulous owner. Yanmar 1gm10 diesel with very low hours. Garmin chart plotter, Raymarine vhf radio, emergency beacon and many other items. \$10,000. Alameda. Jnovie@aol.com (415) 271-3441

**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

**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 CATALINA 30 1979.** Catalina 30 SR insanity sale. A4 with 650 hrs on rebuild, roller-furling jib, self-tacker, Garhauer traveler, pole & spin with sock, full-batten main, radar, nav electronics, electric windlass, good ground tackle, folding prop, refig, dodger frame w/o canvas, stereo, VHF, new head. Bimini, extra sails too. Needs bottom paint, lifelines replaced and one spreader deck light repaired. My sanctuary and refuge for over a decade. Clean, comfortable but also competitive. Delivered on her bottom to any marina in the Bay Area for 15K excluding personal items. Trophies, spares, furnishings, all extras onboard go. Pix for the serious or inspect in Stockton. Email with your phone number. \$15,000 Trade for cargo van.. Stockton. juanmaritimemuseumofsail@gmail.com



**30 FT CATALINA 30 TALL RIG 1984.** Well maintained and actively sailed. New full batten main and 110% jib. New running rigging with proper sail shape controls including flat traveler and new solid vang. Good dodger and canvas with new mainsail cover. Well maintained bright-work and custom folding cockpit table. Good ground tackle fore and aft. Professional bottom paint and topsides polished last year. 'Shellback' is worth seeing. \$24,900. Marina Bay YH, Richmond. Jh-abbott@sbcglobal.net (916) 402-8336



**30 FT LANCER 1978.** Engine runs great. Sails are good. \$7,000. Emeryville, CA. Sailforme93@yahoo.com (530) 344-3257

**30 FT TARTAN 30 1971.** Classic beauty in good condition, a real head-turner; 40-year loving owner needs to sell, 2 boat owners. Wheel steering, self-tailing winches, GPS color plotter, VHF, sleeps 6. Refinished interior and exterior, lots of parts and tools, very clean and ready for her next chapter. Potentially transferable Sausalito slip. \$12,500. Sausalito. goboat1@aol.com (415) 699-3112



**29 FT CASCADE SLOOP 1976.** One owner, good condition, many upgrades plus overhauled engine and electrical system, Monitor windvane and mast tabernacle. Commercial grade 16,000 lb trailer can be towed without permits. See web site for photos. \$15,000. Portland, OR. bobbiebl@q.com (503) 621-3520 <https://tinyurl.com/f2e3fszm>



**30 FT OLSON 1983.** On hard 12+ years. Double-spreader rig, double-axle 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. Miami, FL. bremensails@hotmail.com (305) 756-7569

### DAVE'S DIVING SERVICE

Serving Southern Marin Since 1984

Hull Cleaning • Zincs • Inspections • Props Replaced  
Repairs • Recoveries • Fully Insured and Marina Recommended  
(415) 331-3612 • [davesdivingservice@gmail.com](mailto:davesdivingservice@gmail.com)



### VESSEL MOVING

No ocean too big, no trip too small, no ship too large, no mast too tall.  
Sail or power, we move them all! When you are ready give us a call.  
Professional Service • [cappytom@aol.com](mailto:cappytom@aol.com) • (206) 390-1596

### STEVE JONES MARINE SURVEYOR

[www.stevesurveys.com](http://www.stevesurveys.com)



SAMS AMS • Serving the Bay Area Since 1980

(415) 497-9078 • [steve@stevesurveys.com](mailto:steve@stevesurveys.com)

### Ocean Edge Yachts

Sales • Restoration • Maintenance  
Mike Coleman (831) 236-5905

[www.oceanedgeyachts.com](http://www.oceanedgeyachts.com) • [mike@lat36n.com](mailto:mike@lat36n.com)



**30 FT ISLANDER 30 MK II 1971.** Ready to sail. Universal M3-20B diesel engine under 700 hrs. Hauled in 2019: new electrical, standing rigging, dripless shaft seal, mast step, masthead light/Windex/VHF antennae/wiring, water tank/plumbing, Origo 6000 alcohol stove/oven. Jib, genoa, spinnaker. \$11,000 OBO. Sausalito. jewett.katie@gmail.com (415) 847-9146



**30 FT CATALINA 30 TALL RIG 1983.** Turnkey. Recently upgraded and beautifully maintained. Universal 25hp diesel 392 hrs. New 14 gal fuel tank, fuel sensor, gauge and fuel lines. Self-furling jib, spinnaker w/sock – good shape. Big V-berth forward, aft double bunk and settee at midships – sleeps 6. Beautiful teak interior with fresh upholstery and curtains. Propane stove and oven, icebox, hot/cold water with dual sinks. Electric marine toilet and shower. Dual battery charger. New LED lights. Stern perches, cockpit cushions, Hard-top dodger. New running rigging, lifelines, backstay. Hauled Feb 2021. Freshwater boat until this year. All the hard work done, get in and go. \$24,000. SF Small Craft Marina. Mattmalan86@gmail.com (916) 956-3606 <https://tinyurl.com/u97pxjwbl>



**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

**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

### 32 – 35 FEET SAILBOATS

**32 FT ERICKSON 1988.** Erickson 32:200 with the aft cabin layout. New batteries, head, solar panels. Autohelm 4000, fresh engine tuneup, Atomic Universal 25 diesel engine, runs great! This is a turnkey boat, ready to go! \$39,500. La Paz. danger@rof.net (970) 379-1466



**35 FT SPARKMAN & #038; STEPHENS 1963.** Bluewater cruiser, stout fiberglass hull, built by Chris-Craft. Well maintained, complete refit: Beta 38hp, 2012, 1000hrs. New: hydraulic steering, wireless radar, autopilot, fuel system. Call or email Joey. \$65,000 OBO. Ventura, CA. Thepslm27@mac.com (760) 458-7213



**33 FT SOVEREL 1985.** Soverel 33 with sprit. Great boat, too many extras to list. Great. club racer or PHRF killer. \$20,000. Alameda. wine4boats@gmail.com (805) 608-9298



**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 FT APHRODITE 101 1978.** New Treadmaster decking/fresh paint underneath, all running rigging has been replaced, standing rod rigging in good shape, Ballenger 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>



**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

**35.5 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

**35 FT J/35 1983.** Must sell. Bought a J/120 and can't own two boats! Racercruiser in Eureka. Spinnaker, two mainsails, one headsail. Hydraulic backstay. Martec folding prop. Sleeps 6. Yanmar 28-hp diesel. \$30,000 delivered to Bay Area. \$15,000. Eureka, CA. dsmullin@gmail.com (707) 845-4237



**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



**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

**32 FT GULF 32 PH 1974.** A classic S/V designed by William Garden, perfect live aboard, bay, and coastal cruiser, with spacious interior and 6' 5" headroom. She is ready to go- TURN KEY condition! Totally refitted Stern to Stern 2018/19/20, including all NEW: rigging, mast, LED lighting, sails (in the bag), AIS, electronics by Raymarine include chartplotter/navigation/radar; plus solar, davits, Rocna anchor, swim ladder, prop, refrigerator/freezer, electric toilet, bilge pump, and safety gear. Has a new Electric Motor that keeps you moving quietly and efficiently without the diesel fumes, noise, and vibrations. Selling due to overseas relocation and COVID. Email owner for additional info. This s/v has been my pet project, lovingly retrofitted with every imaginable upgrade and painstakingly painted including new non-skid! . \$33,000. Point Richmond, Ca.. abouttime18@icloud.com (Italy) +39 331 799 3904

*Need Crew? Latitude 38 Crew List A Boat to Crew on?*

☆ Visit our website and sign up as Skipper or Crew ☆ It's Free ☆  
[www.latitude38.com/crew-list](http://www.latitude38.com/crew-list)

### WATERCRAFT MOBILE MARINE PROS

Specializing in: Stem to Stern Mechanical and Electrical Repair  
and Installation for Most Marine Watercraft  
**(510) 367-8537** \* [Watercraftmobile@gmail.com](mailto:Watercraftmobile@gmail.com)

OUT HERE SAILING REAL TIME, showing you the challenges and rewards of full time family cruising.

## www.LiveFree2SailFast.com

Come check out and FOLLOW our website for current info and questions/concerns you may have.

### HAVE YOU HEARD IT?

Tune into [www.latitude38.com/goodjibes](http://www.latitude38.com/goodjibes) to hear the latest episodes of *Latitude 38's* new podcast.



## 36 – 39 FEET SAILBOATS



**37 FT CARTER 37 1973.** Ready for her next adventure! 'Arrow' is a sweet-sailing, seaworthy, liveaboard, performance cruiser. Upgraded and maintained to be an excellent, well-prepared, self-sufficient yacht with lots of extras. Email or call. \$58,000. Vista Mar, Panama. rockcairn@gmail.com (425) 737-3129

**36 FT ISLANDER 1975.** New bottom paint/thru-hull speed/depth transducer 2021. Garmin radar. New AC and DC electrical panels. Two B&G Triton2 displays, and wireless wind sensor not installed. Solid boat. \$28,000. Marina Bay, Richmond CA. don0954@gmail.com



**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/yckte8m3>

**36 FT CASCADE 36 1977.** Cascade 36 ketch-rigged sailboat, Hull #14. This was originally a kit boat built in Oregon and finished in San Leandro. She sails very well but needs extensive work, as she has been sadly neglected for the last several years. She has three roller-furling jibs, a main, and a mizzen sail. There is a large inventory of accessories and spare parts. For details contact Glen. \$10,000 OBO. San Leandro Marina. glenr99@gmail.com (541) 274-9268



**39.75 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 Pylor 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 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 spinners. 39 hp Yanmar. Racing anchor. \$32,000. Port Townsend, WA. arthurs7ewp@gmail.com (360) 531-1598

**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

**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 <https://tinyurl.com/2hs9rnec>

**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



**37 FT ROBERT PERRY VALIANT ES-PRIT 1981.** If you're looking for a daysailer, this is not your boat. 'Wild Goose' is an experienced ocean cruiser, with Monitor windvane, solar, wind gen, autopilot, watermaker, etc. She has crossed the Atlantic and spent seasons in Mexico. She's fast and stout, with a beautifully rounded stern. I bought 'Wild Goose' in 2018 for a new book project retracing the Steinbeck/Ricketts 1940 Baja expedition. I paid \$40,000 and spent another \$70,000 on upgrades, including new upholstery, new interior varnish, life raft, standing rigging, satellite phone, dodger, various electronics, and a new paint job. I need the boat this winter for research and writing but will be ready to part with her, reluctantly, in spring 2021. \$60,000. Guaymas/Loreto/La Paz. jonwhite@rockisland.com (360) 378-7517

## 40 – 50 FEET SAILBOATS



**43 FT SERENDIPITY 43 1993.** Beautiful Doug Peterson semi-custom racer and cruiser, direct descendant of Peterson's SORC-winning design. 'Puffin' (ex-'Samiko'), hailed from Santa Cruz, CA 25 years). Came off the molds in 1981. She did not undergo interior install, final assembly, and outfitting until 1992, with her finish out and launch in 1993. She offers both complete cruising layout – 2 cabins, main salon, galley, nav station, and two heads, and a complete, competitive racing sail inventory, with rig, winches, running rigging, deck, and cockpit layout, complemented by reliable Westerbeke diesel, serving both competition and cruising beautifully. With successful Monterey Bay racing record and coastal cruising history, she has been continually maintained and well-cared for since launch. \$49,500. San Pedro, CA. orcamike@hotmail.com (505) 934-8779

**40 FT KALIK 1981.** Gary Mull design cruiser/racer sloop. Recent improvements and maintenance completed. Hull good with no blisters. Good sail inventory. Boat lies Newport Harbor. Valued at \$38,000. Roche Harbor, WA. jhietbrink@aol.com (949) 640-1754



**47 FT TAYANA 1992.** Reluctant sale. Center cockpit, cutter-rigged, proven ocean cruiser. Constantly updated by long-term cruising couple. Huge inventory includes watermaker, generator, big solars, wind generator, dive compressor, SSB, AIS, radar, all rigging and sails recently replaced, cruising chute on roller system, Yanmar 70 turbo, Raymarine autopilot, some electric winches, 10ft AB RIB, 3hp and 15hp outboards. Vast spares list. New upholstery and foams in saloon 2020. Ready to circumnavigate. \$140,000 For sale. Guaymas/ Loreto, MX. drpfloat@gmail.com +52 (622) 171-7627



**47 FT NEW ZEALAND 46 1971.** Cutter rig, New Zealand Yachts, center cockpit, aft cabin, cold molded kauri pine, Dynel cloth, Epiglass design: Jim Young N.A. Re-rigged 2018, New standing and running rigging, North main and jib, lazy jacks, Harken mechanical backstay tensioner, B&G wind and depth instrumentation, Simrad radar, Yanmar 4HJ, 50hp, ZF Trans, Fireboy auto fire extinguisher system, slipstream Aust. Feathering prop, toerails, handrails, caprail, companionway hatches, forward cabin top hatch varnished. Steering: mechanical, hydraulic. Natural gas stove/oven. New 300-ft 5/16 high-test chain, stainless plow anchor, Engel refrigeration, Lavac manual heads. \$125,000. Long Beach, CA. jimwaide@gmail.com (949) 838-5880



### Afterguard Sailing Academy

*The Affordable Way to ASA*

ASA Basics to Ocean • Crew Intro to Cruising Prep  
(510) 535-1954 • [www.afterguard.net](http://www.afterguard.net)



### REGENERATIVE-SOLAR ELECTRIC PROPULSION

NAVAL ARCHITECT – MARINE ENGINEER  
& MARINE ELECTRICIAN

Captain Hugenot & Associates (415) 531-6172

### Need Crew? Latitude 38 Crew List A Boat to Crew on?

☆ Visit our website and sign up as Skipper or Crew ☆ It's Free ☆

[www.latitude38.com/crew-list](http://www.latitude38.com/crew-list)

### COMPLETE MARINE WOODWORK

Design / Restoration • Expert European Craftsmanship • Interior / Exterior  
Repairs / Maintenance • Marine Windows & Frame Replacement  
Wood & Dry Rot Repairs • Varnish Work • Marine Painting

Reasonable Rates • (415) 377-3770 • References Available

**50 FT HUDSON FORCE 50 1978.** Center cockpit, Lehman 80, aft queen with windows, good condition. \$79,000. Berkeley. Toparfitt@yahoo.com



**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 HANS CHRISTIAN KETCH 1980.** Only a handful ever made. Ocean-worthy bluewater cruiser. Travel in comfort and safety to any global destination in elegant style. Three separate cabins, spacious galley, well-equipped gimballed stove & oven, refrigerator, hot & cold freshwater system. All electronics updated; autopilot self-steering windvane. M65 Perkins diesel; new batteries. Mainsails, bowsprit. All maintenance records & receipts. Newly surveyed. Sailed from Hawaii in 2020. \$180,000 OBO. Berkeley, CA. Mosheblatt@hotmail.com (530) 258-7506



**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 https://tinyurl.com/49d5uyfc

**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 http://guapasailboat.com



**41 FT BLOCK ISLAND CUTTER 1980.** Block Island Cutter, 12-ton wooden sailboat, massively built, 50 hp Perkins diesel, 5 sails, navigation system. Galley and room for 4. She's a Hawaii and Tahiti vet. Last trip to Hawaii 2016. \$10,000. 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 https://tinyurl.com/5ev699y6



**44 FT CATALINA-MORGAN 440 2006.** Price reduced to \$170,000. 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. \$170,000. 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

**53.6 FT NORSEMAN 535 1986.** Please review information at website. If you are looking for a go-anywhere-in-the-world and liveaboard vessel for less than \$300,000, you may have found her. \$259,000. Stuart, FL. richardn535@gmail.com (415) 388-6686 https://tinyurl.com/y6xy8abm

**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 (see website.). \$145,000 OBO. Puerto Peñasco, Sonora, MX. cscottsy@gmail.com (805) 863-2381 https://tinyurl.com/uas6jsrh

## CLASSIC BOATS



**35-FT WARNER YAWL, 1939.** Low hrs Yanmar diesel. NEW: worm drive steering, SS fuel tanks, solar panels, air head, Simrad plotter and more. Completed extensive boatyard overhaul. Master Mariner race winner, Transpac vet. \$11,000. Owl Harbor. sagieber@gmail.com (206) 384-1175

## MULTIHULLS



**40 FT JIM BROWN SEARUNNER 40 1998.** First time on market. 23-year-old epoxy trimaran. Lewmar hatches and winches. Volvo diesel. Max-Prop and newer sails. Garmin electronics, solar panels, ready to cruise. Comfy. \$48,500. Paradise Marina, Nuevo Vallarta, MX. Svdoggone@hotmail.com (707) 349-6643



**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. http://www.svsurrender.com



**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-IN-SPIRED 1989.** Must sell!!!! Majestic comfortable liveboard, 62 LOA X 27 W. New-ish sails: Norseman System main; furling genoa. Achilles dinghy w/ outboard. 800W solar, Outback VFX2812. 15kW Westerbeke generator. Perkins motor, needs replacement. Small fridge, large freezer. Watermaker, needs hookup and new filters. 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. Needs haulout. \$50,000 OBO!!!!. Panama City, Panama. debjustbreathe@gmail.com (775) 400-4188, (775) 350-4935, (775) 782-7035

## 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. ddodges@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

## POWER & HOUSEBOATS



**28 FT PMC RUNABOUT – MONOHULL 1992.** –Owned for 14 years with custom trailer built in 2015. Great Delta and Bay boat with 540 bbc – 4.5 factory bored. All roller rocker drivetrain – Merlin heads. All hardware for hd use. B&M – PMT 2 speed trans. Latham power steering. Gil exhaust. SSM#3 outdrive. Rolla-4 Blade Cleaver prop. Drop out seats. No head, no galley. 85-gal fuel tank. Runs like a champ!. \$26,500. Santa Cruz, CA. sst90@earthlink.net (831) 479-1595



**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



**82 FT USCG POINT CLASS 1963.** 82-ft by 17-ft, 89 GT. Sea crane, dive platform, small-boat cradle, inspected and hauled out 2020. Pictures Facebook @ Point Weber photos/albums. \$89,000 OBO. Stockton, CA. gmanov@sbcglobal.net (209) 484-6621



**40 FT CHRIS CRAFT CONQUEROR 1960.** Restored better than new. Awlgrip mahogany paint. No varnishing! Little maintenance. New canvas enclosure. New, upgraded hatches. New water lines and electric. Fresh paint above and below. Master berth redesigned for comfort. Repowered with newer 350 MPI Mercruisers. Sold fully furnished. Comes with a transferable liveboard slip in Sausalito with the best spot. More info/contact on website. Sausalito. <https://bit.ly/2Us88zz>

## BERTHS & SLIPS

**36 FT SLIP AT PIER 39.** Many attractions on the Pier, clean private restrooms with showers and laundry facilities. Discounted secure parking available. \$4,400. San Francisco. sailingfearless@gmail.com (415) 745-2292

**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 <https://emerycove.com/>

**REDWOOD CITY MARINA SLIPS AVAILABLE.** Slips 30 - 75 at great rates! Amenities: parking, bathrooms, laundry, pump-out. Guest berths also available. Call for availability. 451 Seaport Court, Redwood City, CA 94063. twagner@redwoodcityport.com (650) 306-4150 [www.redwoodcityport.com/marina](http://www.redwoodcityport.com/marina)

## BUSINESS OPPORTUNITIES

**SAIL BROKERAGE BUSINESS FOR SALE (RETIREMENT SALE).** Sail Brokerage & Distributorship – established 1994. Profitable and debt-free. Tangible assets include: new and used sail inventory, sail covers, boat covers, sailmaking materials, and marine hardware. Optional: warehouse lease with fixed and portable storage racks, loft, and office. Sail and canvas repair facility includes 24-ft x 12-ft sewing table with 2 commercial sewing machine bays and commercial sewing machines. Sailmaking tools and dies. Web presence: 13 domain names, 2 commercial websites, and Amazon.com Marketplace Store. Active dealer network and 8,000-customer list. Currently located in Monterey, California, but relocatable elsewhere. Email Jim Johns. Monterey. tsw@sbcglobal.net Please contact by email only <https://tinyurl.com/uhbcabs>

## 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

**ADVENTURE SAILING.** Join us for an ocean passage in 2021. andy@sailingbiz.com (707) 953-0434 <http://www.sailingbiz.com>

## JOB OPPORTUNITIES

**GROW YOUR SKILLS WITH THE ADVENTURE CAT TEAM!** We are looking for motivated crew and/or licensed captains part-time, with full-time positions available for the right applicants. We offer comprehensive training, competitive pay and benefits depending on the role. Ideal candidates have a positive outlook, are passionate about the outdoors, enjoy interaction with guests and fellow crew, and are eager to build their maritime skillset for the long term. Email inquiries only. [adcatjobs@gmail.com](mailto:adcatjobs@gmail.com) <http://www.adventurecat.com>

**FLEET SERVICE STAFF.** We have an opening for a full-time Fleet Service Staff in Sausalito. No experience necessary. We will train the right candidate. Job responsibilities include: Cleaning both the interior and exterior of sailboats and powerboats. Fueling and pumping out boats, which requires driving them to and from the fuel docks. Working with the standing and running rigging. Inspecting the vessel and its systems to ensure all are in good working order before and after charters. Assisting members with questions and troubleshooting issues before charters. [jnasoij@clubnautique.net](mailto:jnasoij@clubnautique.net) (415) 332-8001

**JUNIOR SAILING PROGRAM DIRECTOR.** Balboa Yacht Club. Junior Sailing Program Director position available immediately. Excellent pay and benefits. For more information go to the GSI Executive Search website. Corona del Mar, CA. [terry@gsiexecutivesearch.com](mailto:terry@gsiexecutivesearch.com) (901) 550-9338 <http://gsiexecutivesearch.com>

**FIELD TECHNICIAN.** Commercial sewing shop on the water in Sausalito, specializing in custom canvas fabrication for marine, residential and commercial applications, is seeking an expert field technician to join our busy team. Responsibilities include participating in the construction and installation of complex projects in the field and the workshop. Qualified candidates must have mechanical skills, some knowledge of boats, be creative, and be able to work independently with unfailing attention to detail. Training available! For a complete job description please email [Lisa@thecanvasworks.com](mailto:Lisa@thecanvasworks.com). [lisa@thecanvasworks.com](mailto:lisa@thecanvasworks.com) (415) 331-6527 <http://thecanvasworks.com>

**SAILING DIRECTOR WANTED.** The Santa Cruz Yacht Club (SCYC) is currently searching for a full-time Sailing Director. This position is responsible for sailing instruction and the overall operations of the SCYC Junior Sailing Program. Direct your application to [casey.dakessian@scyc.org](mailto:casey.dakessian@scyc.org). Santa Cruz, CA. [barrywhittall@att.net](mailto:barrywhittall@att.net) <https://club.scyc.org/>

# PROP

**HIRING DECKHANDS, FULL- OR PART-TIME.** Seeking qualified captains and experienced deckhands for full- and part-time positions. PROP SF, the Bay Area's premier provider of high-speed private commuter ferry services, is revving up and expanding its elite crew of professional mariners. Captains: 100 Ton Inland Masters; Radar Observer: MROP. Deckhands: Experienced line handlers; passenger service. Full-time/part-time positions available; comprehensive training. Competitive pay and benefits! For more information, Ray Duran, Captain/Fleet Manager. An Equal Opportunity Employer. Emeryville, CA. ray@goprop.com (925) 786-1944 <http://goprop.com>

**BERKELEY MARINE CENTER HIRING.** If working in a boatyard with fun people sounds interesting, we have the job for you! Marine Mechanic: looking for someone with experience with all types of boat engines and general boat maintenance. Schedule is Monday – Friday with competitive wages. Chandlery Associate: looking for a knowledgeable, well-rounded individual to assist in the daily operations of our marine store and boatyard. Schedule is Thursday – Monday with some flexibility. Weekends required. Competitive wages. Berkeley. info@berkeleymarine.com



**SAILING SCIENCE CENTER – VOLUNTEERS.** Volunteer docents wanted to staff educational science exhibitions. Volunteer or contract graphic designer wanted. Photographers and photography wanted. Ask about other volunteer positions. info@sailingscience.org (510) 390-5727 <https://www.sailingscience.org/>

**DO YOU LIKE TO WORK ON BOATS?.** Inspire Sailing is a new sailing school and club operating at the Berkeley Marina facility formerly occupied by OCSC. We are hiring Fleet Service Technicians with outboard motor, sailboat rigging, gelcoat, marine carpentry, marine electrical, marine diesel or brightwork experience. Fleet Service Technicians make sure every sailboat in our fleet is charter-ready and safe to operate; check in and turn around boats between charters or classes; assist students, members, and boat owners with troubleshooting; work with the rest of the Fleet Service team to report, track, and repair issues. A great opportunity to work on boats and learn about boats! .fleetservice@inspiresailing.com <http://inspiresailing.com/jobs>



**SLO SAIL AND CANVAS IS HIRING — MULTIPLE POSITIONS.** SLO Sail and Canvas is hiring for multiple positions in our busy sail loft in beautiful San Luis Obispo, California. We specialize in building boat covers, trampolines, and sails for sailing dinghies, one-designs, and beach catamarans. The following job opportunities are open for immediate fulfillment: Sailmaking Department Manager, Manufacturing Assistant — Industrial Department, Production Sewing & Prep — Trampoline or Boat Cover Department, and Office Assistant. To learn more about each job opening, visit website. erik@slosailandcanvas.com (805) 479-6122 ext.9 <https://tinyurl.com/fpdkrmt>

**INSTRUCTORS WANTED.** Join the captains at Club Nautique and start teaching US Sailing's most comprehensive curriculum of sail and power courses, both offshore and inshore, in the nation. We have openings now for USCG-licensed captains who exhibit exceptional communication and boating skills, and the willingness to train and work in a professional environment. Full-time and part-time positions available. schooldirector@clubnautique.net (510) 865-4700 X313 <http://www.clubnautique.net>

**SAILBOAT RIGGER WANTED.** Sailboat rigger wanted. Tired of the rain and snow? Come work in sunny Sausalito, California. Friendly, highly regarded shop with 25+ years' experience. Experience and splicing skills a plus. Compensation based on experience. Free parking, waterfront location. Contact Tom. southbeachriggers@gmail.com (415) 331-3400



**EXPERIENCED YACHT BROKER / SALESPERSON NEEDED.** Rubicon Yachts is seeking a professional yacht broker/salesperson for its new Alameda, CA office. Yacht sales experience required, must be a self-starter, membership in CYBA is a plus. Contact owner/broker Mark Miner. Alameda, CA. mark@rubiconyachts.com <http://rubiconyachts.com>

**JOIN OUR TEAM OF INSTRUCTORS!** Spinnaker Sailing in Redwood City is looking for ASA-certified sailing instructors to teach out of our Redwood City Marina location. Part-time, flexible schedules, midweek and/or weekends. Please contact Rich or Bob by phone or email. Redwood City Marina. office@spinnakersailing.com (650) 363-1390 <http://www.spinnakersailing.com>



**LICENSED CAPTAIN WANTED.** Wanted: Licensed Captain with towing endorsement for TowBoatUS./Vessel Assist on the San Francisco Bay and Delta. Preferred if you live by SF waterfront, Alameda or Bethel Island areas. Philipdelano@gmail.com (925) 382-4422 <http://vesselassistsanfrancisco.com>

## MISCELLANEOUS

**MAST.** Aluminum mast from an Island Packet 48. In-mast furling. 64x 5.5x12. Excellent condition. All lights and wiring included. \$8,000. Marina del Rey. seageorgesail@gmail.com (310) 569-4230

**BUKH DIESEL ENGINE DV 10 ME.** Totally rebuilt, running condition. Price reduced from \$7,200. FOB Huntington Beach. Ask for details. \$3,800. Huntington Beach CA. extension2000@verizon.net (714) 840-9003

## NON PROFIT

**DONATE YOUR BOAT.** The Bay Area Association of Disabled Sailors strives to make sailing accessible to people with disabilities. BAADS is always on the lookout for donated boats to support its mission. Help an all-volunteer organization while receiving a charitable tax deduction. boatdonations@baads.org (415) 532-9831

## PROPERTY FOR SALE OR RENT



**DRAMATIC WATERFRONT ALAMEDA TOWNHOME.** Dramatic waterfront Alameda 3BR/2.5 BA townhome with a private 44-ft deep-water slip attached to the property. An impressive 2,054 sq ft with multiple living spaces all designed to overlook the glistening Ballena Bay. \$1,249,000. leah@leahounger.com (510) 701-6497 <https://tinyurl.com/3wdmepuy>



**OUR LITTLE PIECE OF HEAVEN.** This crashing-surf Maine property of 4.5 acres with 230 ft of ocean frontage and ocean views to die for. 5br/6ba 4350 sq ft of beachfront home that could be movie material. Don't delay; call Bob. It's the bargain of the year, selling because of health and definitely will regret it. Will you let us stay in the loft a week in September?. \$1,500,000. Maine. rttf61zj@gmail.com (772) 571-5887

## SOUTH OF THE BORDER



**PLAN YOUR MEXICAN GETAWAY NOW.** At the gorgeous Cielo Y Mar condos. Located in Punta Mita, 35 minutes from Puerto Vallarta, available to rent from private owner. On the beach, 10 feet from the water, they offer spectacular views of ocean and mountains, the biggest infinity pool in the area, an endless beach, great surf breaks, great fishing, tremendous views of whales, bird life and the islands. Choose from a spacious, beautifully furnished one- or three-bedroom unit, or an amazing two-story penthouse with lovely shade trellis on the top floor. To reserve, call or email Dona de Mallorca. puntamitabeachfrontcondos@gmail.com (415) 269-5165

## TRYING TO LOCATE



**FITTINGS FOR LAKE UNION DREAMBOAT.** ISO owner of a Lake Union Dreamboat bought at auction from Oyster Point Marina after she sank. I have fittings that I want to return. Peninsula. Sheilaholmes@mac.com

**JAMES MCDOWELL.** Trying to get your advice on one of the boats you previously owned. Thanks a lot for your time. saylor44@gmail.com (650) 714-7777 <http://tinyurl.com/3z23tbfh>

## WANTED

**ULTIMATE 20 WANTED.** I'm in S.F. Bay Area and am looking to purchase an Ultimate 20. Novato. lawson@evansdental.com (415) 601-2944



# WHITING & ASSOCIATES



- Vessel surveys
- Consulting
- Deliveries



Serving the entire Bay Area since 1980

[www.norcalmarinesurveyors.com](http://www.norcalmarinesurveyors.com)  
**(415) 505-3494**

# UK SAIL REPAIR



2021 Alaska Packer Place  
 Alameda, CA 94501  
 Sylvain Barrielle  
 510-523-3966  
[sanfrancisco@uksailmakers.com](mailto:sanfrancisco@uksailmakers.com)

[www.uksailmakers.com](http://www.uksailmakers.com)

# VENTURA HARBOR BOATYARD

**NOW HAULING VESSELS TO 220 TONS**

Two Travellifts

Full Line of Marine Services

(805) 654-1433

[www.vhby.com](http://www.vhby.com)



## Mexico Winter Savings

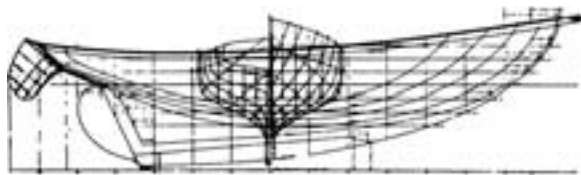
ENJOY MARINA EL CID at just \$.30/ft./day



Complete, modern amenities  
 in the heart of Mexico's lush  
 tropical coastline.

[www.elcidmarinas.com](http://www.elcidmarinas.com)  
 011-52 (669) 916-3468  
[marinaelcidmazatlan@elcid.com.mx](mailto:marinaelcidmazatlan@elcid.com.mx)

*The Cruiser's Home in Mexico*



## MAKELA BOATWORKS

Family owned since 1948

Wooden Boat Building • Repair and Restoration

19280 South Harbor Drive • Fort Bragg, CA 95437

**(707) 964-3963**

email: [makelaboatworks@gmail.com](mailto:makelaboatworks@gmail.com) • [www.Makelaboatworks.com](http://www.Makelaboatworks.com)

# MARINA DE LA PAZ

Your Home in the Sea of Cortez  
[www.marinelapaz.com](http://www.marinelapaz.com)



## La Paz Yacht Management and Brokerage

Sailboats	Powerboats
40' Lagoon 400, 2012.....\$349,900	51' Symbol, 1987.....\$99,000
40' Pacific Seacraft, 1999.....\$259,000	50' Sea Ranger, 1988.....\$225,000
30' Banjer 30, 1970.....\$98,000	42' Sunnfjord Tricabin, 1984...\$149,000
37' Bruce Roberts, 2005.....\$55,000	42' 1977 Grand Banks 42.....\$149,000
36' Catalina MkII, 2000.....\$88,750	
40' Hallberg Rassy sloop, 2003	

[LaPazCruisersSupply.com](http://LaPazCruisersSupply.com)

USA Phone 619 609 3432 • [Info@LaPazCruisersSupply.com](mailto:Info@LaPazCruisersSupply.com)

# FLOP STOPPER

**MAKES EVERY ANCHORAGE COMFORTABLE**

Any boat, power or sail. Hang from a pole or right off the rail.

**Biggest Platform, Most Effective, Smallest Stow Size**



[www.flopstopper.com](http://www.flopstopper.com)



**DeWitt**

*Wishing you all  
a wonderfully  
colorful 2022!*

**DeWitt Art Gallery & Framing ☎ (510) 236-1401 ✉ pam@jimdewitt.com**  
**Online Stores: [www.jimdewitt.com](http://www.jimdewitt.com) ☎ [www.DeWittAmericasCupArt.com](http://www.DeWittAmericasCupArt.com)**

## ADVERTISERS' INDEX

ATN ..... 87 <a href="http://www.atninc.com">www.atninc.com</a>	Cruising Specialists ..... 22 <a href="http://www.boats.network/cruisingspecialists">www.boats.network/cruisingspecialists</a>	H&M Marine / Beta Marine Engines / Hirschfeld Yachts ..... 36 <a href="http://www.betamarinewest.com">www.betamarinewest.com</a>	La Paz Cruisers Supply ..... 95 <a href="http://www.lapazcruiserssupply.com">www.lapazcruiserssupply.com</a>
Bay Maritime Group ..... 11 <a href="http://www.bay-ship.com">www.bay-ship.com</a>	Cruising Yachts ..... 85 <a href="http://www.cruisingyachts.net">www.cruisingyachts.net</a>	Helmut'd Marine Service ..... 34 <a href="http://www.helmutsmarine.com">www.helmutsmarine.com</a>	Lind Marine ..... 19 <a href="http://www.lindmarine.com">www.lindmarine.com</a>
Berkeley Marina ..... 33 <a href="http://www.cityofberkeley.info">www.cityofberkeley.info</a>	Defender Industries ..... 24 <a href="http://www.defenderus.com">www.defenderus.com</a>	Heritage Marine Insurance ..... 34 <a href="http://www.heritagemarineinsurance.com">www.heritagemarineinsurance.com</a>	List Marine Enterprises ..... 35 <a href="http://www.listmarine.com">www.listmarine.com</a>
Berkeley Marine Center ..... 32 <a href="http://www.berkeleymarine.com">www.berkeleymarine.com</a>	Denison Yachting ..... 99 <a href="http://www.denisonyachtsales.com">www.denisonyachtsales.com</a>	Hood Sails ..... 15 <a href="http://www.hoodsails.de/en">www.hoodsails.de/en</a>	Makela Boatworks ..... 95 <a href="http://www.makelaboatworks.com">www.makelaboatworks.com</a>
Boat Yard at Grand Marina, The 14 <a href="http://www.boatyardgm.com">www.boatyardgm.com</a>	DeWitt Studio ..... 96 <a href="http://www.jimdewitt.com">www.jimdewitt.com</a>	Hotel Coral & Marina ..... 87 <a href="http://www.surfnet.com/coral">www.surfnet.com/coral</a>	Marina Bay Yacht Harbor ..... 63 <a href="http://www.marinabayyachttharbor.com">www.marinabayyachttharbor.com</a>
Brisbane Marina ..... 67 <a href="http://www.brisbaneca.org/marina">www.brisbaneca.org/marina</a>	Doyle Sails ..... 26 <a href="http://www.doylesails.com">www.doylesails.com</a>	Hydrovane ..... 87 <a href="http://www.hydrovane.com">www.hydrovane.com</a>	Marina de La Paz ..... 95 <a href="http://www.marinadelapaz.com">www.marinadelapaz.com</a>
Cabrales Boatyard ..... 59 <a href="http://www.cabralesboatyard.com">www.cabralesboatyard.com</a>	fisheries supply co. .... 67 <a href="http://www.fisheriessupply.com">www.fisheriessupply.com</a>	Inspire Sailing ..... 38 <a href="http://www.inspiresailing.com">www.inspiresailing.com</a>	Marina El Cid ..... 95 <a href="http://www.elcid.com">www.elcid.com</a>
Club Nautique ..... 20 <a href="http://www.clubnautique.net">www.clubnautique.net</a>	FlopStopper ..... 95 <a href="http://www.flopstopper.com">www.flopstopper.com</a>	Jeff Brown Yachts ..... 13 <a href="http://www.jeffbrownyachts.com">www.jeffbrownyachts.com</a>	Marina Village ..... 10 <a href="http://www.marinavillageharbor.com">www.marinavillageharbor.com</a>
Compass Canvas ..... 30 <a href="http://www.compass-canvas.com">www.compass-canvas.com</a>	Gianola Canvas Products ..... 86 <a href="http://www.gianolacanvas.com">www.gianolacanvas.com</a>	Kissingner Canvas ..... 38 <a href="http://www.yelp.com/biz/kissingner-canvas-concord">www.yelp.com/biz/kissingner-canvas-concord</a>	Mariners Insurance ..... 12 <a href="http://www.marinersinsurance.com">www.marinersinsurance.com</a>
	Grand Marina ..... 2 <a href="http://www.grandmarina.com">www.grandmarina.com</a>	KKMI - Full Service Boatyard ... 100 <a href="http://www.kkmi.com">www.kkmi.com</a>	MMMM The Moorings ..... 77 <a href="http://www.moorings.com">www.moorings.com</a>
			Modern Sailing School & Club .. 35 <a href="http://www.modernsailing.com">www.modernsailing.com</a>

CONTINUED ➤



# JUST YOU AND THE SEA...

...and the jacuzzi,  
the 80-ft long pool, the surf,  
the Punta Mita anchorage, and the 4-mile distant  
Tres Marietas Islands

## Punta Mita Beachfront Condos

*Call now for reservations!*

**(415) 269-5165**

**[www.puntamitabeachfrontcondos.com](http://www.puntamitabeachfrontcondos.com)**

## ADVERTISERS' INDEX – cont'd

Napa Valley Marina ..... 31 <a href="http://www.napavalleymarina.com">www.napavalleymarina.com</a>	Richardson Bay Marina ..... 86 <a href="http://www.richardsonbaymarina.com">www.richardsonbaymarina.com</a>	Spaulding Marine Center ..... 59 <a href="http://www.spauldingcenter.org">www.spauldingcenter.org</a>	Ullman Sails San Francisco & Monterey Bay ..... 29 <a href="http://www.ullmansails.com">www.ullmansails.com</a>
Newport Boat Models ..... 37 <a href="http://www.newportboatmodels.com">www.newportboatmodels.com</a>	Rubicon Yachts ..... 7,8,9 <a href="http://www.rubiconyachts.com">www.rubiconyachts.com</a>	Spectra Watermakers ..... 63 <a href="http://www.spectrawatermakers.com">www.spectrawatermakers.com</a>	Vallejo Marina ..... 39 <a href="http://www.cityofvallejo.net">www.cityofvallejo.net</a>
North Sails ..... 21 <a href="http://www.northsails.com">www.northsails.com</a>	Sailrite ..... 23 <a href="http://www.sailrite.com">www.sailrite.com</a>	Svensden's Bay Maritime Group 39 <a href="http://www.bay-ship.com">www.bay-ship.com</a>	Ventura Harbor Boatyard ..... 95 <a href="http://www.vhby.com">www.vhby.com</a>
Outboard Motor Shop ..... 63 <a href="http://www.outboardmotorshop.com">www.outboardmotorshop.com</a>	San Francisco on the Bay ..... 25 <a href="http://www.sfonthebay.com/list-38">www.sfonthebay.com/list-38</a>	Swedish Marine ..... 28 <a href="http://www.swedishmarine.com">www.swedishmarine.com</a>	West Coast Multihulls ..... 28 <a href="http://www.westcoastmultihulls.com">www.westcoastmultihulls.com</a>
Passage Nautical ..... 5 <a href="http://www.passagenautical.com">www.passagenautical.com</a>	San Juan Sailing ..... 76 <a href="http://www.sanjuansailing.com">www.sanjuansailing.com</a>	Swiftsure Yachts ..... 18 <a href="http://www.swiftsureyachts.com">www.swiftsureyachts.com</a>	Westwind Precision Details ..... 59 <a href="http://www.boatdetailing.com">www.boatdetailing.com</a>
Pineapple Sails ..... 3 <a href="http://www.sailmaker.com">www.sailmaker.com</a>	Schaefer Marine ..... 30 <a href="http://www.schaefermarine.com">www.schaefermarine.com</a>	The Canvas Works ..... 37 <a href="http://www.thecanvasworks.com">www.thecanvasworks.com</a>	Whale Point Marine Supply ..... 16 <a href="http://www.aceretailer.com/whalepoint">www.aceretailer.com/whalepoint</a>
Punta Mita Beachfront Condos... 97 <a href="http://www.latitude38.com">www.latitude38.com</a>	Seacoast Marine Finance ..... 32 <a href="http://www.seacoastmarine.net">www.seacoastmarine.net</a>	TMM Yacht Charters ..... 76 <a href="http://www.sailtmm.com">www.sailtmm.com</a>	Whiting and Associates ..... 95 <a href="http://www.norcalmarinesurveyors.com">www.norcalmarinesurveyors.com</a>
Quantum Pacific ..... 55 <a href="http://www.quantum.com">www.quantum.com</a>	Seattle Yachts ..... 17 <a href="http://www.seattleyachts.com">www.seattleyachts.com</a>	Trident Funding ..... 4 <a href="http://www.tridentfunding.com">www.tridentfunding.com</a>	Yachtfinders/Windseakers ..... 98 <a href="http://www.yachtworld.com/yachtfinders">www.yachtworld.com/yachtfinders</a>
Raiatea Carenage Services ..... 84 <a href="http://www.raiateacarenage.com">www.raiateacarenage.com</a>	SAMS ..... 36 <a href="http://www.marinesurvey.org">www.marinesurvey.org</a>	Twin Rivers Marine Insurance ..... 27 <a href="http://www.boatinsuranceonly.com">www.boatinsuranceonly.com</a>	
Richard Boland Yacht Sales ..... 98 <a href="http://www.richardbolandyachts.com">www.richardbolandyachts.com</a>	South Beach Harbor ..... 6 <a href="http://www.sfport.com/southbeachharbor">www.sfport.com/southbeachharbor</a>	UK Sailmakers ..... 73, 95 <a href="http://www.uksailmakers.com">www.uksailmakers.com</a>	



# RICHARD BOLAND



## YACHTS

RIVIERA • BELIZE • NEW & BROKERAGE • POWER & SAIL



AT OUR DOCKS

**61' CUSTOM SCHOONER, 2000** \$139,000—CALL ROY



**52' TAYANA 1991** \$130,000—CALL BILL



CRUISE READY!

**BENETEAU M500** \$139,900—CALL MIK



**45' EXPLORER, 1978** \$69,500—CALL BILL



ST. LUCIA, BVI

**BENETEAU 45' OCEAN, 2017** \$275,000—CALL MIK



BRICKYARD COVE

**44' HARDIN 1977** \$79,000—CALL MIK



AT OUR DOCKS

**44' CATALINA MORGAN, 2005** \$199,000—CALL MIK OR BILL



PRICE REDUCED!

**41' HUNTER 2005** \$99,000—CALL BILL



NEW LISTING!

**40' FREEDOM 1996** —CALL BILL



SAUSALITO

**38' CATALINA 380 1996** \$99,000—CALL MIK



**38' OHLSON** \$69,000—CALL MIK



ALAMEDA

**JEANNEAU 379, 2013** \$179,500—CALL MIK



**37' PACIFIC SEACRAFT 1980** \$49,900—CALL BILL



**37' RANGER, 1973** \$38,000—CALL MICHAEL



**36' CATALINA MKII, 1999** \$96,500—CALL MIK



PRICE REDUCTION!

**36' PEARSON 1979** \$25,000—CALL BILL



**30' CATALINA, 1982** \$15,000—CALL MICHAEL



ALAMEDA

**30' NONSUCH 1995** \$32,500—CALL BILL

Richard Boland Yacht Sales  
Alameda, CA 94501

Office: (510) 521-6213 Direct: (510) 610-6213

Redwood City, CA 94063

Mik: 510-552-7272 • Bill: (510) 410-5401

Roy: 916-595-7500 • Michael 831-236-5905

Email: rbys@aol.com www.richardbolandyachts.com



## Yachtfinders/Windseakers

in the heart of  
San Diego's boating community

2330 Shelter Island Dr. # 207, San Diego, CA 92106

info@yachtfinders.biz

www.yachtfinders.biz

(619) 224-2349

Toll Free (866) 341-6189



A LEADER IN  
BROKERAGE  
SALES  
ON THE  
WEST COAST!



**42' CATALINA C42 '97** \$115,000  
Nomad. The boat dreams are charted on! Designed for short-handed sailing, with halyards and mainsheet led to the cockpit. Hard dodger.



**53' J BOATS J160 '97** \$435,000  
Hana Hou. Fast and sleek cruiser with new electronics, new main and jib, new sail covers, dodger and bimini as well as many upgrades.



**39' FREEDOM '85** \$59,000  
Entropy. Free-standing cat ketch rig and carbon fiber spars work well for minimal crew. Sturdy lightweight hull for great performance.



NEW LISTING

**36' CATALINA 36 '84** \$49,000  
Wine Down. A rare find! Clean Universal diesel with only 978 hours, new upholstery and canvas. WINE DOWN shows true pride of ownership.



**39' ERICSON 39B '77** \$49,500  
Defiance. Sail off to Hawaii or farther. She's extremely tough, sails close to the wind, tracks well with fin keel and skeg hung rudder.



**30' NEWPORT N30 '81** \$12,500  
Performance cruiser with a very comfortable interior. Reliable Universal diesel. Easily single handed, and easier with crew.



NEW LISTING

**34' NORSTAR VICTORIA 34 '87** \$57,500  
Blue. Go a step above most cruisers of this size and age with this sturdily built vessel. Rigged to be easily sailed short-handed.



REDUCED

**28' BRISTOL CHANNEL CUTTER '80** \$69,900  
Cosmic Dancer. Popular Lyle Hess design. Extensively upgraded. Ready to go to sea should her next owner decide to take her there! In Olympia.

THINKING OF SELLING  
YOUR BOAT?

LET US HELP!

Power or Sail, we have buyers waiting. Call us at 619.224.2349 or email: info@yachtfinders.biz





DUFOUR



# 2022 DUFOUR 470

47' SAILBOAT  
ON ORDER | CALIFORNIA



### DUFOUR 530

54' DUFOUR 2022 | CALIFORNIA  
\$CALL FOR PRICING



### DUFOUR 390

39' DUFOUR 2022 | CALIFORNIA  
\$CALL FOR PRICING



### DUFOUR 360

36' DUFOUR 2022 | CALIFORNIA  
\$CALL FOR PRICING



### EXCESS 15

48' EXCESS CATAMARAN 2022 | CALIFORNIA  
\$CALL FOR PRICING



### EXCESS 12

38' EXCESS CATAMARAN 2022 | CALIFORNIA  
\$CALL FOR PRICING



### EXCESS 11

37' EXCESS CATAMARAN 2022 | CALIFORNIA  
\$CALL FOR PRICING



+1 310.821.5883  
DenisonYachting.com

San Diego, CA	619.822.2715
Newport Beach, CA	949.791.4220
Long Beach, CA	562.594.9716
Marina del Rey, CA	310.821.5883
San Francisco, CA	510.981.2021
Seattle, WA	206.686.5400





CHEERS TO HAULIN' IN THE NEW YEAR!

From our family to yours, wishing you a happy, healthy New Year!

BAY AREA'S HEADQUARTERS FOR BOTTOM  
PAINTING, FIBERGLASS REPAIR & HOLIDAY CHEER!

PT. RICHMOND (510) 235-5564

[WWW.KKMI.COM](http://WWW.KKMI.COM)

SAUSALITO (415) 332-5564

**KKMI**

