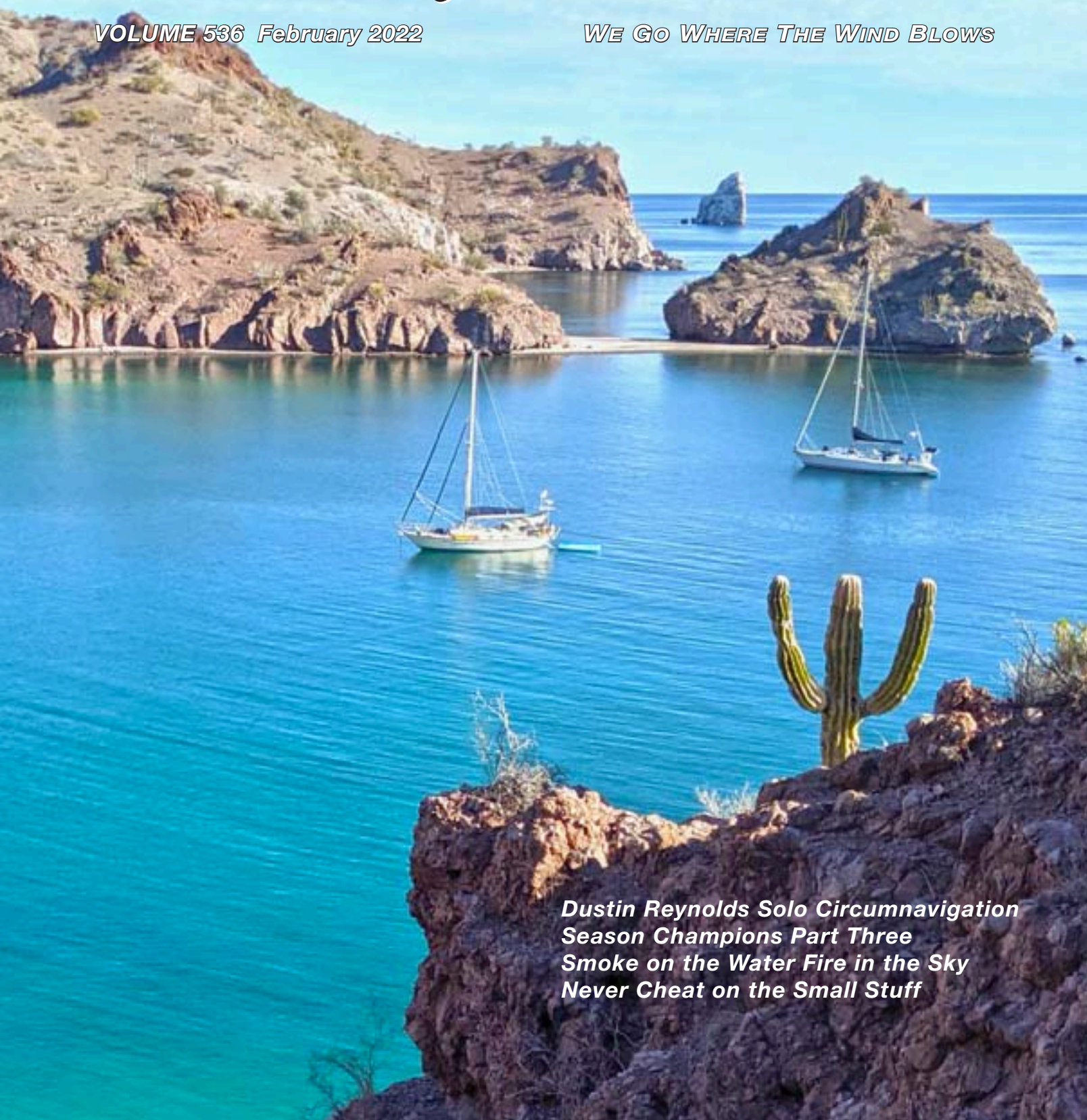


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VOLUME 536 February 2022

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COVER: Bahia Agua Verde in early December.
A number of cruising boats gathered here on Thanksgiving.
But in this photo in early December, it's only *Satori* (left)
and Scott Smith and Mary Culley's *Coyote*.

Photo by Scott Smith

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CALENDAR

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Feb. 2 — Groundhog Day.

Feb. 2-23 — Wednesday Yachting Luncheon, via YouTube, 12:30-1:30 p.m. StFYC, www.stfyc.com.

Feb. 3, 17, Mar. 3 — Wooden Boat Festival's Ask an Expert Winter Series, online, 5-6:30 p.m. 2/3: Mimi George, Voyaging Revivals of Oceania. 2/17: Andy Stewart & Zach Simonson-Bond, Creating a Vessel Stewardship Plan. 3/3: Daniel Evans & Jesse Wiegel, Northwest Maritime Center Adventure Races. \$9.99 single session; \$35 series pass. Info/tickets, www.woodenboat.org/ask-an-expert.

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 photos. R2AK Tailgate Party, 2/5, 4 p.m. Info, www.seattleboatshow.com.

Feb. 6-27 — Keelboat Sailing, South Beach Harbor, San Francisco, noon-5 p.m. Sundays, weather permitting; RSVP in advance. Free. BAADS, www.baads.org/sailing.

Feb. 7 — Tides and Currents on the Bay webinar, 7 p.m. With Kame Richards. \$20-\$25. IYC, www.iyc.org/store.

Feb. 10 — Newport to Ensenada Race seminar, Bahia Corinthian YC and via Zoom. NOSA, www.nosa.org/seminars.

Feb. 14 — Valentine's Day.

Feb. 16 — Full Snow Moon on a Wednesday.

Feb. 19 — Accelerated Safe Powerboat Handling Course, Treasure Island Sailing Center, 8 a.m.-6 p.m. Earn the Safe Powerboat certificate. Bring your own boat or charter from TISC for \$100+/day. \$350. Info, www.nauticalsolutions.org.

Feb. 19 — Virtual 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>.

Feb. 20 — Safety & Rescue Boat Handling, Treasure Island Sailing Center, 8 a.m.-6 p.m. Prerequisites: Safe Powerboat Handling certificate and CA Boater Card. Bring your own boat or charter from TISC for \$100+/day. \$350-\$400. Info, www.nauticalsolutions.org.

Feb. 21 — Presidents Day.

Feb. 24 — Herring Festival, Spinnaker Restaurant, Sausalito/online, 6-8 p.m. Benefits the Sausalito Community Boating Center. Info, www.sausalitocommunityboating.org.

Feb. 27 — Pacific Offshore Academy, CYC, Tiburon. Personal Crew Preparation. Cocktail party follows. \$30 includes lunch, snacks and prize drawing. Info, <https://pacificcup.org>.

Mar. 10 — Newport to Ensenada Race seminar, Del Rey YC & via Zoom. NOSA, www.nosa.org/seminars.

Mar. 13 — Spring forward for Daylight Saving Time, 2 a.m.

Mar. 14 — Local Weather on the Bay: What's New & What's Working in Sailing Instrumentation webinar, 7 p.m. With Martin Spizman. \$20-\$25. IYC, www.iyc.org/store.

Racing

Feb. 5 — Double Up and Back. CPYC, www.cpyc.com.

Feb. 5, 12-13, 19-20 — SCYA Midwinter Regatta, at numerous SoCal venues. SCYA, www.scyamidwinterregatta.org.

Feb. 13 — SF J/105 Doublehanded Regatta. Fleet 1, www.sjf105.org.

Feb. 25-26 — Islands Race, 142 miles, Newport Harbor to San Diego via Catalina and San Clemente Islands. SDYC/NHYC, www.sdyc.org.

Feb. 26 — SSS Corinthian Race. Info, www.sfbaysss.org.

Mar. 5 — John Pitcher Regatta. CPYC, www.cpyc.com.

Mar. 5 — Mercury Series #1. EYC, www.encinal.org.

Mar. 5 — Commodore's Regatta. SCYC, www.scyc.org.

Mar. 5 — Santa Monica Bay Race. DRYC, www.dryc.org.

Mar. 5-6 — California Dreamin'. StFYC, www.stfyc.com.



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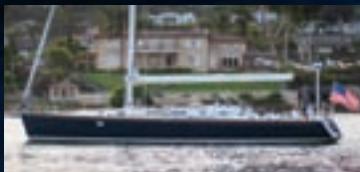
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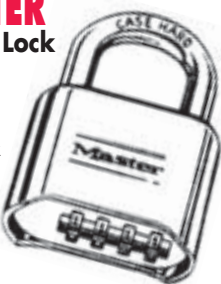
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CALENDAR

Mar. 5-6 — BAYS Winter #4 (youth). SFYC, www.sfyyc.org.
Mar. 5-6 — Etchells PCCs. SDYC, www.sdycc.org.
Mar. 12 — Spring Shorteez Regatta. CPYC, www.cpyc.com.
Mar. 12 — Santana 22 Team Races. SCYC, www.scyc.org.
Mar. 12 — Long Distance #1. SSC, www.stocktonssc.org.
Mar. 12-13 — Big Daddy Regatta, with Saturday buoy racing and a Sunday pursuit race. RYC, www.richmondyc.org.
Mar. 12-13 — Intercollegiate/High School Regatta. StFYC, www.stfycc.com.
Mar. 13 — Three Buoy Fiasco. SCYC, www.scyc.org.

Midwinter Series

BENICIA YC — Frostbite Series: 2/12, 3/12. Info, www.beniciayachtclub.org.

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

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

CORINTHIAN YC — Midwinters: 2/19-20. CYC, www.cyc.org.

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

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

GOLDEN GATE YC — 50th Manny Fagundes Seaweed Soup Regatta: 2/5, 3/5, 4/2. Info, www.jibeset.net.

ISLAND YC — Island Days: 2/13, 3/13. Info, www.iyc.org or www.jibeset.net.

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

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

LOCH LOMOND YC — Midwinters: 2/12, 3/12, 4/9. Matthew, mjbf1agmaker@gmail.com or (415) 235-8187.

MONTEREY PENINSULA YC — Perry Cup for Mercurys: 2/5. Info, www.mercury-sail.com.

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

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

SANTA CRUZ YC — Midwinters: 2/19, 3/19. Info, www.scyc.org.

SAUSALITO YC — Chili Midwinters: 2/6, 3/6. RegattaPRO Winter One Design: 2/12. Info, www.sausalitoyachtclub.org.

SEQUOIA YC — Winter Series: 2/12, 3/12 (St. Patrick's Day Race). Redwood Cup pursuit race series: 2/26, 4/2. Info, www.sequoiayc.org or www.jibeset.net.

SOUTH BEACH YC — Still Ain't Over: 2/26, 3/19. Info, www.southbeachyachtclub.org.

SPINNAKER SAILING OF REDWOOD CITY — Winter One Design. Series 2: 2/6, 2/20, 3/6, 3/20. Info, www.jibeset.net or racing@spinnakersailing.com.

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

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

YACHT RACING ASSOCIATION — Shorthanded Sunday Midwinter Series: 2/27 at GGYC for doublehanded crews. Info, www.yra.org or www.jibeset.net.

In the Tropics

Feb. 5-13 — Barra de Navidad Cruise-In Week. Family boat building with race, sunset cruise, boat parade, games, movie night, Flamingo FUNd Race, swap meet. Fundraiser for

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CALENDAR

schools. Info, cruisinweek@gmail.com or www.facebook.com/Cruise-In-Week-Barra-de-Navidad-Jalisco-248950736016252.

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

Mar. 3-6 — WesMex International Small Boat Regatta, Nuevo Vallarta. Vallarta YC, www.wesmexregatta.org.

Mar. 10-18 — Puerto Vallarta Race. 1,000 miles from San Diego to Puerto Vallarta. SDYC, www.pvrace.com.

Mar. 19-23 — MEXORC, Puerto Vallarta. Racing under ORR. Info, www.mexorc.com.mx.

Mar. 22-26 — Regata Internacional Bahía de Banderas. Racing for cruisers. Info, www.banderasbayregatta.com.

Apr. 22 — Newport to Ensenada Race. Three courses: to Ensenada, San Diego or Dana Point. NOSA, www.nosa.org.

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

February Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
2/05Sat	0241/5.5	0827/1.7	1424/4.8	2024/0.7
2/06Sun	0318/5.5	0929/1.6	1529/4.2	2106/1.5
	LOW	HIGH	LOW	HIGH
2/12Sat	0217/3.3	0801/5.7	1521/-0.1	2241/4.6
2/13Sun	0303/3.1	0848/5.8	1557/-0.3	2311/4.7
	HIGH	LOW	HIGH	LOW
2/19Sat	0125/5.2	0650/1.6	1257/5.3	1903/0.3
2/20Sun	0155/5.4	0738/1.3	1349/4.8	19.37/0.9
2/21Mon	0227/5.6	0833/1.0	1452/4.3	2016/1.6
	LOW	HIGH	LOW	HIGH
2/26Sat	0057/3.3	0705/6.1	1419/-0.7	2144/4.7
2/27Sun	0207/3.0	0810/6.3	1511/-1.0	2225/4.9

February Weekend Currents

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

date/day	slack	max	slack	max
2/05Sat		0042/2.9F	0418	0642/1.5E
	0954	1254/1.9F	1606	1848/1.6E
	2154			
2/06Sun		0124/2.7F	0500	0724/1.4E
	1054	1354/1.6F	1712	1936/1.2E
	2230			
2/12Sat		0124/0.7E	0330	0630/1.7F
	0942	1242/1.3E	1706	2042/2.4F
2/13Sun		0206/0.8E	0418	0718/1.8F
	1024	1330/1.5E	1742	2112/2.5F
2/19Sat		0518/1.5E	0812	1124/2.2F
	1424	1718/1.9E	2024	2354/2.9F
2/20Sun		0554/1.6E	0854	1212/2.0F
	0318	1812/1.6E	2100	
2/21Mon		0036/2.8F	0354	0630/1.7E
	0936	1306/1.8F	1624	1906/1.3E
	2142			
2/26Sat		0006/0.7E	0218	0530/2.1F
	0836	1142/1.8E	1612	1936/2.7F
	2306			
2/27Sun		0112/1.0E	0330	0636/2.3F
	0942	1254/2.1E	1706	2024/3.0F
	2348			

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

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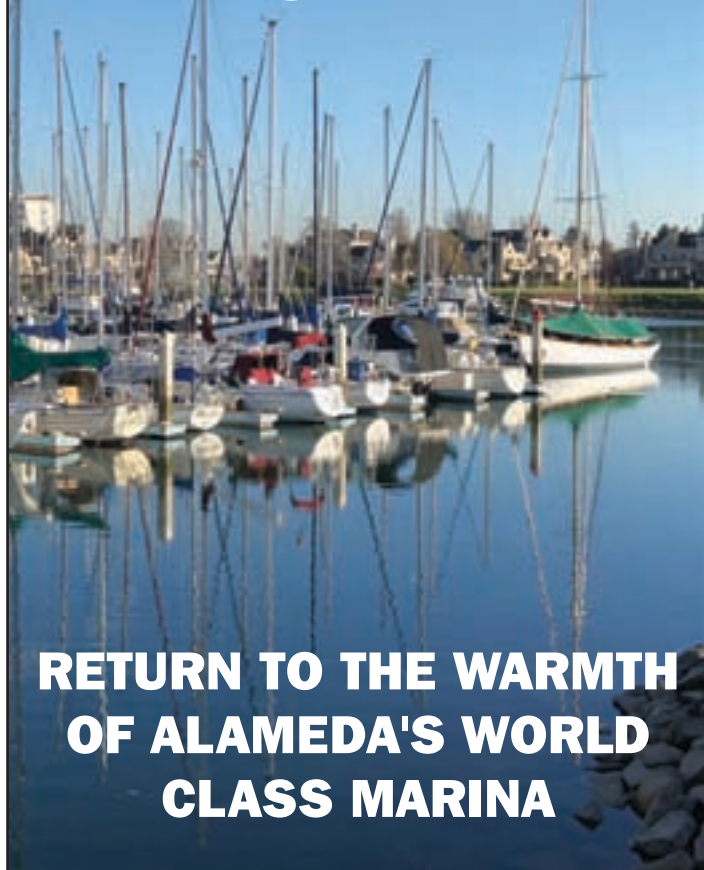
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LETTERS

⇅ **KISS YOUR SILLY SHORE LIFE AWAY**

I went to sea from San Francisco as a pro in 1962. The phone stopped ringing at the age of 73 because of two open-heart surgeries. Few résumés have 400,000 miles.

To all of you youthful seafaring people: Take care of your health, learn to use your own sextant, carry it with you, and use it. In the words of the late, great Jocelyn Nash: You are only one short circuit away from disaster.

Also: Sail only race boats and don't fuck it up when you're in the lead.

Going to sea is the most profound thing in a lifetime. Kiss your silly shore life away if you want to be real. Fear and speed are your friends to sleep with. Be brave and thoughtful. Being on the favored board always is how you bring everybody home.

Robert Flowerman
Bay Area

⇅ **A LOCAL-ISH SAILOR HAS HIS SIGHTS SET ON THE GOLDEN GLOBE RACE**

I wanted to pass along and share with you some information about my friend Elliot 'Skipper' Smith, who is going to be sailing in the 2022 Golden Globe Race as the youngest entrant. I thought you and the *Latitude 38* readers might find his story interesting and inspirational.

I met Elliot when he was a first mate and I was captain on the San Francisco Sailing Company's fleet of boats. I was inspired by his adventurous spirit and curiosity about sailing. I shared with him any sailing knowledge I could — as well as lots of epic sailing adventure books — and planted the seed that he could get a small boat inexpensively and take off for new horizons. He is an avid surfer, and had traveled around the country in his van seeking out surfing spots, so I could see that living simply and in the moment was already something he liked to do. That aligns perfectly with sailing and traveling on a small boat.

He ended up doing just that, and bought an old Pearson Triton 28 and sailed around Florida and the Bahamas for a year off the grid — sailing, surfing, and earning enough money to keep the adventure going. Once he was able to sail back to the States (COVID restrictions extended his time away), he started his quest to compete in the Golden Globe Race, sold his Pearson, and got his new-to-him Gale Force 34 *Second Wind*. He's been working on refitting it for the race [scheduled to start in September of this year].



Elliot 'Skipper' Smith, somewhere in the blue latitudes.

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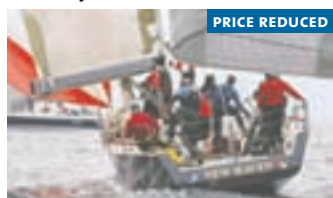
The sight of a yawl close reaching in summer winds along Maine's Eggemoggin reach or Washington state's San Juan Channel causes sailors and non-sailors to stop and stare. The Hinckley Sou'wester 42 yawl epitomizes the beauty of this sailing yacht genre. **Iduna** is a prime example. Her blue hull, gold cove stripe, white painted spars, red bottom paint, tan canvas, and varnished toe rail are a refreshing sight in a marina of modern production boats. **Iduna** has a deep fin keel to help her stand up in a breeze and point close to the wind. She has a full cockpit enclosure, new Maxwell anchor windlass, and Webasto forced-air diesel heating. Mainsail and mizzen Doyle stack packs along with a Tides Marine luff track on the main mast make sailing easy and enjoyable. All mechanical and sailing systems have been updated and maintained to a high level.



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Beneteau 45 • 2018 • \$330,000



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Ker 46 • 2006 • \$249,000



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Hylas 49 • 2001 • \$369,000

80 Chuck Paine	2003	\$2.6 million	40 Pacific Seacraft	1998	\$279,000
64 Frers	1978	\$295,000	39 Malö	2000	\$249,000
54 Hylas	2000	\$469,000	33 Beneteau First 10R	2007	INQUIRE
50 Bestway	1986	\$149,000	32 Nordic Tug	1993	\$145,000
45 Morris	2000	\$425,000	31 Tashiba	1988	\$89,500
44 Lyman Morse Seguin	1982	\$199,500	30 Henderson	1997	\$32,900
42 Catalina	1995	\$112,000	28 Jasper	2019	395,000CAD
42 Passport	1981	\$129,000			

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LETTERS

Elliot is currently working on refitting his boat in Florida, and is open to sponsorships and any support from the sailing community. Check him out at www.elliottskipper.com.

Randy Leasure
Tortuga, Westsail 32
San Francisco

↑↓ FLYING THE FRIENDLY SKIES AND SAILING THE FRIENDLY SEAS

I'm a retired airline pilot (United) of 41 years, based out of San Francisco. But I'm from Akron, Ohio, and learned to sail on Lake Erie. One of my flight students at the time, a dentist, had a Catalina 36 he would sail/race. He was such a quick learner that I asked him if he had flown before. He said he hadn't, but he was a sailor, and sailing and flying were very similar.

In exchange for my giving him flying lessons, he taught me to sail — that was in 1976, and I was hooked. I crewed on the Catalina until I moved to the Bay Area in 1979. Many of the pilots I flew with were sailors and had boats on the Bay. I used to crew whenever I could.

In 2014, I met my wife, who owns a boat in partnership with Art Hartinger — the Beneteau 310 *Pied-a-Mer* — that we keep between South Beach and Alameda. We sail on the Bay whenever we can, and usually take a big bareboat charter every couple of years. In 2019, we did the Cyclades, and this year we did the Aeolians. For 2023, we've begun planning Croatia, and for 2025, Turkey.

Steve Wallach
Author of *World of Chartering* in the January issue

↑↓ ROLEX SYDNEY HOBART RACE A BASH IN HEAVY WEATHER

Excellent summary of a great event. [Bill is referring to the January 3 *Lectronic Latitude*, by Ronnie Simpson, with the same name as this letter.] I watch the start every year,



ANDREA FRANCOLINI / ROLEX

Aaaaannnd away they go. The fleet was off the wind and headed into heavy conditions at 2021's Rolex Sydney Hobart Yacht Race.

and the best shot for me is right after the starting gun, when all the boats — which have started at the same time on different starting lines — head together to the first windward mark, all on the same tack. That's about 100 boats synchronized and heading out to sea. This year it was especially striking since the wind direction required chutes and code zeros at the start. It was a fabulous shot of them coming up Sydney Harbour.

Bill O'Connor

↑↓ WHEN SAILING IS ON EVERYONE'S TONGUE

Greetings from Sydney, Australia. It's refreshing to be

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

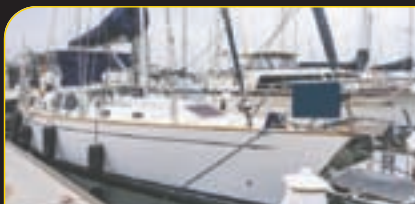
SALE PENDING



2018 Jeanneau 519 \$485,000
Tom Mowbray 415.497.3366



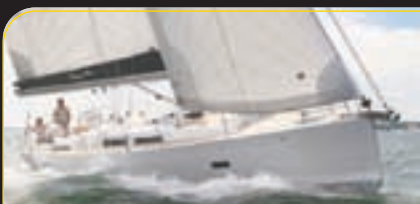
2014 Hanse 505 \$450,000
Tom Mowbray 415.497.3366



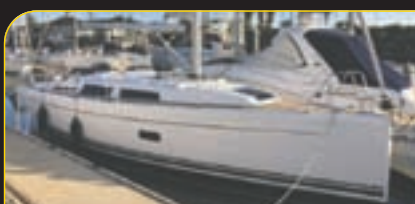
2015 Tayana 48 DS \$549,000
Dan Peter 619.200.1024



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



2020 Hanse 458 \$524,500
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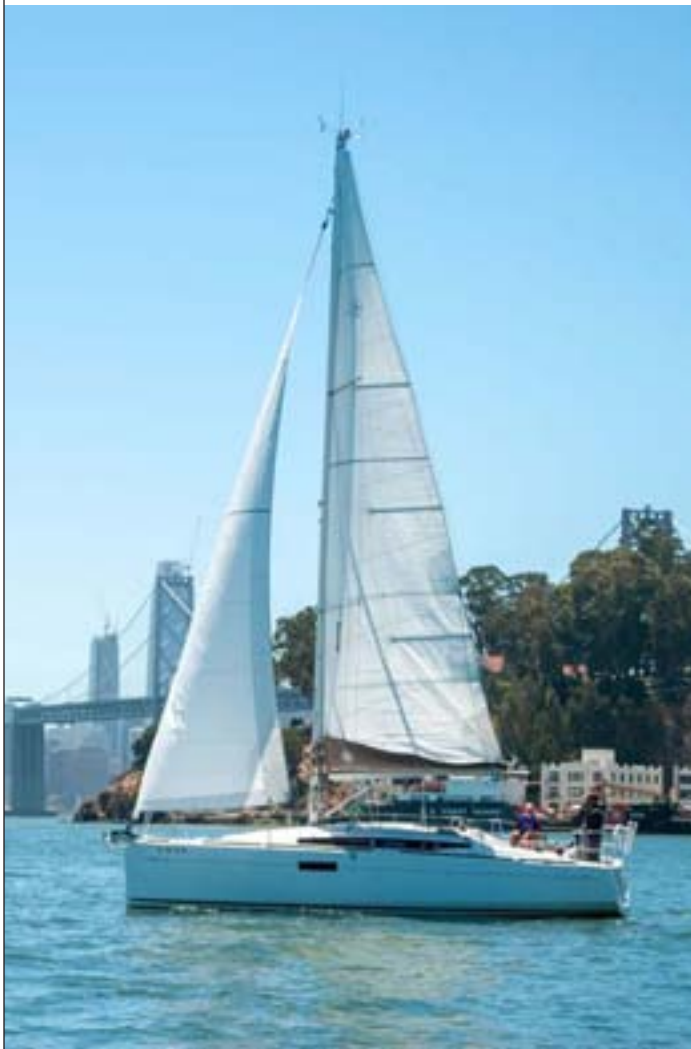
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LETTERS

in a country where sailboat racing makes the evening news and regular people can banter over the results. The *Sailor Girl* interview with the skipper of *Celestial* was heartbreaking. We all know who really won the Sydney to Hobart this year!

Ros de Vries
Medusa, SC27
Alameda

↑↓ A LOCAL RACE NAMED AFTER A SAILING LEGEND

One of my favorite races of all time was the Sir Francis Chichester 'Round Alameda race in Lasers. I did it at least twice, and somehow won it once.

The challenge of getting under the bridges (only one of which you could actually *sail* under) was the really fun part. It came back a few years ago, although I hear that nobody seems to know what happened to the original perpetual trophy. (It was a giant beast of an award!) The engraved names of winners were a literal who's who of Bay Area (and international) sailing rock stars.

Blake Middleton

Blake was commenting on the January 5 'Lectronic: Alameda's 'Round the Island Cruise Makes a Comeback.



MICHELLE WEINSTEIN

On New Year's Day, dozens of boats took to the Oakland Estuary for a slow, multi-stop circumnavigation of the island of Alameda. "No 'Round the Island is complete without visits to as many of Alameda's boating venues as you can handle," wrote Ros de Vries.

↑↓ ROLEX BIG BOAT SERIES EMBRACES ORC RATING RULE

Everyone loves the ratings when they win. Unfortunately, most people don't win, which is why the rating rules change. This will never stop. It's pretty ridiculous if you think about it.

Dan Knox
Luna Sea, Islander 36
San Francisco

Dan was commenting on the January 7 'LL with the same name as this letter.

↑↓ HELPING PEOPLE TO SEE OUR ACCOMPLISHMENTS

Let me thank you on behalf of all of the YRA racers for your coverage of our racing activities. *Latitude 38* is the premier sailing voice in Northern California, and your support of the YRA racing activities not only provides recognition for the champions, but also helps spread the word to further promote inclusivity and diversity in such racing activities.

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*Mōli,
Randall Reeves with
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TIM HENRY/LATITUDE 38

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LETTERS

As the only blind skipper — and for that matter, the only blind person at all among the 206 competitors on the 103 boats competing in the YRA 2021 Doublehanded Series — it means a lot to me that others with physical limitations can read about my experience so that the next time, I hopefully will be just one of many who would fall into the adaptive-sailor category.

For your amusement, check out this mini-documentary about me and my team at a recent World Championship of Blind Match Racing. It's a CNN mini-documentary on Walt (skipper of Team USA 1), Scott and Kris about blind match racing in the Great Big Picture Program (www.bigpicture.org), from November 2016. Walt picked up the bronze medal in the 2016 Blind Match Racing World Championships: www.sailuniverse.com/2017/03/24/blind-bow-sailors-navigate-sound.

Walt Raineri
Skipper, *Bravo Zulu*, USA 493, Sonar
San Francisco

↑↓ EXPANDING ACCESS ON THE PETALUMA RIVER

Thank you for mentioning our work in Petaluma! [Maggie was commenting on the December 13 'LL with the same name as this letter.]

We enjoyed hosting picnic guests on The Floathouse docks for the first time at Petaluma's lighted boat parade, hosted by the Petaluma Yacht Club. We hope to be open this spring for visitors who wish to rent all manner of small craft, from Whitehall rowing boats, to El Toro and FJ sailboats, to Hydrobikes to SUPs. Thanks for your support!

Maggie Hohle
Petaluma

↑↓ WHAT SHOULD CHUCK HAWLEY'S NEXT BOAT BE?

I'd suggest either a Catalina 22 or a West Wight Potter 19. We've had multiples of both of them at different times, and I think the Potters handle really rough water a little better, so your choice will be a 'personal' fit for where and what kind of sailing you do most of the time.

Pat McIntosh
Espiritu, Hunter 430
Baja Ha-Ha 2006 & 2008



CHUCK HAWLEY

After selling his Harbor 20 'Soleil' (pictured), Chuck Hawley explained in a December 17 'Electronic Latitude' that he was "looking for a similar boat that is easier to ramp launch at a very marginal ramp at Fallen Leaf Lake. I'm looking at Ultimate 20s and Open 5.70s. I love boats."

↑↓ HAVE YOU CHECKED THE CLASSY CLASSIFIEDS?

If you aren't going to race, stay out of one-design racing



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LETTERS

boat classes. There is a wonderful U24 for sale in *Latitude* right now. It needs a trailer, but that shouldn't be all that expensive, and maybe you can negotiate the price to help with the trailer. Note the keel doesn't come all the way up. It's more like the Antrim 27 than the U20 that way. Jim Antrim has been quoted as saying that the U20 bows were too full and the A27 bows were too fine, but the U24 was "just right." Sounds a bit like Goldilocks.

Daniel Irwin

↑↓ A CASE FOR THE TRAILERABLE POCKET CRUISER

Get a Potter 15. You will never plane, but you'll be safe and dry, and can take naps, also beach, row, and sail well enough. If you want more room, get a P19. Several of us Potter-Yachters have both, and have done Bay, Tahoe and the Pacific Northwest in them.

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

↑↓ GO WITH A CLASSIC?

Chuck, the perfect boat for Fallen Leaf Lake is the Joel White design Haven 12 1/2. It is a centerboard version of the classic Herreshoff 12.5, one of the all-time best small boats.

The centerboard will allow you to use your "very marginal ramp" and still have a fine sailing boat. You won't mind how slow she is, it'll just make the lake feel larger. Plenty of room for four or five adults and an ice chest for adult beverages. If

you get a wooden one, you'll be able to stay busy in the winter varnishing. A real plus!

Beau Vrolyk
Mayan, 59-ft Alden schooner
Santa Cruz



SMALL BOATS MAGAZINE

Unless you're allergic to wood (or averse to the work that wood requires), it would be hard to argue against purchasing a beautiful Haven 12 1/2.

↑↓ BUILD VS. ALREADY BUILT

The traditional small craft boats have a lot to offer, but the secondhand market is dispersed. Numerous CNC kits are offered, but the completed boats are the desired option. If you allow three to six months for searching, the options are good.

As an example, the Caledonia yawl is a trailerable boat that does yeoman duty in hauling people and gear. These traditional small boats are offered in a limited market. Tanbark sails and gunter rigs may be part of the offering.

Ants Uiga
Founder, Three Bridge Fiasco

↑↓ THERE'S ONLY ONE ANSWER (BUT WE DON'T KNOW WHAT IT IS)

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A Few Upwind Tacks

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

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LETTERS

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Jeff Cook
Point Richmond

Jeff — Don't keep us in suspense!

↑↓ **KEEP IT SIMPLE AND SMALL**
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Peter Hogg
Greenbrae

↑↓ **ANOTHER CASE FOR A CLASSIC HERRESHOFF**

Go traditional with a 17-ft Herreshoff Coquina. She's lapstrake wood, but the planks are glued and fastened, so you don't have to worry about leaking seams. The beautiful design was by Herreshoff himself [not sure if Woody is referring to Nathaniel or his son L. Francis] for his own use sailing the coastal Mediterranean shores in France.

It was very successful for coastal sailing use, and Herreshoff even shipped it back to the US. It's a sturdy boat and sails very well. This one [pictured below] was built in San Francisco around 2010, but you won't find this listed for sale anywhere.

Good luck. Good to see you are still around and sailing.

John 'Woody' Skoriak
Longtime *Latitude* contributor
Point Richmond



JOHN SKORIAK

Don't look for this Bay Area-built Herreshoff Coquina at the back of the magazine. This particular one is not for sale, but there may be others like it out there.

↑↓ **THE ALBIN VEGA 27 HAS A STORIED HISTORY**

My partner Deb and I stumbled onto *Mahina* via a Craigslist ad up here in the San Juan Islands. Saying she needed some work is an understatement. She was on a trailer, which meant we could tow her home to the shop — and I was aware of John Neal's history with the boat, as well as other adventures in other Vegas.

We talked ourselves into it, and have been rebuilding her for several months now. Every piece of wood was missing or bad, and she was full of water and soggy boat junk. I suppose in the end that we will have replaced everything but the hull, and added a new Beta engine as well. But crawling in, out, under, and over the Vega will bring one under her spell. I have restored a Pacific Dolphin, a Ranger 26 and a Rhodes Vanguard only to sell them off and do it again. The *Mahina*, at last, feels like true love.

Jeff and Deb Gable

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LETTERS

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San Juan Islands, WA

↑↓ A WORD FROM THE FORMER SKIPPER

I can't wait to see the rebirth of *Mahina*! I hope Deb and Jeff have many grand adventures aboard her. Sounds like she'll be stronger and better than ever when they're finished with the refit.

John Neal
Mahina Tiare, Hallberg-Rassy 46
Friday Harbor, WA

Jeff and John were commenting on a January 7 'Lectronic Latitude. At 22 years old, John Neal sailed a 15,000-mile circumnavigation of the Pacific in 1974 aboard *Mahina*. John chronicled his adventures in the Log of the *Mahina*, and has since gone on to sail another 400,000 miles.

↑↓ WHY PRINT JOURNALISM WILL NEVER DIE

As you may have heard, we've been without power, and the roads closed the past few days due to the snowstorm. [Northern California got completely hammered with record snow around Christmas 2021.] That's been quiet time to peruse *Latitude* 38, and then use the newsprint for fire starter in the wood stove. Another survival tool!

Dave Cowell
Grass Valley

↑↓ WHAT ARE YOUR FAVORITE "SAILING BOOKS"?

There are a few "sailing adventure mysteries" out there, but these stand out: Bernard Cornwall's *Wildtrack*, *Sea Lord*, *Crackdown*, *Stormchild*, *Scoundrel*. (Yes, that Bernard Cornwall, of the English historical stuff.)

Then there's Sam Llewellyn's *Blood Orange*, *Death Roll*, *Blood Knot*, *Clawhammer*, *Maelstrom*, *Dead Reckoning*, *Deadeye*, *Riptide*, and *Black Fish*. Plus, Llewellyn also wrote a kind of sequel to Erskine Childers' 1914 great *Riddle of the Sands* titled *Shadow in the Sands*.

Bill Belmont
Credit, Farallon Clipper
Bay Area

↑↓ A WHISKEY-FOR-STORY TRADE?

I just finished Webb Chiles' 1982 book *The Open Boat: Across the Pacific*. I was curious and Googled to see what year Webb was finally lost at sea. Wow, he's still kicking — that's great! [Webb actually began last month's letters with news that he plans to sail his Moore 24 *Gannet* to Greenland this summer.]

I am soon moving from Long Beach to Clearwater, Florida, with my Pearson Electra 22. Maybe if I sail up to South Carolina, Webb will trade me a couple yarns for a bottle of single malt.

Todd Fanady
Relocating from the West Coast to East

↑↓ IT ALMOST GOES WITHOUT SAYING

My top five of any book — not just nautical — includes Richard Henry Dana's *Two Years Before the Mast*.

Dennis Bailey
Morro Bay

↑↓ VOLUNTEERS KEEP FARALLON ISLANDS' RESEARCH STATION UP AND RUNNING

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LETTERS

research station on the Farallon Islands; they bring supplies and scientists back and forth. If you're interested, and have a well-found vessel, contact Point Blue and join the Farallon Patrol.

Paul Dines
FredaB, 80-ft schooner
Sausalito

Paul was commenting on the December 6 'LL: Volunteer Captures Shark Action at the Farallones.

Paul Dines spent some time ashore 44 years ago, and I remember it like it was yesterday!

Steve Hyman
Historic Maritime
Preservationist



COURTESY STEVE HYMAN

That's Steve Hyman in the center, riding an old lift on the Farallon Islands some years (decades) ago.

Steve — I remember that old lift. You look swarthy.

Paul Dines

↑↓ WELL WORTH THE TRIP

I made a delivery out to the Farallones one February sailing the steel sailboat Susan Casey talks about in *The Devil's Teeth*. I spent the day there observing the elephant seals and walking the well-marked paths dotted with nesting seagulls. The scientists were welcoming, and grateful to receive food and mail. Although I was sleep-deprived from the night watch, it was well worth every second of daylight spent on SEFI.

Cindy 'Moongirl' Morris

↑↓ STOWAWAYS ON THE RETURN TRIP?

I've been out there many times, at different times of the year. It's fun to go out there with a handful of people on the boat. But it's not so much fun coming back with a crew of 5,000... flies.

Steve Hajnal
Sugar Magnolia, Kalik 33
Bay Area

↑↓ BRING THE BINOS

I spent a couple days there after supply deliveries with the Farallon Patrol. The scientists are very down-to-earth people. I was fortunate to see a great white hit an elephant seal when we were up on top of the hill. If you go, bring binoculars.

Marcus Anderson

↑↓ AND BRING A NOSE PLUG

I can't imagine going ashore. The smell is memorable, even standing well off.

Arne Sundt

↑↓ RAISING THE MAST OF A SMALL SAILBOAT WITH

NOT BEING ABLE TO FIND A RESTROOM *Stinks*



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LETTERS

THE RESOURCEFUL SAILOR — THE SOLO VERSION

Thank you for taking the time to relay your experiences on stepping the mast, singlehanded, on your Flickr. [Jim is commenting on the namesake *'Lectronic Latitude'* from December 17, 2021.] I am currently refining this design process for my own boat, and am thus interested in the finer details. My initial questions are two:

First, concerning the method and material for seizing the bridle to the cap shrouds — as you state, a properly rigged bridle is key to making the process work. How did you analyze the adequacy of your seizing method and the loads that would be experienced?

Temporary seizing is a good place to start for me, but since I do this spring and fall every year, I have considered incorporating a more permanent Nicopress and cable pigtail for the ring attachment (the loads there are not very high).

Second, I am sure you release the cap shrouds to allow the bridle arrangement some up/down movement as a result of the mast-butt movement in the tabernacle during stepping. Somehow I must have missed that. Once upon a time, I tried raising the mast with very slack uppers, instead of the bridle approach. Because the slack was inadequate, and there was no bridle, I managed to bend my boom out of alignment.

As long as the mast remains vertical through the lift, there isn't much load on that ring connection, but its job is keeping the mast in a vertical/perpendicular orientation through the lift. But if some kind of unforeseen incident would create shock loading on the seized ring — say even two pounds of lateral movement that would correlate to about 56 foot-pounds of moment (engineering statics) applied at the ring, due to the long lever arm of the mast. If it were five pounds force perpendicular at the top of the mast, it would correlate to up to 140 foot-pounds. In my view, a shock load of 5 pounds or maybe more isn't an unlikely scenario, considering Murphy.

In my case, I have been stepping my mast at least annually, on my Lancer 25, for more than 35 years. I usually do it on the hard, or in the water if launching was via Travelift or something else that dictated the mast needed to be down during launch. But in at least one case — years ago, while sailing near Cowichan Bay at Vancouver Island — the jib wire jumped the sheave at the truck, and jammed alongside the sheave when I tried to pull the sail down.

I wasn't sure of the problem at the time, but the sail definitely was not coming down, so I wrapped the jib halyard around the forestay to try to contain the partially-filled sail and considered my options. My mate always helped tail the line connected to the backstay at the winch and through a clam cleat to hold things if I needed a rest. I just loosened and released the rigging as necessary, muscle-dropped the mast, and used the dinghy to go forward and sort things out.



The gin pole is set and the mast is ready for liftoff on the Flicka 20 'Sampaguita'.

JOSHUA WHEELER

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LETTERS

It was a very high reach, but I was successful. I later drilled a hole in the truck to insert a stainless wire restraint, so the halyard cable could not be thrown off the sheave again.

I have toyed with analyzing more mechanical methods for raising the mast now that I am older and less strong, and my first mate has passed on. That is what piqued my interest in your article. After my spouse passed, I put a winch at about 5 inches high on the mast, and I ran the raising line there, instead of needing someone tailing at the cockpit. I have lowered the mast alone with this manual system by taking wraps on the winch and playing out slack while catching the mast. However, without a jibboom, the forces are tougher to manhandle alone at the end of the lowering process. Thanks for your article.

Jim Myers
Lancer 25
Pacific Northwest

Jim — Thanks for reading and taking the time to engage. You have certainly been thinking about this! You get far deeper into the physics than I ever have.

Regarding seizing the rings on, I don't overthink it. I have some net twine, and I wrap and figure-eight it until I am sure it is strong enough. They are not permanent installations but are easy for me to put on as needed.

I have seen a different Flicka install that had the cap shroud turnbuckle placed at the pivot point. This removed the need for a seized-on ring, and also gave a nice pivot point that does not bend the wire. Kinking the wire is my big concern, but the forces and the pivot point have not been high enough to do this, so without doing the physics calculation, the stress is low.

Regarding the extra slack in the cap shrouds to accommodate that extra lift that occurs as the mast tips forward: No, I did not mention it, but it is a thing. I learned of that when I did not have them slack enough on a lowering. I recognized what was happening, so rather than forcing it, I backed off, adjusted, and restarted.

Joshua Wheeler, The Resourceful Sailor
Sampaguita, Flicka 20
Port Townsend, WA



The Resourceful Sailor wanted to make at least a few transparent drop boards — a top (left) and middle board (right) are pictured above — to give himself a few options for natural lighting down below.

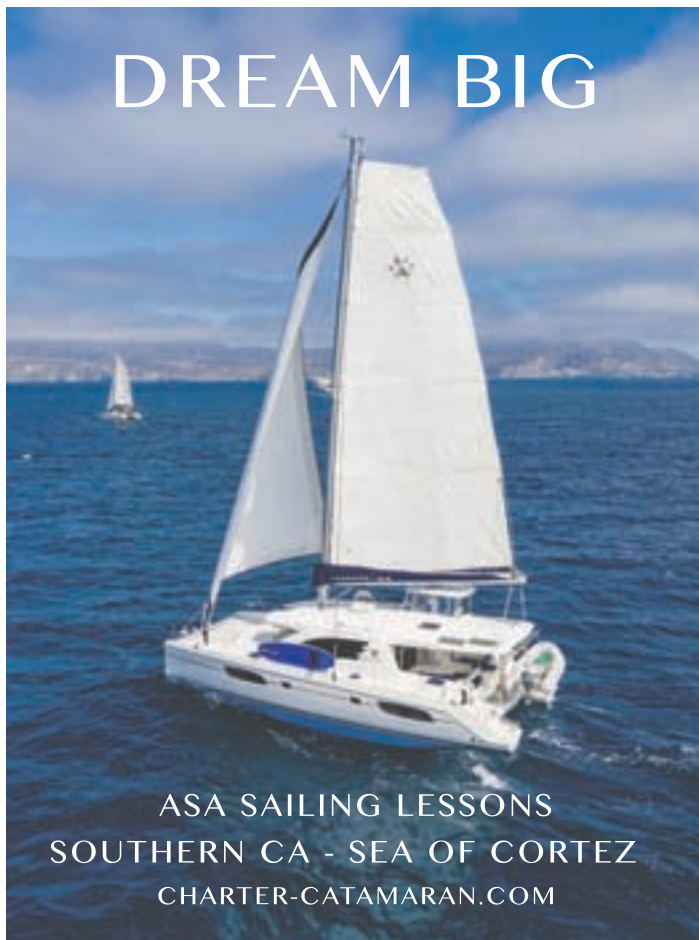
↑↓ BUILDING TRANSPARENT DROP BOARDS WITH THE RESOURCEFUL SAILOR

The problem with plastic is that you may have issues with yellowing, or hazing, as with headlights. A lip of wood that will shield the glass will help to reduce the problem. And a 1/4-inch stiffener on the sides, with a 45-degree beveled edge, will help the thing slide in.

They make a special 'glue' for acrylic that keeps the transparency and welds pieces together.

Thomas Fritz

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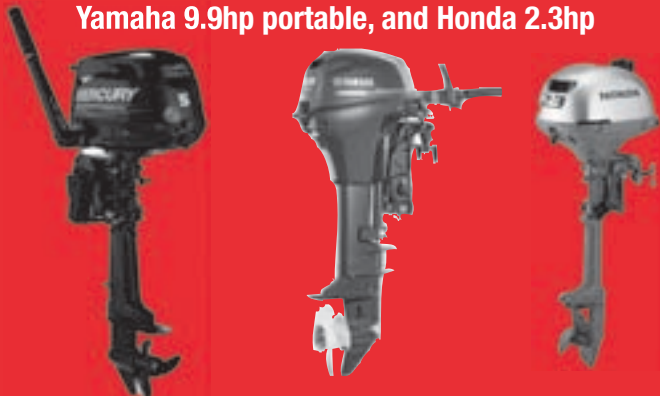


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↑↓ NON-TRANSPARENCY FOR PRIVACY

I changed the one-piece acrylic that came with the boat to two pieces made out of wood and fiberglass, which is better for offshore sailing. There's less light, but as someone who also docks stern-in, I rather prefer it this way. I might make something out of netting when I need more air in warmer climates.

Carliane Johnson
Kyntanna, Freedom 38
Bay Area

↑↓ A QUIVER OF BOARDS

Many boats have more than one set of boards.

Dan Knox
His second letter this *Letters*

↑↓ SEA LION GENTRIFICATION IN MONTEREY?

California coastal sailors beware.

The City of Monterey Marina, like other California coastal harbors, has had a continuing influx of sea lions. At 80 years old and having had a sailing vessel in Monterey Harbor for more than 40 years, I have witnessed an ever-increasing number of sea lions — between 7% and 10% — per year.

We have reached a point here that a health hazard now exists for boat owners, particularly so for young, barefooted children and family dogs. Sea lion poop and vomit is highly toxic, and deadly to dogs who walk the docks and later lick their paws. The sea lions have changed the color of the gray docks to brown, no matter how much bleach and pressure water is used to wash the stinking mess off.

Those of us who have had decades of confrontation with these sea lions have experienced a more aggressive behavior, and a novice sailor might not realize just how fast sea lions can move. A City of Monterey Declaration states, "No discharge of firearms in the city limits to include paintball markers." If unabated, the Monterey Marina will be uninhabitable, with appalling stink, vomit and poop, making the area noxious, unhealthy and dangerous.

Steve Gann
Boomer, Cal 40
Monterey

Steve — In mid-January, we put in a call to the Monterey Harbor harbormaster, who told us that sea lions down there tend to come and go with the bait, and haven't necessarily grown in population. "Last week, we didn't have any at all," the harbormaster said of the sea lions. "[The sea lion population] has been so transitory that it's hard to put a finger on how big it is. It's like any other Bay Area marina." The harbormaster added that they use barriers in places to deter sea lions, but we've all probably seen firsthand that such efforts do a little, but certainly aren't a remedy for sunbathing



This sea lion is saying either "Cheese!" or "Excuse me, but can you please observe social-distancing protocols?"

STEVE GANN

LETTERS

pinnipeds.

We feel for you though, Steve. There is certain "freedom" that some of us expect on the dock, such as letting our kids and dogs roam free as God intended — assuming we're confident that no one will fall into the water, or drown if they do. But those of us with kids or overly eager canines need to be careful to wrangle our brood, ensuring that no one steps in shit or gets a little too close to a wild animal.

↑↓ SPEAKING OF PROP WRAP

Ten years ago, when we were still racing our Laser 28 out of South Beach Harbor in San Francisco, we lost the spinnaker turtle off the bow. We were sad to lose it and to have contributed to marine litter, but we just started using a different spinnaker bag and forgot about it.

For a couple of months that season, we felt as if the boat was particularly slow. We couldn't figure out why — we had fresh bottom paint and good sails. Finally, the skipper dove on the boat to give the bottom a really thorough cleaning, hoping that would help. (He had previously just been using a brush from the dock.) Guess what he found wrapped on the saildrive prop. Yep, the missing spinnaker bag. And yes, our boatspeed really benefited from that bottom cleaning!

Christine Weaver
Stink Eye, Laser 28
Point Richmond

Chris was responding to Pat Broderick's tale at the end of the January issue's Loose Lips/Caption Contest(!).

↑↓ EXCESS FOR JEFF BEZOS, NOT ENOUGH FOR STUDENTS

I think Jeff Bezos is missing something when he builds a boat so large. [Mark is commenting on the November 8 'Lectronic: Excess for Jeff Bezos, Not Enough for Students.] I grew up in commercial fishing — my father's trade. The best times on the water were spent salmon trolling along the north coast in his 30-ft Monterey. You saw and felt the ocean up close working that boat. I've also fished herring on small gillnetters, and tuna on an 85-ft boat between Midway Island and Japan.

My dad loved sailing, but we never had enough money to own a sailboat. Our budget vacations were often spent at \$1-per-night campgrounds in SoCal, with long early-morning car trips in our old '49 Ford wagon to Balboa Island, where my dad would rent small sailboats. My three brothers and I would take turns sailing with him on Lido 14s.

It was wonderful.

When it came time for college, my dad asked me if I'd seen any want-ads for historians, political scientists or literature majors. He gently nudged me toward majoring in electrical engineering. I got a scholarship to UC Berkeley, and subsequently rode the Silicon Valley tech wave to prosperity. Vacations now included deluxe cruises on Regent and Oceania ships. They were pleasant, but had almost no passenger contact with the water. They were really just floating hotels almost completely isolated from the world beneath them.

Bezos is entitled to build whatever he wishes, but I think he is missing something when his boats are so massive. Huge interior spaces and staff members attending to your every need further discourage being outside, getting wet, and getting the full experience. But I'm not glorifying discomfort. There were times on a wildly pitching and rolling deck, wet, cold and miserable, when I would have gladly swapped places with those on big and actively stabilized luxury



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LETTERS

yachts.

If I had Bezos' wealth, I'd buy a sweet sailboat that could be handled by a couple, and could anchor in the gorgeous dogholes along the Mendocino coast. Just my opinion, and one that Bezos obviously does not share.

Mark Meltzer
San Francisco

Mark — We couldn't agree with you more, and we really can't imagine what one does with all that space, all those cabins, all that stuff, all those settees and cushions, and all that golden teak and gleaming stainless on a megayacht. We'd like to think that — despite how polarizing the issue of taxation and wealth distribution has the potential to be — most of us agree that the best part about being on the water is being on the water and engaged with the boat and the elements.

Sailing's greatest gift, in our opinion, is that you're the captain of your own ship — both literally, and as any number of metaphors. Sailing demands all of your mental and physical attention. It calls upon the culmination of your experiences and knowledge, but it also forces you to improvise. Because your life is in your hands, and because the boat is only as good as its skipper. There is risk in even the most mundane of daysails, but there are also endless rewards and enrichment for the soul.



YOUTUBE / IMPERIAL YACHTS

The 446-ish-ft 'Flying Fox' is reportedly one of Jeff Bezos' two megayachts. While the vessel has many luxurious amenities — and though we're not impervious to extravagance — we'd be eager to get onto the water in some kind of fun daysailer.

This might be ridiculously naive and maybe just plain silly, but a week on a megayacht seems, well, kind of boring. But hey, if we were invited, you'd better believe that we would enjoy being pampered and basking in the soft lap of luxury. We'd walk barefoot on the "heated limestone floors" and admire the "lowered oak panelling," which are reportedly on Bezos' motoryacht Flying Fox, as reported by Boat International. We'd take a dip in the "vast spa pool, the waters of which can be changed from steaming to icy in about 10 minutes." We'd use the "cryosauna," whatever that is, and lounge in the "sea lobby with fold-down balcony," or "the counterpart balcony, sitting between the kitesurf store and dive center."

Now we're talking! Once we got to the "innovative tender garage," we'd be up for some scuba diving, of course. We'd go for a kite. We'd have absolutely no interest in the jet skis, unless they were being used to tow a wakeboard. All these admittedly cool toys, however, have a short shelf life.

Where's the Cal 20? If we were in the Caribbean and the trade winds were blowing, there's only one toy that would satiate our appetites, and truly connect us with our setting.

We suppose that we might sound a little self-righteous, as if we're heroic, proletariat sailors who proudly reject extravagance in favor of the glories of simple, low-budget sailing. Who knows what we would or wouldn't do/buy if we had

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a gazillion dollars and ran the some of the biggest companies in the world? But we cannot imagine anything captivating our interest quite like a good boat sailing in a good breeze.

↑↓ JEFF BEZOS HAS DONATED MONEY DIRECTLY TO THE MARITIME COMMUNITY

Recent donations to the Maritime High School includes \$750,000 from the Bezos family foundation and \$2 million from the McCaw family to the Northwest Maritime Center with a quarter of the amount to the Maritime HS.

Angus Johnson

The executive director of the Northwest Maritime Center, a nonprofit located in Port Townsend, said that the above-mentioned donations will "make some really great stuff happen for the high school specifically, including educational startup capital [and] enrichment education." The NMC said they hope to grow their freshman class to 100 students over the next four years, until it has a total enrollment of about 400 students, according to www.bizjournals.com.

↑↓ LET'S TALK TAXES

I'm all for capitalism, but my guess is that from a percentage aspect, neither Jeff Bezos nor Amazon is paying the same tax burden the rest of us do. If we could ever get to a flat tax, there'd be plenty of money for good use.

Ed Hughes

↑↓ JUDGE NOT

When I make my billions, I will be able to judge Jeff Bezos. Until then, I'm just going to enjoy free delivery and almost immediate access to nearly everything.

Daniel Irwin
Fresno

↑↓ ABOVE REPROACH?

Jeff Bezos is reaping the rewards of hard work. He deserves every penny he's earned. Resources aren't just there for the picking. Resources are created. And a person has the right to spend what he earns on his creation without being sent on a guilt trip for doing so. Thank you, Jeff Bezos! You've brought a lot of pleasure to my life.

Ginger Clark
Corsair, Flicka 20
King Harbor, Redondo Beach

↑↓ IS THIS TRICKLE-DOWN ECONOMICS?

Imagine all the people who got a paycheck because of SpaceX. Some of them probably sail. This widespread idea that when someone spends a lot of money on something, then that money is gone — used, consumed — and unavailable for other uses is, frankly, stupid. Money recycles.

The money Bezos spent went to hundreds or thousands of people who in turn spent it for other things. That's far better than if he'd just kept it in his pocket.

Dag Gano
Latitude Nation

Dag — We should point out that the luxury-yachting industry employs thousands of mariners, and that several of the Latitude staff have climbed the maritime ladder, and filled their bank accounts, via yachts.

↑↓ GLASS HOUSES AND A HANDFUL OF STONES

I can't disagree with this indictment of Jeff Bezos, and with the ostentatious flaunting of his wealth, but I would

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LETTERS

urge the author of this story to first examine what kind of house he lives in, before he throws stones.

I think it's absurd and even criminal that local governments use taxpayer money to pay Amazon, and other companies, to build factories in their towns. (Where in *Wealth of Nations* did Adam Smith write that this is how the "Invisible Hand" should work?) These same towns then use taxpayer money to repair and replace the roads heavily used by Amazon trucks. And on top of that, Jeff Bezos and other high-ranking captains pay little to no taxes on their extraordinary wealth that is made, in part, with *taxpayer money*. And we all know that Amazon employees are pressured to push themselves to their physical limits to meet quotas, and famously pee into bottles in order to stay as productive as possible.

Any fair-minded, free-thinking critic would have to ask: Is *Latitude 38* a utopia for its employees? Is there a "wealth redistribution program" for your staff? I've read many stories about the author of this story, and the publisher/editor of *Latitude's* new-to-them boat purchased a few years ago. Were the salaries, benefits and perks of your employees taken into consideration before you bought that boat? What would your staff say about the working conditions at *Latitude 38*?

As a former small-business owner, I know how hard it is to keep everyone happy. I preached about the evils of greed during the savings and loan scandal, but then turned some of my employees down when they asked for a raise. It was a gut-check. It made me realize that I was standing in a glass house with a handful of stones.

Tony

↑↓ EXAMINING ANOTHER SAILOR'S DECISIONS DURING A COAST GUARD RESCUE

As a faithful reader, I was simultaneously puzzled and dismayed about the December 2021 *Sightings: Come Aboard, Please. No, Really!*

If I understood correctly, the author was "doing a solo delivery" of his own boat from Benicia to Loch Lomond when his anchor dropped in the miles-wide San Pablo Bay in the usual conditions. As expected, the anchor caught in the muddy bottom and the boat spun around. Apparently, the current was "swirling" and the wind "veering" at the same time, and the "lurching and flopping" boat left the skipper with some bruises and "second thoughts about singlehanded so much." Presumably, this experience did not include the lesson of checking his boat in advance for things that fall and fly around, as they always do in these wide, shallow bays.

Bruised and worried, he called for assistance and ended up demanding the Coast Guard fix his situation in exactly the way he wanted, and when they refused, for whatever reason, he complained about their not being good mariners.

Calling the Coast Guard is a healthy start, but telling them what to do when they arrive is not. What if they boarded the vessel and the sailor continued to issue orders? Many would come to help, but it's not safe to board a small boat when the skipper is clearly out of control. I suggest the sailor turn things around and ask: Would you get on the boat and follow the dictates of the owner, or calmly consider a way to make things safe, which is what the Coast Guard did?

I'm curious whom most people have sympathy for, the sailor who feels he is entitled to whatever he wants, or the Coast Guard that has to deal with him?

Andy Jones
Belmont

LETTERS

Andy — Goose Gossman, the author of the Sightings mentioned, fully expected his judgment to be called into question. Our opinion is this: If someone is forced to make the call for a rescue or assistance, then they have succumbed to unfortunate circumstances and relinquished at least some degree of control. It is then at the rescuer's discretion to decide how they want to proceed. The Coast Guard's first responsibility is to save lives, and then to protect the health of the marine-transportation system, and then to prevent marine pollution. It is not surprising to us that the Coast Guard was reluctant to acquiesce to Goose's requests, or that they didn't have any training in sailing or anchoring.

One of our staff used to work as a sailing instructor for the US Navy, and during their tenure, new seaman recruits were actually required to take a two-day beginning-sailing class — a policy that didn't seem to last for long. (Our staff was only 22 at the time, and can't speak to the totality of the Navy's policy on sailing.) Once they completed the class, very few of the young recruits came to rent boats and further their skills. It was probably about the same percentage of people who sail among the 'general population', which we'll generously put at about 10%. Needless to say, in this particular snapshot, there weren't many skilled sailors in the Navy. (At that same job, our staff was forbidden to engage in any outside rescue that was not strictly a life-or-death scenario, for fear of being liable if someone got hurt while trying to help.)

Sure, it might seem crazy to us that a Coastie doesn't know how to sail, but do we expect them to be versed in the skills of every craft that they come to rescue? This would mean that they all know how to windsurf, fish, kitesurf, crab, wingfoil and gillnet — just to name a few.

We feel for Goose Gossman, who admits that he hadn't checked the line securing his anchor. It could happen to any of us. It actually did happen to us once, not far from Loch Lomond. We watched in horror as the anchor, which had been sitting in its brackets on the bow pulpit, went plop, with chain and line in hot pursuit. We were crossing the shipping channel at the time, and there was a ship coming at us, but it was still at least three-quarters of a mile away. Fortunately, we were doublehanding and were able to recover the anchor without too much fuss. Ever since then, we could not help but triple-check our triple-redundant anchor ties. Still, vigilance is not a guarantee that calamity will not occur.

Andy wrote: "Would you get on the boat and follow the dictates of the owner, or calmly consider a way to make things safe?" Rule number one during a rescue: Don't become a rescuee. If we approached someone who was in distress due to some misfortune, prudence would dictate skepticism, no matter how much maritime experience the skipper said they had. If we ever do have to make the call, we'll do so knowing that once on scene, the rescuers are trying to render assistance while also keeping themselves safe.

From there, we'd only be able to hope for the best possible outcome.

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


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LOOSE LIPS

Okay, so you all noticed the kid isn't wearing his life jacket. Everyone passes. Congratulations! Your prize is the knowledge that you are a responsible sailor. Now, we'd like to mention that using this photo for our Caption Contest(!) doesn't mean we condone sailing without a PFD; in fact, the opposite is true. We strongly encourage the use of every safety device available, along with good training and experience. But we loved the photo and thought you might too. And you didn't let us down. Thanks to everyone who sent in their comment. This has been a lot of fun! This month's winner and next top 10 captions below...



FACEBOOK/ JEFFREY MATZDORFF

The winner: "Whoops, I guess I should have had a V8!" — @adlerian2214.

- "Not my hair! NOT MY HAIR!" — Bradford Rex.
- "Inspired by Peter Pan, James quickly regretted thinking his happy thought." — Bill Andrew.
- "Damn, those new brakes are strong!" — Pat Benedict.
- "He learned that the boat's sail number was 2021." — Christopher Mendonca.
- "Superkid and his trusty sidekick, Optimist!" — @opiebea.
- "Who put the snake in my Opti???" — Roger Anderson.
- "Due to the shortage of Brahma bulls, seaside rodeos are now using bucking ElToros." — @hay.loofy.
- "What happens when the instructor yells, 'Fall off and gybe!'" — John Alfonso.
- "Training for the next, newest Olympic sport, dinghy-diving." — @alteredredsails.
- "The next step, foiling crew." — Brian Beers.

Usually we like to share an inspirational sailing quote at the end of this column. This time we're sharing a truly 'inspired' comment in response to the photo above, deserving of its own space.

"All right ... Here is what's going on in this cool pic of me ... I ran aground on a lee shore ... totally stuck ... no way out ... I could not walk at all because I had really cold, totally numb feet from not wearing shoes all day ... so I decided to handstand my way to shore ... totally worked!" — Mark E Eastham.

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LOOSE LIPS

If Captain Nemo listened to podcasts, he surely would have subscribed to *Good Jibes*, the world's newest sailing podcast produced by Latitude 38.



Visit www.Latitude38.com/GoodJibes to listen to the latest episode.

On behalf of the *Good Jibes* crew, we're excited to report that our podcast has shown steady, month over month growth since its launch in August 2021. We reached an exciting milestone after our 22nd episode aired on January 11, 2022, as we sailed past our 10,000th download. The *Good Jibes* episodes have been doing their own circumnavigations with listeners coming from more than 50 different countries, and episodes available for download on 50+ unique podcast publisher sites

across the world!

But the real question is, have you ever listened to one? Well, just like a cruise to Mexico for the Baja Ha-Ha with a fleet of boats, there is strength in numbers. So you can trust the thousands of your fellow sailors who download and listen to each new episode launched every Tuesday.

Think of a podcast as an on-demand radio show. *Good Jibes* is the title of our podcast. Here we share audio recordings of interviews between our *Good Jibes* hosts and our West Coast sailor guests Roy Disney, Lin Pardey, Ashley Perrin, Bill Trenkle and many more. Episodes are typically 45-60 minutes in length, and cover the topics of cruising, racing, and just sailing. You'll hear from sailors from all backgrounds, as they share the stories that shape them and their insights on the eclectic world of sailing.

If you do want to cast off and join us, we invite you to hop aboard. For those who already listen to podcasts, you know how to find us. If you've never listened to a podcast before, here are two easy ways to get *Good Jibes* into your ears.

Option 1: Visit the website (easiest).

Go to www.latitude38.com/GoodJibes where you can listen to the latest episode with one click, by clicking on the purple button that says, "Latest Episode." This option is the easiest and a great way to listen to a few episodes.

Option 2: Subscribe to *Good Jibes* (medium difficulty).

The real magic of podcasts is that you can subscribe to them on a platform of your choice, and receive a notification when each new episode is released. If you have an iPhone you can search for *Good Jibes* in iTunes and subscribe. If you have an Android phone, you might find it easier to download the Spotify app, search for *Good Jibes*, then subscribe. Beyond Spotify there are 50+ other podcast platforms where you can find *Good Jibes*.

Thanks for everyone's support as we continue to build awareness of *Good Jibes* and the inspiring stories of our West Coast sailors.

And however you get your *Good Jibes*, make sure to share with your fellow sailors whom you think will also enjoy the podcast. That will help us generate more wind, to get more people out there with us on the audio waves! — Ryan Foland

Sausalito Yacht Club is hiring sailing instructors!

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a boat bought sight unseen

Finding and preparing a boat for bluewater cruising is an adventure in and of itself. After cruising Mediterranean and European waters, Maya and Aladino from the YouTube channel *Sailing Magic Carpet* took on an ambitious project in the Pacific Northwest: refitting the Cape George 36 they had bought sight unseen to turn it into their dream cruiser.

Aladino is a boat builder by profession, so buying a lower-priced boat to restore to bluewater standards was the best option for the couple. "I'm very excited to do a refit because it generally presents the option to customize things — you can add your own ideas and design features. You end up with a boat that you really know inside out. It's a fresh start. This is my passion, my hobby," Aladino explains.

The couple cruised for four years aboard *Magic Carpet I*, a 1979 Vindo 32 that Aladino rebuilt during his apprenticeship in Switzerland. The boat had fallen off a crane, and the transom was entirely smashed. Recently, they had casually started looking at boats on the market, knowing that *Magic Carpet I* was too small a boat to take them "around the world as slowly as possible," their motto. Vindo 32s are only 28-ft long, not 32. They had been looking for a worthwhile project: a boat that would become a solid bluewater cruiser with some love and effort.

While they were locked down in France in March 2020 during a trip through European inner waterways, an ad for a fairly priced Cape George 36, located in Everett, WA, held their interest. "We have always been impressed by Cape George boats. They tick a lot of our boxes: They are very capable, well-proven, bluewater boats with a beautiful traditional elegance," Maya describes in one of the videos. The falling price and reputable build were definitely favorable arguments. Yet, the location in the Pacific Northwest was a major setback, especially during the pandemic. Maya recalls, "Borders between Europe and the States were closed and we were halfway around the world from this interesting boat with absolutely no way to get to it." Under normal circumstances, buying a boat is often quite a process, but sight unseen? Not to mention that keeping a second boat on the hard does not exactly help with tight budgets. After thorough research, back and forth with local friends from their community of viewers who were able to see the boat and send them numerous pictures, they managed the impossible: to buy what would become *Magic Carpet II* and set her up in a friend's boat shed for when the world would allow them to finally start this new adventure.

One year later, they were finally able to make it to the boat that had patiently been waiting for the boat builders to arrive. There was a lot of work, but that was no surprise to the couple. They had exchanged numerous pictures with friends before taking the plunge and buying the boat.

Their biggest endeavor was to make sure the boat was structurally sound. An area of concern, known on Cape George boats built before the '90s, is the wooden bulwarks. The points of attachment of the shrouds, with time, tend to let in water, losing their structural integrity, and need to be rebuilt with fiberglass past a certain age. While tearing up the side decks preparing for this job, Maya and Aladino also realized that some of the beams that support the decks displayed signs of rot. After manufacturing a jig to the proper curvature, the couple laminated 25 beams over more than a month to replace the old ones. In addition to structural projects, the couple also plan to remodel parts of the interior, and make a larger V-berth and a composting head.

Throughout the process, the part they find the most challenging is deciding how to go about projects. "A lot of theoretical knowledge goes into any decisions. Even if we have experience with refits, we are not electricians or mechanics," Maya points out. Even with his professional experience, Aladino confesses, "I hate making decisions! It's hard to know what to do, but when you finally do, it's easy; you just have to go ahead and do it."

Luckily for them, the boatyard where *Magic Carpet II* was originally built, Cape George Marine Works, is located in Port Townsend, a short drive from their shed. Todd Uecker, the owner, has been an appreciated

continued on outside column of next sightings page

jumping off

In the coming weeks, sailors of all stripes will be jumping off for French Polynesia from various ports along the West Coast, despite the fact that Tahiti's main anchorages are still filled with a logjam of cruising boats whose owners were forced to leave them there two years ago during the early months of the pandemic, when all island nations to the west of Tahiti closed their maritime borders.

If this year's westbound crews — which will include Oyster Around the World Rally boats, Pacific Puddle Jump Rally boats and independents — don't seem overly concerned about the effects of the logjam on



for tahiti

their eventual arrival at Tahiti, it may be because many of them plan to spend most of their time in the outer islands and atolls of this vast French Overseas Territory. There are said to be 110 of them peppered over an area larger than Western Europe.

The other key issue is that New Zealand has announced its intention to open up at the end of April, and if so the Cook Islands, Tonga and Australia are predicted to follow. (Clearly, as outlined in our Tonga volcano story on pages 50-51, the situation for cruising sailors has changed recently and will remain uncertain as the islands try to

continued in middle column of next sightings page

sight unseen — continued

guide and source of motivation whenever they've needed advice.

Between the boat work itself and producing the YouTube videos with which they finance their project, the days are long in the boatyard, but the couple are dedicated. Aladino enjoys every minute spent in the yard. Telling their story is what keeps Maya motivated: "Even when something doesn't work or when there is an obstacle, I see it in the context of how I will tell the story. Looking at it this way makes it easier to accept."

Despite having to go back and forth to Europe for visa reasons, they are making progress. "We are closing up the structural projects. Next, we have some work in the engine room [to install a new engine] and the installation of new equipment: electronics, new sails ..." They're hoping to launch *Magic Carpet II* in two years or so. Their first destination will be British Columbia, where Maya grew up, but they are most looking forward to their first offshore passage on the new boat.

— marie-cécilia duvernoy

Clockwise from here: Maya and Aladino taking a break in the boat shed; ready for a long day of boat work; Maya preparing a scarf for the king plank; discovering 'Magic Carpet II' one year after the purchase; 'Magic Carpet I', a Vindo 32.



ALL PHOTOS SAILING MAGIC CARPET

forty years of stitching it together

In early January, Starbuck Canvas Works in Sausalito closed its doors after nearly 40 years in business. Aldred Chipman, the sole proprietor of Starbuck, said that he wasn't planning on retiring so "quickly, and so thoroughly," but that he'd been priced out of the Marinship, Sausalito's working waterfront. At 70 years of age, Aldred had the option of relocating, or closing his doors.

Reflecting on a life that began in sail lofts and morphed into canvas, Aldred — who is always wearing a stylish fedora — said that he loved the camaraderie that came from working in the business. "I do like boats. I like the aesthetic of them, and the secret codes and secret words. But most of all, it was the people. I was mostly working with cruising sailors, and you were dealing with someone who was doing something that they liked, and that gave them joy." Darcy Siegel, Chipman's wife and coworker of "20 wonderful years," said, "What Aldred was the master of was talking to people. A lot of the sailors were not that verbal, and he was able to listen to them."

When speaking with Aldred, his Boston accent comes subtly to the fore. Born in Lynn Massachusetts, or Boston's North ("Nahth") Shore, Aldred was sent to the St. Pierre School for Sport on Martha's Vineyard when he was 4 years old. "I got to go back there every other year, because it was too expensive to go every year, until I was 12. We sailed Menemsha 24s, a fin-keel, wooden sailboat that was exclusive to Martha's Vineyard."

When Chipman applied for a job at Hood Sailmakers in Marblehead ("Mahblehead"), he said that he had imagined the loft populated by old men sewing sails by hand and telling yarns. "Instead, there were these little dollies — or little padded boards on casters that you'd kneel on — and a bunch of stoner hippies were scooting around the floor. Every 'dolly' had a little transistor radio tuned to WBCN and playing, [for example] the Rolling Stones' *Sympathy for the Devil*.

"I fit right in with them."

Aldred said that in the early days at Hood, there was a deck on the roof of the loft where spinnakers were tested, and where the loft crews would repair for break. "Every morning, we'd get coffee, donuts, a cigarette, and a joint, and be back to work in 10 minutes." Chipman worked at Hood while on break from Boston College. "I concentrated on immigration, race and labor history." He had a fascination with San Francisco. "The story of the general strike [aka the 1934 West Coast waterfront strike] was so moving, I thought, 'This would be a great place for a working man.'"

Aldred would go on to spend some time at the University of Wisconsin as well. One day, he procured a San Francisco Yellow Pages, and applied for jobs to Bay Area sailmakers via mail. He was hired in 1979, via mail, by Peter M. Sutter, whose namesake loft Sutter Sails was on the top floor of ICB Building in Sausalito. Chipman rented a single room in Tenderloin Heights for \$65 a week, which included two meals a day. He eventually moved to a rent-controlled apartment in North Beach, where he still lives.

"I was thrown into the deep end of the canvas world," Aldred told us. "Who hasn't exaggerated on their résumé? I'd worked at Hood's canvas shop, where I was making fanny packs all day long, during the 'fanny-pack craze', and duffle bags." Chipman opened Starbuck in partnership with a couple, and bought the duo out in 1990. Of his craft, Aldred said that canvas work suited him very much. "When I was a kid and I would take all of these IQ tests, I scored pretty high, but I really excelled when they showed me tests with two-dimensional shapes, and asked what shapes you could fold them into."

Of Sausalito, Chipman said that he enjoyed his relationship with sailors, boaters, colleagues, riggers, sailmakers and the other canvas workers that made up the working waterfront. (With Starbuck now gone, only one Sausalito-based canvas shop remains.) "The old buildings that were left over from the shipyard were all going for pennies on the dollar. There was cheap rent and ample building space; the buildings were kind of run-down, but adequate for our purposes."

But even in that favorable economy, Aldred said that some of the

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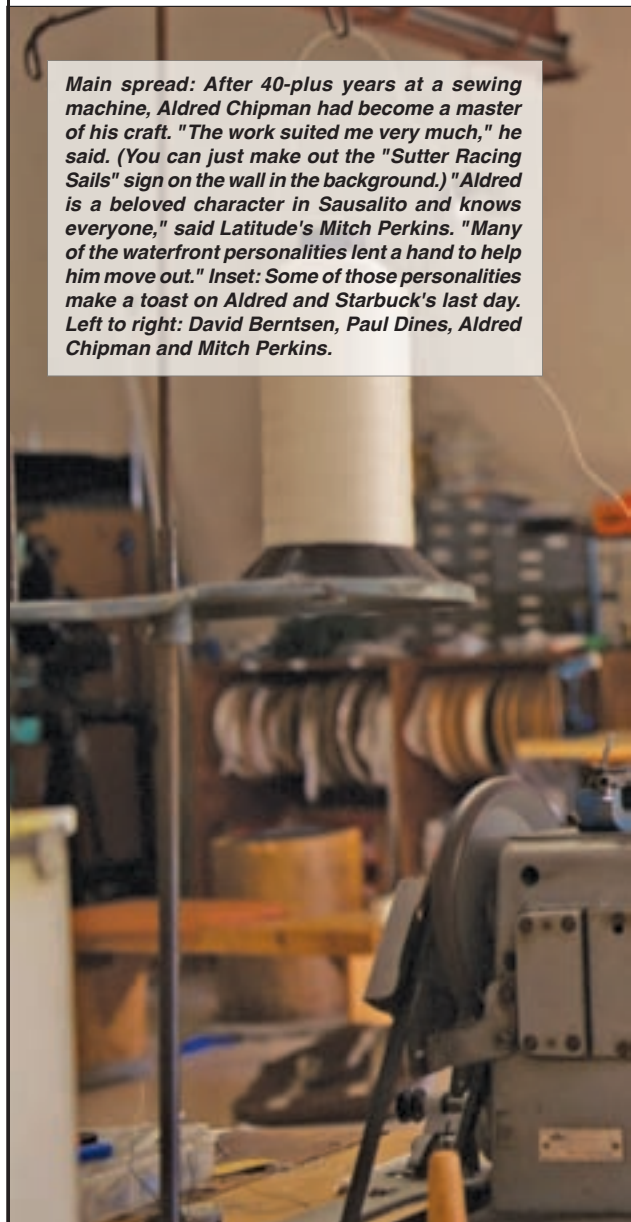
tahiti — continued

recover from the disaster.) We're keeping our fingers crossed that many island nations to the west will reopen, thus allowing absentee owners of cruising boats now idling in the Society Islands to move their boats west during the summer months, then transit to New Zealand or Australia in October or November. At that point, Tahiti's marinas will probably still be nearly full of local powerboats, but with any luck there will at least be room for arriving cruisers in the adjacent anchorages and mooring fields.

After two full years of waiting, many crews seem determined to make the jump this season. We wish them all the best of luck.

— andy

Main spread: After 40-plus years at a sewing machine, Aldred Chipman had become a master of his craft. "The work suited me very much," he said. (You can just make out the "Sutter Racing Sails" sign on the wall in the background.) "Aldred is a beloved character in Sausalito and knows everyone," said Latitude's Mitch Perkins. "Many of the waterfront personalities lent a hand to help him move out." Inset: Some of those personalities make a toast on Aldred and Starbuck's last day. Left to right: David Berntsen, Paul Dines, Aldred Chipman and Mitch Perkins.



stitching it in sausalito — continued

old-timers still grouched, "You should have been here 30 years ago." For a time, Sausalito seemed to have an endless bounty of low-rent space for maritime artisans to ply their trades.

Of his now-former staff, Aldred said that his "wonderful manager and personal assistant Adelia Canterbury, née Bradley — who was old Gate 5 waterfront stock — is a mom with a little home in Sebastopol. She's doing some non-custom upholstery work." Another Starbuck employee, Lauren McKeon, moved to New England last year, Aldred said. "The fire seasons drove her out, and she moved back to Vermont. And my other employee, Luke Sanville, has gone to Compass Canvas in Richmond."

Aldred said that he misses the camaraderie of the waterfront, and hasn't yet discovered a suitable retirement routine that's captured his interest. "That had been my life for 40 years — I never developed any hobbies. But one of my dearest customers, and someone who had really become a good friend, insists that I join him at the Corinthian Yacht Club once a month for lunch."

— tim henry

Framed by a full rainbow near Raiatea, Julie strikes a pose aboard 'Little Wing'. Despite the pandemic, most crews 'stuck' in Tahiti have had a great year of cruising.

LATITUDE / ANDY



LATITUDE / MITCH



PETER STRIETMANN

sail ms

"You have multiple sclerosis."

The moment those words exited her mouth, only one thought went through my head: "I will never sail around the world." Soon after, my life-long job of piloting tugboats would also be in jeopardy. Uncertainty filled every part of my being, as it does with most who receive a multiple sclerosis diagnosis. A storm took over my life.

March 2020, six months post-diagnosis, I had a bone marrow transplant (HSCT) in Puebla, Mexico. COVID unfolded as my immune system was destroyed by chemotherapy. My family decided staying with my fiancée and brother in Sayulita would be best. During my transplant procedure, I experienced an ocular complication that went untreated for six months due to fear of COVID-19 and progressively went 90% blind.

One day, sitting by the beach, I met my future sailboat sea mama, Captain Eugenie Russell. After hearing my story, she offered to take me sailing on Banderas Bay. The depression caused by my desperate situation faded the moment I raised my first mainsail. Even without 4,000 hp, the wind was on my face and salt air in my nostrils. I realized during my first sail that if I had to live my life blind with a significant disability, I could still be happy. While I was taking my first ASA classes mere days later with Captain Euge, the idea of Sail MS came to me.

If sailing could bring me back to life after being jobless, with my entire life stripped away in a matter of months, what could it do for others? The idea of taking multiple sclerosis warriors sailing on San Francisco Bay began to take shape. When my sight deteriorated past my being able to read, I flew back to San Francisco in August 2020 and sought treatment for my ocular condition. After the most terrifying four months of my life, and 100 needles in my eyes, I recovered my baseline vision. It was time to go sailing!

In October 2020, I met Brandy and Matt Kepner of Tradewinds Sailing Club in Richmond. They welcomed me and the Sail MS idea into their club; they've been our main supporters ever since. After moving into their gold fleet, we began doing skippered charters for people living with multiple sclerosis. Last year we had many victories by taking 30 warriors in varying conditions out on their first sailing trips. One story truly stands out.

Francisco Ramos called and explained his apprehensions to me. "I can't swim, the ocean scares the shit out of me, and I have severe balance issues." I told him we would deal with these issues one by one. "You are wearing a life vest. Treat the water like the edge of a cliff. If you fall in, hold your knees to your chest, preserving body heat. If for some reason we are unable to turn around and pick you up, you're screwed and going to die — swimming will not help. Second, it's a heeled sailboat; no one has good balance. You need to hang on when moving around." The next day, we went sailing. He was a natural from the first day.

A year ago, Cisco was in early retirement due to disability from MS. He had lost hope of having an active, rewarding life. Resigned to a sedentary lifestyle, Cisco was beginning to give up. One phone call with Sail MS changed everything. Without watching his transformation through sailing, I would not have been willing to get outside my own comfort zone, taking Sail MS to the next level.

Wind in his sails, he has taken on content editing and is leading the charge with the Sail MS YouTube channel. After ASA 101, Knud Loehndorff, an instructor at Tradewinds and our sailboat sea daddy, took Cisco under his wing. While training him in maneuvering under motor, he said, "You'll be a better sailboat driver than that tugboat guy, Zac. I am training you to use all the elements in your favor, not just power!" I knew how to drive with two 96-in props, but a low-powered single screw was new to me. Our first successful personal transformation through sailing is well on his way to becoming a skipper.

With a proof of concept on board and help from family, we began hunting for a boat of our own. Captain Euge put us in contact with Bill Colombo at Sail California. Lightning struck. He had a listing for an Andrews 56 named *Encore*. Cisco and I went to see him immediately. The mast and boom alone gave me goosebumps. Sitting in the salon, Bill remarked to

continued on outside column of next sightings page

summer olympics

Genomic sequencing data from the government of Japan has confirmed there was no spread of the novel coronavirus between participants of the postponed Olympic and Paralympic Games in Tokyo and the local population last summer.

The findings confirm that the positive cases in the Olympic Village and those of the residents of Japan were unrelated. Countermeasures included physical distancing, respiratory and hand hygiene, mask wearing, and a test, track and trace program.

Dr. Saito Tomoya, director of the Center of Emergency Preparedness and Response of Japan's National Institute of Infectious Diseases, released the data during the International Olympic Committee World Conference on Prevention of Injury & Illness in Sport in Monaco in late November.

According to Dr. Saito, the dominant SARS-CoV-2 variant in Japan, AY.29, probably originated from the initial Delta strain that first entered the country around May,

This page: Cisco and Zac in front of 'Encore' at Berkeley Marine Center for their first yard period. Right: Cisco Ramos, Thorin Singer, Zac Singer and Karina Gonzalez (Zac's fiancée), with Susan Verma and Jerome Pinsonnault of Oceans of Hope/Sailing Sclerosis on their first multi-day sailing adventure.



not a pandemic villain

two months before the Games. This variant is not endemic anywhere else in the world.

"That means there is no evidence that the virus was spread to the rest of the world by participants in Tokyo," he said. "And no epidemic other than AY.29 in Japan means that virus strains that were brought in by the participants did not spread in Japan," he added.

This is backed by the breakdown of COVID-19 cases between athletes and officials, and the other accredited participants of the Games. The other participants were mostly Japanese residents living in or around Tokyo, and the number of cases among them went up at the same time as local cases were increasing. Imported cases from visiting athletes and officials were contained effectively.

The COVID-19 rate in Japan had been surging since early June, but actually started to decrease around the beginning of the Games on July 23.

— chris

sail ms — continued

me, "This is a no-joke sailboat! Do you think a boat like this is in your skill set?"

"Absolutely not. If we buy this thing, you and Euge are on the hook to teach us how to sail her!" A week later, sailing upwind at 10 knots in a 25-knot wind with no reefs in, we were sold!

Encore has taken Cisco and me way outside our comfort zone. We spent the first three months of ownership rebuilding the Yanmar and installing new motor mounts. We re-cored the deck under all the winches, learning about fiberglass, finish work, winch maintenance and powered cranks. The boat is now at Berkeley Marine Center getting a bottom job with the help of Cree and Ruben. The combined help of core members within the San Francisco Bay sailing community has guaranteed she will really come together!

April 2022 we will begin our weekly program of sailing the Bay with a full crew of MS warriors, becoming sailors together. We will be working toward participating in future offshore events with *Encore*. When I was diagnosed, losing my occupation as a tugboat pilot, I never realized how much the relationships with crew meant to me. The depth and weight of connection that we form while working together with a common goal in an inherently dangerous environment is nothing short of magic. When a chronic illness that isolates us from our own bodies and each other is added into the mix, no words can explain the result. We cannot control the wind, but we can adjust our sails.

— zac singer



to paint or not to paint

Should you keep your aluminum mast bare, painted or anodized?

Sailboats would be nothing without their sails, but even less without a mast to hold them. As shipyards and boat designers continue to move away from the traditional wooden spars, we see forests of aluminum masts pop up all around marinas and anchorages, trading the varnish for white paint finishes. Although the painted masts have a new-age-classic look to them, I was curious if the painting was purely aesthetic or if it had any preventative properties to protect the metal.

Aluminum is one of the most popular metals for marine use. It is durable and relatively lightweight, and it forms an aluminum oxide coating that creates a barrier that prevents the metal from corroding — which makes it essentially self-repairing. If the metal is maintained and kept dry (which can be challenging on a boat), the oxide will re-form and continue to protect the metal. However, aluminum can become rather rough-looking after years of use and exposure to saltwater, so people often turn to paint. When done by a professional, the paint finish can last for many years, but if misapplied, the paint will soon begin to fail, leaving room for damage like corrosion.

If you look at any Coast Guard vessel, you will notice that beyond the signature Coast Guard stripe and bottom antifouling paint, these vessels' topsides are unpainted. The bare metal utilitarian aesthetic not only looks rugged and saves the Coast Guard paint and maintenance, it also increases the service life of the alloy hulls. Beyond the Coasties, this seems to be a common theme with many aluminum-hulled vessels that embrace the natural oxidation process, allowing the metal to breathe. So why are aluminum masts more commonly painted?

There is a common misconception that paint prevents corrosion, but it can do more harm than good. Once aluminum is painted, its surface essentially becomes starved of oxygen, making it incapable of developing and maintaining its corrosion-resistant oxide coating. Provided that the paint coating remains intact and that your dissimilar fasteners have a barrier, there should be no issue; with no oxygen and no water present, corrosion can't occur. However, once the coating is ever so slightly compromised, it sets the scene for a corrosion cascade, killing your mast's integrity slowly but surely.

Although the paint is cleaner to look at, the price for a professional paint job can be seen as an investment. Doing it yourself can cause significant issues down the line if done improperly. To get paint to adhere to aluminum, you have to take the surface down to oxidation-free bright metal, then immediately apply a multipart treatment system to ensure the paint will stick. Doing correct paint prep for a previously painted aluminum mast can make painting the topsides seem like a minor operation in comparison, which may be why some consider abandoning the idea altogether, opting to leave the spar bare or even anodized.

Anodizing is an electrochemical process that converts the surface layer of aluminum into a specifically structured oxide that's electrically non-conductive and significantly harder than the base metal. Aluminum oxide is so hard, in fact, it is commonly used as an abrasive medium such as aluminum oxide sandpaper. The depth of penetration generally determines the quality of anodized coatings.

The last step in the anodizing process is the application of a fluoropolymer sealer that fills in the microporosity of the surface resulting from the acid baths used in the anodizing process. An anodized spar may develop stains and an unsightly appearance but won't have the rough finish of oxidized aluminum.

Unfortunately for us sailors here in California, there are no anodizing tanks large enough to do masts due to the state EPA. So, without the option of anodization, is bare really better?

As mentioned, exposed aluminum will oxidize, which is essentially the metal's way of protecting itself from the elements. Although more aesthetically rugged, the crispy layer will uphold the integrity of the mast and bare all imperfections, if any, allowing you ample time to react versus waiting to

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ryan finn departs

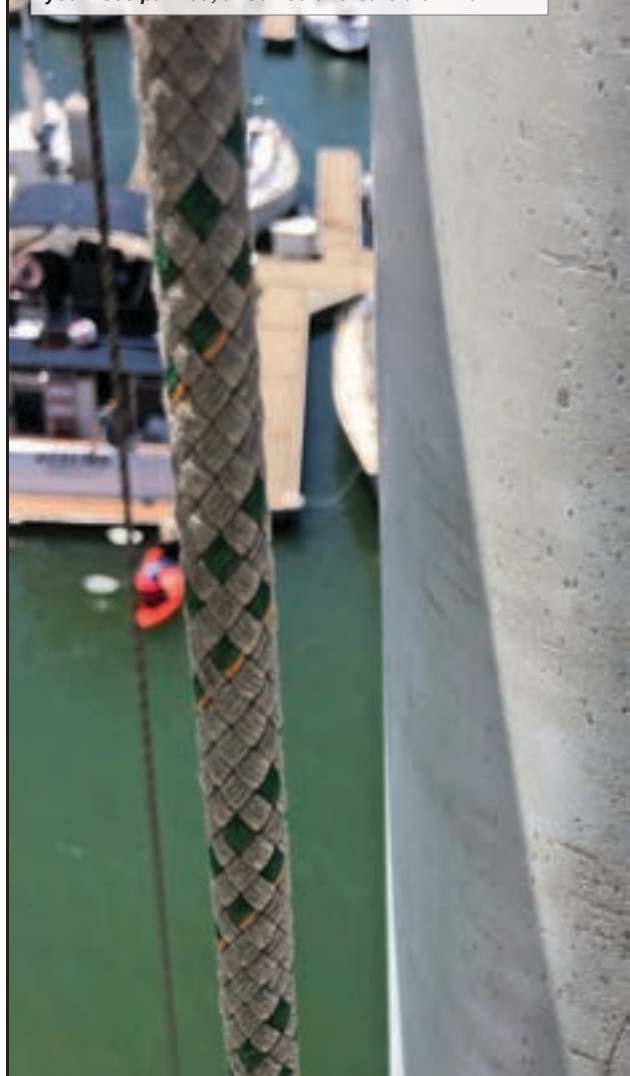
Ryan Finn is making a second attempt at a singlehanded, nonstop, 13,225-mile passage from New York to San Francisco on his 36-ft proa *Jzerro*. He departed New York on January 18. The solo record he hopes to break stands at 81 days. Finn will try to make it in just 70 days.

One year ago, his first effort ended due to structural damage to his proa. The 3,200-lb. *Jzerro* now has a water filtration system, so the boat's overall load is much lighter than Finn's previous attempt in 2021.

"I am feeling pretty confident that this can be done," he said. He'll be shooting for an average speed of 10 knots throughout his trip.

He is heading down to South America, hugging the Atlantic Coast. Once there, he

Left: Bare aluminum, pitted by 30 years of reliable service. Right, top: It's worth a periodic trip up the mast to check it out. Bottom: In a marina full of masts, you'll see painted, anodized and bare aluminum.



on record attempt

plans on working with the weather routers to round Cape Horn quickly and safely.

You can check his progress via Garmin tracker at <https://tinyurl.com/bdeb4kua>. Finn posts regular updates on his Facebook account, 2Oceans1Rock.

On the night of January 23, "I woke up to an autopilot alarm and *Jzerro* jibed in 15 knots of wind. I couldn't get the pilot to respond before it happened. So with the instruments off, I backed *Jzerro* down onto her proper heading." The problem turned out to be a corroded wire at the masthead. During the day, Finn lowered the mast. "I won't go into the huge pain in the ass getting all wires re-soldered was, but it was quite bad."

— chris

to paint or not to paint — continued

see the signs of fault such as corrosion through paint.

If you are truly concerned with the look of bare aluminum, there are a few tried and true products on the market that seal the metal's pores to protect against saltwater damage, oxidation, pitting, white rust and black streaks. Products like Nyalic Clear Coat for fiberglass and aluminum boats help to preserve a boat's finish, plus the cleanup of a Nyalic-coated surface is simple, fast and easy. This boat surface protectant is ideal for aluminum hulls, pontoons, tuna and wake towers, brightwork, lifeboats, engine rooms and yes, even masts.

If only the question were as simple as to paint, or not to paint. So many variables can make the decision much more daunting, especially if you don't have all the facts. Safe sailing isn't based on aesthetics; learn the pros and cons of each option and understand what can go wrong. Do your research and consult with professionals to ensure that your mast is ship-shape and worthy of sailing to new horizons. Aluminum is a beautiful and stable material. Using the proper aluminum finish will dramatically increase the lifespan of your rig.

— marissa neely



ALL PHOTOS LATITUDE / JOHN

tonga's big blow

On January 14, the usual tranquility of the Tongan archipelago was violently interrupted when a massive volcanic eruption occurred on the uninhabited island of Hunga Tonga-Hunga Ha'apai, roughly 40 miles from the so-called Friendly Kingdom's main island, Tongatapu. Tongatapu is home to about 70% of the island nation's population of 100,000.

The blast was heard hundreds of miles away, and the ash cloud it generated measured more than three miles wide. Perhaps most impressively, the eruption reportedly generated tsunami waves of 3-6 feet locally, and still had enough height and power after traveling thousands of miles to cause damage in Japan, Chile, Peru and the US — including in Santa Cruz and Ventura harbors, with Port San Luis seeing 4.3-ft waves, about the nation's highest.

Hunga Tonga's January 14 blow followed several smaller eruptions in late December. But scientists concluded that last month's blast was the most powerful eruption on Earth since the legendary 1991 blow of Mount Pinatubo in the Philippines.

In much of Tonga, several days passed with very little news getting out about the effects of the blow on the country's maze of low-lying islands. But on January 19, we finally heard from Kate Walker and Joe Caesar, owners of The Boatyard Vava'u, a popular haulout and dry storage yard used primarily by international cruisers.

"Vava'u and its outer islands are fine," wrote Kate. "We are in daily — and pretty much constant — communication with our team at The Boatyard through a Garmin InReach with a 160-character text limit. However, our staff lost internet connection immediately on eruption, so they have no idea of the scale of what's going on." Vava'u is the main town of the Vava'u group of islands and the primary destination of cruisers and bareboat charterers. A natural basin with nearly 360° protection, it is considered to be one of the best hurricane holes in the central South Pacific.

"We've seen a photograph of Nomuka in Ha'apai [located in the central island group], which has extensive damage," reports Kate. "We are therefore assuming that the yacht club on Nomuka Iki (run by Don McIntyre) has gone. In Ha'apai, the inhabited islands of Nomuka have extensive damage, Mango has no houses left, and at Fonoifua only two houses remain. Nuku'alofa, Atata and Fafa (either side of Pangaimotu) have been extensively damaged too, so we can expect that Big Mama Yacht Club near Nuku'alofa has taken a massive hit. On the Tongatapu west coast, Ha'atafu Beach Resort has been lost, possibly Holty's Hideaway behind that, and there's extensive damage to the village next to them.

"Official reports are saying three are confirmed dead. This includes numbers from Nomuka and Mango, so we are hopeful that the numbers stay this low, which would be a miracle given the damage."

From his home in New Zealand, The Boatyard's co-owner, Joe Caesar, was interviewed by *1News*: Caesar says he's been providing information to those in Vava'u based on what he's hearing back in New Zealand. Most Tongans, he says, "have pretty much zero contact with the outside world." One of the biggest concerns now, Joe says, is about the interisland ferries, which are tasked with making crucial deliveries from the capital to the outer islands. "General supplies and all food goods come up from Nuku'alofa."

Although Vava'u is still in a communications blackout, that island was spared the effects of the massive ash cloud that blanketed much of the country. "Tsunami activity was also negligible compared to what was seen in Nuku'alofa," says Joe. "The wave didn't have very much impact at all

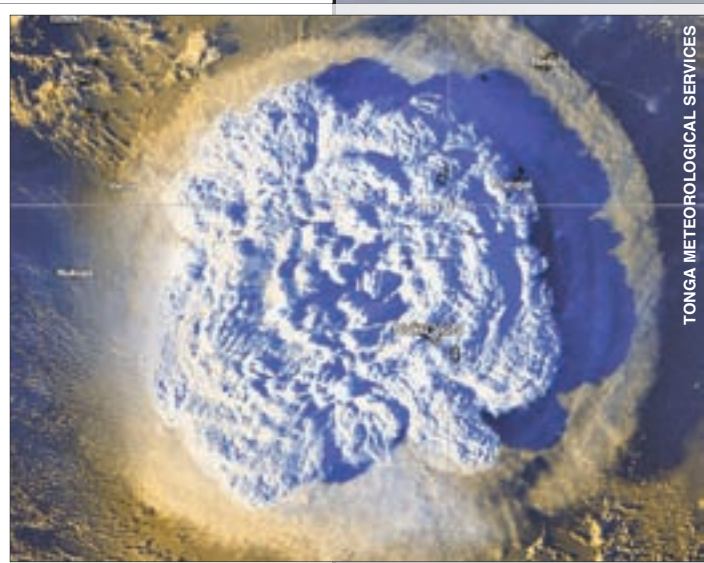
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new long-distance race

The Yacht Racing Association of San Francisco Bay has opened registration for their brand-new Blue Water Bash, and the inaugural edition will be dedicated to legendary Bay Area sailor Jocelyn Nash.

The 150-mile race to nowhere (actually out to a specific longitudinal point and back to the Cityfront) will start on May 6.

"This race is an excellent opportunity for Pac Cup competitors to get their qualifying sail checked off their to-do list before this



to honor jocelyn nash

year's race to Hawaii, and should be a fun race for all ocean racers looking for a longer race that will keep everyone racing for more than just one day," says the YRA. See www.jibeset.net to enter.

The event T-shirt pictures Jocelyn Nash, and 100% of the proceeds from shirt sales will go to a favorite charity of Jocelyn's. She passed away on April 8, 2020, at the age of 91.

— chris

tonga — continued

[here]."

Like many neighboring island groups, Tonga has been almost completely isolated from the wider world for nearly two years as a defense against the COVID pandemic. But now that this Polynesian nation has achieved an 80% vaccination rate, many observers, including boatloads of international cruisers, have been hopeful that Tonga will soon open its doors to foreign travelers again — perhaps as soon as April, when New Zealand intends to open. That may not be possible now, although an influx of cash from tourism could go a long way toward speeding up the process of cleaning up and rebuilding.

— andy



Spread: Cruisers enjoying better times in Tonga during a past Regatta Vava'u. Inset left: A screenshot of a photo released by Tonga Meteorological Services of the Hunga Tonga-Hunga Ha'apai volcano exploding on January 15.

ADRIANA BERMEO

DUSTIN REYNOLDS —

In the wake of a horrific accident that took two of his limbs, Dustin Reynolds struggled first to survive, and then, to find purpose.

Reynolds was riding his motorcycle when he was struck head-on by a drunk driver in 2008. "I don't remember the collision. I don't remember getting hit. It was like waking from a dream. I realized that my arm was missing. I grabbed my cellphone and dialed 911, but it took me a second to actually hit send," Dustin said in the short documentary *Singlehanded*. "I knew what I was in for — it wasn't going to be easy. I was going to be handi-

capped. It was going to be this huge struggle. It took me a minute to work up the courage to call for help, and to not be exactly the person I was before."

Deep in medical debt and struggling with his businesses, Reynolds was browsing the internet when, by chance, he stumbled across the Joshua Slocum Society. "People had set records sailing

around the world by themselves," Dustin told us. "And I was like, 'I'm just gonna do that,' because there was no double-amputee on that list."

In December 2021, Dustin Reynolds — who lost his left arm, and has a prosthetic below the knee on his left leg — became the first-ever double-amputee to complete a singlehanded circumnavigation, returning to Kona, Hawaii, after seven years of cruising. He visited nearly 35 countries, and navigated COVID restrictions to complete his loop. "Choosing to sail around the world has brought me more opportunity than I expect-

ed, and possibly the self-definition I was looking for," Dustin wrote on his blog. "This adventure has been the toughest and most rewarding thing I've done in my life."

Reynolds said that he memorializes the anniversary of his accident and his choice to live that day. "Through a difficult recovery process, financial despair, bouts of depression, and constant frustration, I had no choice but to seek a different way of life."

Born and raised near Sacramento, Dustin Reynolds did not come from a sailing background. "But I was always an ocean person," he told us in a recent interview. "In my late teens and early 20s, I was a Coast Guard rescue diver, and I worked commercially as a diver for MARPOL." When Reynolds moved to Hawaii, he bought a commercial fishing vessel. "So I had a lot of experience on the ocean, but I had no sailing experience. When I started my trip, I bought the boat with zero sailing experience. I had done a one-month trip around Hawaii with a friend, who also wasn't a sailor."

Reynolds cast the docklines off in June 2014 aboard his "\$12,000, seen-better-days, 1968 35-ft Alberg sloop," named *Rudis*. He said that he'd bought some sailing books and watched a few YouTube videos. "I told my friends and family that I knew how to sail, because I didn't want them to worry," he said in *Singlehanded*.



Inset, above: Dustin Reynolds celebrates the completion of his singlehanded circumnavigation in Hawaii in December 2021. Below: Dustin snaps a selfie on the high seas.



"When I left Hawaii for Palmyra, that was my very first time going to sea by myself on this 940-mile voyage, and I was intimidated to use my mainsail," Dustin told us. "Just reefing the main was intimidating, because I'd never done it before." Reynolds said that it wasn't until he arrived in Fiji, after the transmission had gone out on his engine, that he ran into a sailor friend and started to truly build his boat-handling skills — even though he already had thousands of nautical miles under his belt.

"[My friend] came on my boat for a day and taught me how to sail on and off the anchor, and taught me how to use the mainsail — all of the things I probably should have known before leaving Hawaii. But this person, who was a professional captain on an amazing boat, took a day to kind of teach me how to sail after I'd already sailed from Hawaii to Kiribati, Samoa, Tonga, and Fiji."

As Reynolds started to build his sailing skills and continued his westward

A NEW LIFE THROUGH SAILING



ALL PHOTOS COURTESY DUSTIN REYNOLDS UNLESS OTHERWISE NOTED

Even though he set a record born from grit and determination, Dustin Reynolds was still cruising in style. Clockwise from top left: The Bristol 35 'Tiana' at sea; Reynolds said that traveling afforded him the unique experience of "interacting with remote islanders who have never seen a person survive serious injuries, let alone see them sail solo to their home"; Reynolds in the Galapagos; another sunset on a mooring; "I was always an ocean person," Reynolds told us.

track along the equator, his financial situation began to crumble. Before his accident, Reynolds wrote that he had "a very comfortable Western lifestyle: nice house, a business, a Mercedes, a fishing boat, and an ill-fated Honda motorcycle." After the accident, Reynolds' insurance company sued him for half a million dollars, and the IRS was hounding him for back taxes. After reaching a compromise with the government and selling his assets, Dustin managed to purchase his Alberg on a shoestring budget.

"I think the toughest part was in Bali. At that point, my \$12,000 sailboat was falling apart. I didn't really have any income. I'd patch up the boat and then do another trip, but I wasn't fixing anything properly." Dustin told us that he attempted to leave Bali on four separate

occasions, but had to be towed back each time due to engine failure.

"I got this Balinese blessing on the boat — they had different levels of blessings, and the most extreme level was sacrificing a live chicken. But I didn't really want chicken blood all over the boat. But honestly, I thought if I got towed back in again, then that chicken was going down!"

Reynolds made it to Thailand, but his misfortune continued upon his arrival. He hit something while entering the harbor, and started taking on water through the rudder shaft seal. "I felt like

I failed. It was like, 'I'm out of money and the boat is taking on water.' The boat was a wreck anyways; the engine wasn't working. I hauled out the boat, even though I didn't even have money for a haulout."

At the end of his shoestring budget, Dustin said that his girlfriend at the time convinced him to start crowdfunding. "I was really nervous about it, because I never wanted to publicize my trip — I didn't want that pressure on me." Reynolds told us he was worried that he would raise sufficient money to push him to keep going, but insufficient money to properly maintain the boat. "When I did crowdfunding, it was like committing to keep going without knowing if [I was] going to get enough money or not."

But Reynolds managed to raise the funds to purchase a new boat, the Bristol 35 *Tiana* — which was next to him in the yard in Thailand — and to build a cruising kitty. "It's a beautiful boat and really safe and fast. I usually do 140- to 150-mile days at sea. The crowdfunding has kept me going the rest of the way. I mean, this boat is in better shape now than the day I bought it," Dustin told us.

"Through poverty, bankruptcy, and an IRS offer and compromise, I find myself knocking on the door of understanding abundance in its true form," Reynolds wrote on his blog. "Though I still have very little money or assets, by my definition, I'm nearly completely self-supporting simply by not needing or consuming much. *Tiana* and her contents are everything I own on this planet, but I wouldn't trade it for the world."

You might be wondering how someone with only one arm and leg can sail for any length of time — let alone around the world. Reynolds said that when raising

The Bristol 35 'Tiana' sits at another beautiful anchorage somewhere in the world.



DUSTIN REYNOLDS —



Left: "I'd heard that cruising is boat work in exotic locations," Reynolds wrote on his blog. "I think I've found a decent balance of keeping the boat up and still enjoying the freedom that comes with having a world-cruising sailboat." **Right:** Reynolds on board 'Tiama'.

sails on his Bristol 35 — which Dustin said was not specially outfitted for his condition — he often used his teeth. He didn't install a self-tailing winch on the mast until he was in South Africa, and already more than halfway around the world.

"I've gotten to a point now where the sailing is kind of easy," he told us, adding that when things on the boat break, doing repairs with one hand is quite difficult. While sailing into Colombia, the furling line on Dustin's head sail broke. "I had to sit on the bow and rewind a new line on there, with the full head sail out, just so I could wind it back in. And it was like, 20 or 25 knots, and the boat was still kind of rounding up and being really lively."

Leaving the Galapagos for Polynesia toward the end of his loop, Reynolds was on a long, easy passage, and considered his luck: "I have been constantly chewing up miles without any big surprises [or] equipment failures," he wrote on his blog. "It was starting to feel like I could just coast the rest of the way home. For 2,200 miles I was doing just that."

Dustin was 12 days into the as-of-yet uneventful, 22-day passage when he lost his steering off an atoll being pounded by surf. "My heart sank, thinking I lost my rudder. I opened up the compartment; thankfully, the rudder was still there but the steering radial and autopilot control was completely destroyed."

Reynolds said that at this point in his voyage, he had foreseen possible steering problems, already had a repair plan in his head, and quickly fixed the problem. He also said he had a routine for equipment failures at sea. "First: Swear at the problem; second: Drink a Baileys and

coffee while making a plan for the problem; third: Implement the plan. But the sun was going down, so I went straight from swearing to jury rigging."

Of the many mental, physical and financial challenges that cruising and an attempted circumnavigation present, the pandemic has proved to be a formidable hurdle. Hundreds of cruisers around the world were at the mercy of luck and timing.

Reynolds was in the US Virgins Islands in 2020, and told us he could "smell the finish line" of his lap around the world. A few months before, the owner of Bristol Marine in Rhode Island had heard Dustin's story, and offered to refurbish *Tiama* for free. Reynolds reluctantly declined, planning instead to head for Panama and home.

While having drinks in the Virgin Islands with a fellow solo circumnavigator and friend, Dustin lost his prosthetic leg overboard, and was forced to delay his departure and fly to California to have a new leg fitted. When Reynolds returned to the Caribbean, the world was going into lockdown, and Panama was no longer an option.

"So I called Andy Tyska, the owner of Bristol Marine, and said, 'I know you made this offer before the world got crazy. I'm stuck here in the US Virgin Islands, and I'd like to come up. Is the offer still good?' And he was like, 'Yep, come on up.'"

"Sailing up to Rhode Island was cool, because it completed the circumnavigation for the boat, which was launched there." Reynolds spent nearly two months in Bristol, and met employees

who had worked on *Tiama* back in 1983. "They did a lot of work. They're absolutely amazing people."

Dustin went on to sail to Martha's Vineyard, Long Island, and New York City, "which was an amazing experience." Heading back for the equator, he stopped in the Bahamas, then Colombia, Panama and the Galapagos Islands, all just as they were reopening. "I got to see these incredibly touristy places without tourists — it was a blessing to see these places that way. I have friends that are in Fiji and Thailand and Malaysia who have been stuck for two years, and there's nowhere for them to go."

"It was just dumb luck. I was in the right place at the right time, and everything kind of worked out. Had I not lost my prosthetic, I would have already been in Panama, and I would have been stuck there for a year. There were so many little circumstances that would have really changed my life."

Reynolds set out from Nuku Hiva, in the Marquesas Islands, in late 2021 for the final leg of his circumnavigation. The passage was both smooth and uneventful, then riddled with high, contrary winds for the final 24 hours. "It was not until I was passing Keauhou, 10 miles from the harbor, when the fog cleared and I finally saw Kona," Dustin wrote on his blog. "A mixture of relief, elation and exhaustion came over me. It finally hit me. I'm home."

One of the most common questions asked of recently returned circumnavigators is, What are you going to do next? "I'm going try to start public speaking, and I'm going to finish my book and

A NEW LIFE THROUGH SAILING

hopefully try to start working on some of the problems that I saw around the world. If I could write my own adventure, I would like to do two or three months a year working on a research vessel, or some sort of environmental vessel."

Dustin told us that he was appalled by some of the commercial fishing operations he witnessed at sea, as well as the amount of plastic along the coast. "[Some] beaches are just completely covered in plastic. The only reason every beach isn't covered in plastic is because people clean it up. All of these things need to be addressed. We're doing so much destruction and nobody's taking care of it."

Reynolds said that he'd like to do some high-latitude cruising, as well. (He took a trip to Antarctica, on a locally based vessel, during the course of his circumnavigation.) "I'd love to see narwhal whales, walruses and polar bears. I'm



Reynolds at the helm of a sailboat in Antarctica, as seen in the documentary 'Singlehanded'. Go to Reynolds' website, thesinglehandedsailor.com, to watch the film, and to read Dustin's blogs.

43, and I realized there's a time limit for me to do that stuff." Dustin said that his solo-sailing days are not necessarily over. "I'm sure I'll have more solo passages in my future, but I don't want to do it as a rule anymore, because it's been a rule for the last seven years. I'd like to do it when I need to or want to."

Reynolds also said that he wants to be a guru for other aspiring sailors

teetering on the verge of their own adventures. "I'm here to share my journey with you in the hopes it may inspire you to live in alignment with your passion too," he wrote on his blog. "I'd like to show you spectacular parts of the world so you can generate some of your own ideas for (mis)adventures."

Dustin told us, "Don't listen to the guys at the bar who say you can't do it, because they're the ones sitting in the bar not going anywhere. The discouragement I got before starting my

trip was from people that haven't gone and done it. If you talk to other cruising sailors, they'll tell you to go. They're like, 'Of course you can do it.'"

— **latitude**

Be sure to listen to our conversation with Dustin Reynolds on Latitude 38's Good Jibes podcast, at www.latitude38.com/goodjibes

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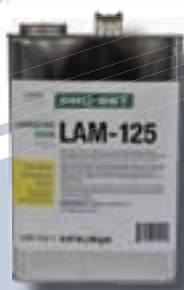
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SEASON CHAMPIONS, PART III —

PHOTOS COURTESY THE WINNERS EXCEPT AS NOTED

Keeep calm and sail on. So says the T-shirt that paraphrases the now-famous poster printed in 1939 as Britain teetered on the brink of war.

The one-design fleets profiled here carried on and sailed on throughout the roller-coaster ride of 2021, engaging in enough battles to declare winners.

fleet started 60 years ago) hosted by St. Francis Yacht Club.

"We had 27 races for our championship this season, starting with the Resin Regatta on April 17-18 and ending, earlier than usual, with the Swiftsure on

years of rebuilding his boat; Chris Hermann in #108 (*Thea*); and James Vernon in #121 (*Faith*) all managed to snag the odd bullet, but in those instances *Freja* took second place.

"Despite the dominance of #111, the

racing was always close," continues James. "This was one-design racing at its best, fiercely competitive and lots of fun. It was especially good to welcome the newest member of our fleet for his first season racing. Chandler Grenier in #116 (*Sabrina*) had the distinction of winning the Contenders Cup for the highest placed boat that has not finished in the top three of a season championship.

"Tom Reed also won the Wednesday Evening Series, beating Eric Kaiser, Kurt Hemmingsen and Andy Hale by just one point in the final race, to crown an

amazing season even by his standard."

"The year was considered windy, which we seem to do better in," said Tom. "The Folkboat is a fun boat to sail when it's windy. Special thanks goes out to my crew Tommy Reed on the main and, for the second year, Dave Kresge on the jib and bow. Consistent crew is a true blessing that cannot be denied. They were able to change gears and keep the boat moving whenever the conditions changed.

"The Folkboat fleet is a challenging and fun group to sail against, and the time with them off the water is equally fun. Good people with good boats!"

See <https://sfbayfolkboats.org> for more Folkboat info, tales and photos.

FOLKBOAT (27r, 5t)

1) **Freja**, 27 points; 2) **Faith**, James Vernon, ACSC, 59. 3) **Polperro**, Peter Jeal, BVBC, 80. (12 boats)

Full results at <https://sfbayfolkboats.org>



Folkboat — Freja #111 Tom Reed, StFYC

The San Francisco Bay Folkboat Association had its first season championship in 1958. Just seven years after the fleet's inaugural championship, this year's champion, Tom Reed Sr., started racing on the Bay with his father. COVID meant that 2020 was the first time the fleet had not competed since 1958.

"Tom became the winner of our 63rd season championship in #111," reports fleet president James Vernon. "It seems like he is always on our podium. After 21 seasons of racing Folkboats, he has now won the season championship nine times, tying the record previously held by Peter Jeal. Tom has also won the Knarr season championship three times. Most of us get used to looking at his transom."

After the 2020 hiatus, the fleet showed up in force for the season championship races on the weekends and the Wednesday night series (which the

Tommy, Tom and Dave racing Folkboat #111, 'Freja', on San Francisco Bay.

August 21-22," explains James. "Sadly, our week-long biannual International Regatta, scheduled for late September, fell victim to COVID."

The year began, as it seemed to continue, with a lot of wind. San Francisco YC's Resin Regatta was raced in 20-30 knots of breeze on the Berkeley Circle, and the ride back to the Cityfront both days was long and wet. After a year off, "Most of us were running on Advil. Not Tom Reed and his crew, Dave Kresge and Tommy Reed. They started with four bullets.

"Thereafter, as we were racing on the Cityfront or at Knox, the scenery changed but the results hardly did." Dave Wilson in #106 (*Windansea*); Peter Jeal in #113 (*Polperro*), back after two

J/24 — *Evil Octopus* Jasper Van Vliet, RYC

The Bay Area J/24 fleet pushed their 2021 season schedule back by a few months. "After June we crammed in a lot of racing," says Jasper Van Vliet.

"We ended up with 28 race results, a good percentage of which came from Richmond YC hosting the J/24 2021 Western Regionals, which was tremendous fun!" says fleet captain Melissa Litwicki. "We're looking forward to a full season in 2022 with a lot of familiar names but also a few new boats."



Jasper Van Vliet

"A couple things contributed to major improvements this year," noted Jasper, the season champion. "After a full year of shorthanded sailing, my crew was cross-trained on all positions. It's such a luxury to sail with a full contingent again. Having a strong bench is another factor. Our regular crew consists of Jessica Ludy, trim; William Pochereva, tactics, pit, mast and whatever else; Ellie Tubman, bow. Our bench of tacticians and zen masters are Jessie O'Dell, Alex Schultink, Diana Otis and Charlie McKenzie."

"The J/24 is all about weight management. With this bench we can compete in a four-, five- or even six-person configuration. It makes it possible to do jibes, douses and sail changes simultaneously. Pretty nifty."

"The third factor is the travel regattas we did that gave us extra experience. We went to Long Island for the North Americans and to Vermont for the Nationals. Fourth is the San Francisco J/24 fleet itself. In this fleet, we are all close friends and see each other socially. That makes it easier to recruit, train crew, and learn from one another."

The highlight for *Evil Octopus* this year was the Western Regional regatta hosted by Richmond YC. "We sailed in the six-person setup. What amazed me was how close together the first and the last boats finished. One mistake and you're shot out the back."

"You may have noticed that my better half, Robin, is racing against me now. We

have a healthy competition going. Our team may have won the season, but her team won the District annual championship trophy. So I'll have to stare at that for a year."

J/24 (28r, 5t)

1) **Evil Octopus**, 30 points; 2) **Downtown Upoar**, Darren Cumming, SSS, 43. 3) **Little Wing**, Robin Van Vliet, RYC, 59. (6 boats)

More info at www.facebook.com/j24sf

Ultimate 20 — *Breakaway* John Wolfe, RYC

The Ultimate 20 fleet, like most fleets, was hampered by COVID-related race cancellations throughout the first part of 2021. In light of this, the number of races needed for the season championship was reduced to seven. The boat is ideal for shorthanded sailing, so having single- or doublehanded events actually turned out to be a good change of pace. However, even with this, only one boat managed to complete the required number of races. This year's winner, John Wolfe, sailed with Steve Kelley, Ray Meister and Tim Hoxie on *Breakaway*. John said, "The quality of my sandwiches this year may have been a factor, as I was never lacking any crew."

The fleet's usual winter racing is at Richmond YC, but with RYC'S 2020-



John Wolfe and Steve Kelley

2021 Small Boat Midwinters canceled, the fleet moved over to Tiburon YC. "TYC was very welcoming, and their courses were perfect for the U20, with long downwind and reaching legs that allowed us to keep the fun meter high," said Mike Josselyn, the fleet captain.

"The current conditions also led to some interesting strategic choices, especially when going under the Richmond Bridge."

The fleet also sailed in TYC's Behrens Regatta and summer HO Lind series.

Mark Allen and Mike Cintron sailed singlehanded and did well until the wind came up, as handling the spinnaker downwind in stronger breezes can be a handful.

John Wolfe's secret this year was U20 spirit and perseverance. "I was disappointed that we had so few races this year, but those that took place were fast, fun and friendly, and a nice glimpse of past normalcy," said John.

As *Breakaway* was the only team of the seven-boat fleet to sail the required number of races, *Breakaway* won the Matt Boroughf Season Champion Trophy.

Mercury

C. Paxton Davis Travel Trophy — Jade

Mike Burch, Cabrillo Beach YC

Mercury sailor Jim Bradley reports that 2021 turned out to be a very active year for travel regattas for the Mercury Class. "A total of 33 boats competed in the six major regattas. The Huntington Lake Regatta turned out the largest fleet, with 19 boats. Other venues included San Pedro racing out of CBYC and LAYC, and S.F. Bay with racing out of StFYC and RYC. The annual Stillwater Regatta wasn't counted this year because Stillwater YC hosted the class championship."

"With points going to each boat participating in the regattas, plus bonus points for placing in the top three for each regatta, the results came out with three skippers in a tie on points. Mike Burch, current class president, after being away for the summer regattas to race the Transpac, came back very strong in the fall with wins in two regattas, giving him the tiebreaker. Lyn Hines came in second with his best score a second place at the Homecoming Regatta, followed by Dave Bacci with two third-place finishes."

Jim added that Mike Burch is also a top Cal 20 sailor, and past commodore of CBYC in San Pedro. Mike's crew included his son Kyle and Greg Dair.

"For those who know Paxton Davis but have not seen him lately due to the virus, we are very pleased to report he is doing well. At 91, he is still racing his Millimeter and still playing tennis almost every day. He's a testament to staying active. He raced his Mercury very competitively well into his 80s."

MERCURY TRAVEL TROPHY (6 regattas)

1) **Jade**, 12 points; 2) **Checkerboard Lounge**, Lyn Hines, RYC, 12; 3) **Marauder**, David Bacci, RYC, 12. (33 boats)

More info at www.mercury-sail.com

MIKE JOSSELYN

SEASON CHAMPIONS, PART III —

Moore 24 — *Flying Circus* Bill & Melinda Erkelens, RYC

"The 2021 season was unique in its scoring, based on some changes the fleet worked out to address the challenges of COVID-19 and its associated regulations," explains the Moore 24 Roadmaster Series winner, Bill Erkelens.

"Teams were permitted to substitute a number of events to be counted toward the Roadmaster Series, which gave everyone more flexibility regarding travel and sailing with full crew or shorthanded.

"There were also some additional Moore-only events introduced in Santa Cruz, San Francisco and Seattle, including some shorthanded events. This allowed us to sail a number of events shorthanded, which we enjoy, and then race in the required full-crew events once the COVID situation had settled down in the summer.

"We were very fortunate to sail with some incredible sailors during the season, which was the key factor to us winning the series. Some old friends, and some new friends were made: Keith Stahnke, Pete Spaulding, Larry Gamble, Rufus Sjoberg, Jon Stewart, Toby Ingrey, Andy Schwenk, Andrew Hamilton, Karl Robrock and Tony Carr."



Bill and Melinda Erkelens

MOORE 24 ROADMASTER SERIES (15 regattas)

1) *Flying Circus*, 994 points; 2) *Firefly*, Joel Turmel, RYC, 955; 3) *Mooretician*, Peter Schoen, TYC, 885. (46 boats/26 qualifiers)

More info at www.moore24.org

Knarr — *Niuhi* Randy Hecht & Russ Silvestri, SFYC

We asked Russ Silvestri how *Niuhi*'s 2021 season compared to the Knarr's previous victorious season, in 2019.

"We actually learned how to sail our boat better during COVID," replied Russ. "We did some two-boat testing with Hisham Sinawi and John Kostecki."



Russ Silvestri

LATITUDE / CHRIS

During 2020, the Knarr fleet sailed an 'Off the Wall' series, with one or two volunteers on shore helping with starts and finishes. Drone footage from those races and from Wednesday night races in 2021 has been instructive. There were no Wednesday night races in 2020. Between those beer cans and weekend races, the Knarrs put in a lot of time on the water.

Niuhi's owner Randy Hecht and Russ split the helm and main duties, Ryan Treais is the jib trimmer, and Spencer Cole does bow.

The International Knarr Championship, which rotates between San Francisco Bay, Norway and Denmark, will be sailed in 2022 after a two-year break. Denmark will host the regatta on the first weekend in August, and Russ expects that eight or nine teams will go from the US. "The goal is to perform really well. A US team has never won in Denmark." The crews will rotate through local fleet boats.

He adds that, "New people are always welcome, and the fleet does a good job of support."

KNARR SEASON (25r, 5t)

1) *Niuhi*, 34 points; 2) *Kraken*, Risley Sams, StFYC, 76; 3) *Viva*, Don Jesberg/Ethan Doyle, 80. (21 boats)

Full results at www.knarr.us

Vanguard 15 — #1629 Steve Kleha & Claire Pratt

The Bay Area Vanguard 15 Fleet 53 runs two main series throughout the year. "From April until September (we have a few weeks off) we sail on Thursday nights at 6 p.m.," explains Steve Kleha. In 2021, "I think there were 18 individual Thursday night events. The winner has the best cumulative score for those 18 events." The fleet launches out of Treasure Island Sailing Center and sails these weeknight races in Clipper Cove. Steve and his crew, Claire Pratt, placed first in that series.

"The Founders Cup is won by the



Steve Kleha and Claire Pratt

IAN MCLELLAND

individuals who score well in the special weekend regattas that we do. There are four of those: Round Treasure Island, High Sierra at Huntington Lake, Fleet Championships in Inverness, and a Fall Invitational sailed out of Bay View Boat Club."

Claire and Steve also won the Vanguard 15 Nationals in Nashville, Tennessee.

VANGUARD 15 CHAMPIONSHIP SERIES (22r)

1) #1629, 0.97 points; 2) #427, Ty Ingram/Tiffany Xi/Sam Reynolds, 0.93; 3) #1651, Sam Wheeler/Danielle Ryan, 0.92. (23 boats, 11 qualifiers)

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



SUSAN BURDEN

Tom Burden

El Toro Senior Henry, Tom Burden, RYC

"El Toro racing delivers lots of bang for your buck, with the fleet including top big-boat racers like Buzz Blackett and Gordie Nash," says Tom Burden. "In 2021, we experienced only two thirds

ONE DESIGNS CARRY ON



Left to right: Joanna Karraker, David Scott (skipper), JP Camille and Marco Falcioni at Berkeley YC with the Olson 25 San Francisco Bay season championship trophy.

of a season, and I was lucky enough to win the event with the largest turnout of 20 boats, the El Toro Stampede. I also finished second in the Totally Dinghy, with a 14-boat fleet, and sailed decently in the Nationals at Half Moon Bay.

"It has been years since I was at the top of the El Toro game, way back in the 1990s. I got back into the boat in 2015, after beating cancer three times in 2014,

nearly new Moore Toro, bought from my friend Hank Jotz, which I named *Henry* in his honor. This sweet yacht had only been sailed 20 times in two decades, including three firsts and two seconds in the Nationals. With no excuse to lose, as Dennis Conner would say, and good health, I'm looking forward to more great Toro racing this year."

The only separate scoring for Juniors

Santa Cruz took first place with *Sweet Pea*; Evan Sullivan of RYC took second with *Pinto*, and Yasmine Kennedy-Crum placed third with *Bubbles* in the six-boat Junior division.

For all things El Toro, go to www.eltoroyra.org.

EL TORO SENIOR (6 regattas)

1) **Henry**, 22 points; 2) **Box of Punk**, Chris Sullivan, RYC, 29; 3) **Sorcerer's Apprentice**, Gordie Nash, RYC, 30. (7 boats)

Olson 25

O'mar, David Scott, BYC

"Our original championship had only three races: the Encinal Regatta distance race, the BVBC Plastic Classic, and the Great Pumpkin Regatta," says David Scott. "There was a scheduling error and an unresolved decision about which day of the Great Pumpkin counted.

"O'mar is the default winner because we got first in both Encinal and Plastic Classic.

"On a higher note, we have a full race season already scheduled for the 2022 Olson 25 fleet."

Santana 22 Fleet 1

"We don't exactly have a season champion," writes Santana 22 fleet captain



Everyone gets a prize in the Junior division of the El Toro North Americans at Half Moon Bay YC. The kids, from left to right: Chris Sullivan, Kilian Kesting, Alexander Mirfield, Matthew Bilafer, Garrett Koontz and Yasmine Kennedy-Crum.

buying a Cal 40, and completing the 2016 Singlehanded Transpacific Race. I was such a mess that I could barely sail a dinghy at all, but little by little I got my game back. In 2019, I upgraded to a

(ages 15 and under) in 2021 was in the North Americans at Half Moon Bay YC. In that regatta, Garrett Koontz of

Kristen Soetebier, "because we didn't have enough or consistent participation to declare a true winner. But — the Santana 22 Fleet 1 would like to recognize Jan Grygier and his recently acquired *Albacore* for traveling to Santa Cruz to represent the fleet in what really ends up as a battle of the bays (Monterey and San

SEASON CHAMPIONS, PART III

Francisco), and we'd like to recognize Chris Klein and *Alegre* for participating in the most races that would have been the season counters."

More One-Design Season Results

EXPRESS 27 CHAMPIONSHIP SERIES (18r, 4t)

1) **Motorcyle Irene**, Julia & Will Paxton, RYC, 0.98 points; 2) **Wile E. Coyote**, Dan Pruzan, EYC, 0.82; 3) **Peaches**, John Rivlin, StFYC, 0.80. (18 boats; 10 qualifiers)

EXPRESS 27 LONG DISTANCE SERIES (11r, 4t)

1) **Peaches**, 0.93 points; 2) **Motorcyle Irene**, 0.89; 3) **Hot Sheet**, David Wick, RYC, 0.66. (26 boats; 8 qualifiers)

Full results at <http://express27.org>

ALERION EXPRESS 28 (7 regattas)

1) **Zenaida**, Fred Paxton, RYC, 10 points; 2) **Allegro non Tropo**, Bill Claussen, RYC, 18; 3) **Resilience**, Kersey Clausen, RYC, 22.

More info at <https://sfbayalerion.com>

Much like the Santana 22 fleet, a few other one-design classes checked with us to report that they had put their

season championships on hold for a second year, but had hopes for a more 'normal' series in 2022.

Among those was the local Laser fleet. "There was not a West Coast Sailing Laser District 24 Grand Prix," wrote District 24 fleet secretary Stephen Aguilar in October 2021. "Last year COVID caught us by surprise, and this year I knew that probably half of the season was going to be lost, so I didn't even put a schedule together.

"The Laser sailors have been out. Sundays at Alameda are a big deal. Most Saturdays you'll find Emilio Castelli (when he's not harvesting his grapes), Toshi Takayanagi, and others at Richmond YC.

"The Thursday nights at Lake Washington were a big hit with lots of boats. It looks like Dan Clark came out on top. We've also had some really good sailing from juniors like Tor Svendsen. He's a junior to watch for future glory.

"I am in the process of putting together a schedule for 2022. In 2020, the class was going to have the Masters North Americans at Santa Cruz. That was canceled because of COVID and the borders being closed. So this year we're going to try again to have it at Santa Cruz in August. I'm still working out the details. 2022 will be our comeback year, and probably my last year as district secretary. I want to go out with a bang."

Aiding the fleets in planning their 2022 seasons is the *Northern California Sailing Calendar and YRA Schedule*, mailed in mid-December to YRA racers and distributed with the January issue of *Latitude 38*. Check for a free copy at your yacht club, marina or marine business, or find it on our website at www.latitude38.com/issues/2022-sailing-calendar-yra-master-schedule.

Best of luck to all out on the racecourse in 2022. We'll see you out there. Perhaps it will be you whom we'll be contacting later this year!

— **latitude**/chris

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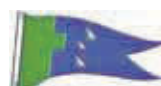
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SMOKE ON THE WATER —

Six of us were sailing the British Virgin Islands with the annual flotilla of boats organized by Spinnaker Sailing Club of Redwood City, California. As the skipper who'd sailed the BVI more than 25 times, I was a happy tour guide and eager to help the five crew aboard the Sunsail Lagoon 424 *Wanderer* polish their sailing skills in the Caribbean Sea. On

ALL PHOTOS CREW OF WANDERER

Inflatable dinghies whizzed by in every direction, adding to the confusion and danger, while the vacation boats moored around *Starstruck* wisely slipped their moorings and moved away.

In my mind, I objectified the situation

and focused. Time slowed down for me. To save our boat or to save the survivors wasn't really a dilemma; *Wanderer* was going to be the recovery boat. Crisp directions were given, often to specific crew members, and each one responded efficiently. The enemy of leadership, ambiguity, was not a factor. It seemed that we had our boat adequately prepped and ready to take on survi-

vors less than two minutes after the first alarm.

Our inflatable dinghy was lowered from the davits, brought forward, and tied off to a midship cleat. The davits crane was left in a half-lowered position to give people in the rescue dinghies something to hold onto, but not so high as to bump their heads. Our mooring lines were checked for tidy cleat hitches in case we needed to make a fast getaway. Our engines were started but the transmissions were locked into neutral. Two buckets were filled with seawater and made accessible on the aft deck. All fire extinguishers were brought out of cabins and placed in the salon within easy reach. A few large

'Wanderer' anchored at Trellis Bay, off Beef Island, the morning before the incident.

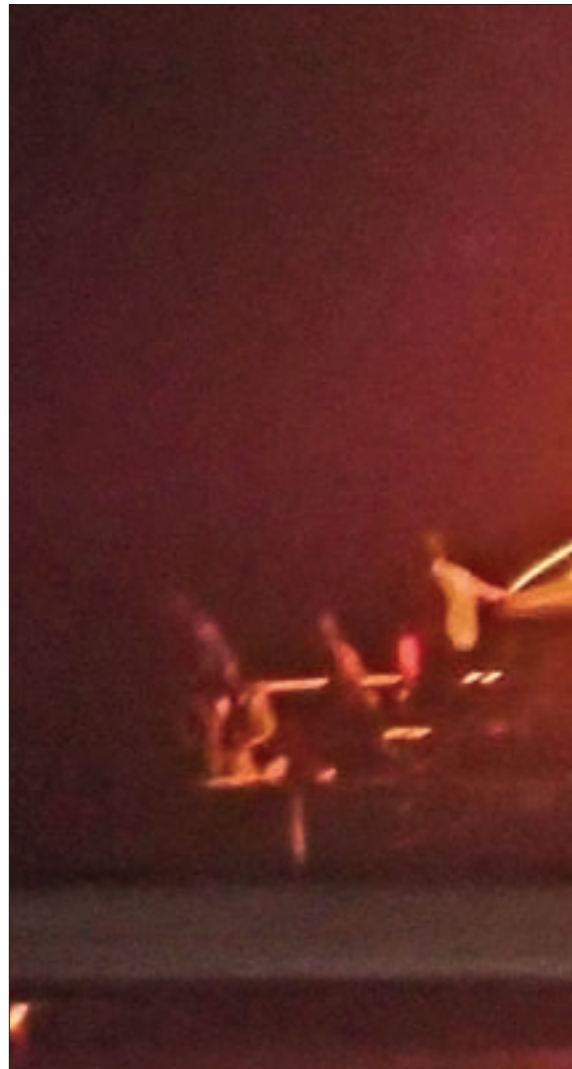


'Wanderer' crew (l to r): Kay, Andrew, Dave, Amy, Vicky and Rick.

Wednesday night, December 8, we were moored in the west side of Great Harbour, Jost Van Dyke. Yes, that bay, home of the infamous Foxy's restaurant and bar. It was the first time any of the other crew had visited the BVI, and as with all first-timers, there are two ya just gotta do: the Baths on Virgin Gorda and Foxy's on Jost Van Dyke. They ate and danced at the hot spot while I had a quiet dinner with my local friends down the road, then went to bed early while a few stayed ashore for more of what Foxy's is known for.

11:45 p.m. — Knock, knock, knock! "Dave! The boat behind us is burning!"

Sound asleep since 9 p.m. in the port forward cabin of *Wanderer* with my hatches closed, I had been oblivious to the screams and firelight emanating from *Starstruck* (not its real name), a 48-ft power cat moored two balls astern and downwind of us — maybe 200 feet away. Out of bed and up on our aft deck, it was immediately obvious that something had gone horribly wrong. *Starstruck's* upper deck and cockpit were engulfed in flames that spread rapidly, burning through the coachroof to the salon and cabins below. We could see several people on the foredeck, and many people from nearby boats yelling for them to jump. Loud shouts of "mayday!" seemed to come from all around.



beach towels were soaked in seawater in case we needed to throw them over anything that caught fire on *Wanderer*. The medical kit I bring on every charter was made handy. Flashlights were in-pocket or nearby. PFDs were already handy in the salon, and two horseshoe PFDs were on the aft deck lifelines. The VHF was tuned to channel 16.

Two dinghies carrying the crew of *Starstruck* approached our transoms. We gently but quickly brought them on board. I'll never forget one of them, still

in the water, pleading softly, "Please help me," as she was pulled onto *Wanderer*. Most escaped wearing just T-shirts and shorts. Some were dressed only in their underwear. One was able to save only his cellphone and wallet. (Time to rethink my charter ditch bag.)



Several had lowered themselves from *Starstruck*'s high-freeboard foredeck into the dinghies. Two or three of them did not know how to swim, and one — the woman who had asked for help — ended up in the water and was transported holding onto the dinghy.

Once everyone was aboard *Wanderer*, a head count confirmed that all eight persons from *Starstruck* were safe. We gave them towels and blankets to dry off and provide warmth. Cups of water were offered, and the crew prepared to make hot coffee if it was requested.

They were stunned, emotionally numb, perhaps in various states of shock — but thankfully, no one was physically injured. Everyone watched as flames completely overtook their vacation palace; the crew of *Wanderer* reassuringly hugging *Starstruck*'s survivors.

Captain James, a professional skipper on The Moorings 5800 catamaran, was moored in the east side of Great Harbour some distance away from the

Fire spreads aboard the 48-ft power cat as the crew — four women and four men — evacuate into waiting dinghies.

inferno. He had piloted one of the rescue dinghies and delivered at least three survivors. We encouraged him to stay, so he tied up his dinghy and came aboard for a while. He was a great resource for me to discuss safety ideas with. Many thanks, sir.

to send away some of the more obnoxious local lookie-loos, who were hanging onto our davits from their dinghies, cracking jokes and certainly not contributing any value.

Perhaps an hour and a half after we first noticed the fire, a local policeman boarded our boat. He took down the names of the survivors. Turning to me, he asked if the eight persons were going

"Dave, the boat behind us is burning!"

Within about 30 minutes of the recovery, a fireman came aboard *Wanderer*. He was concerned that the mooring lines on *Starstruck*'s bow would burn away, allowing the boat to drift into the fuel dock behind it. When questioned about whether VISAR (Virgin Islands Search and Rescue) would bring spare lines or provide a tow, he basically said that VISAR was not going to respond to the scene. The fireman was helpful insofar as he followed my request

to spend the night on my boat. I replied, "I prefer that they don't. They are traumatized and need better accommodations than we can provide." Accompanying the policeman was one of Foxy's sons, who made a few phone calls and arranged to have two rooms at a nearby resort made available. Around 2 a.m., Captain James and I ferried the eight survivors, still wrapped in our blankets and towels, to shore in dinghies. Sunsail excused the

FIRE IN THE SKY

FOLLOW-UPS, OBSERVATIONS AND LESSONS

• One of the survivors contacted me to follow up in the days after the event. She wrote, "The charter company (name withheld so as not to influence any possible legal action) was very helpful in taking care of us and making arrangements to get us home. Most importantly, they connected us with a representative of the BVI Board of Tourism who coordinated all of the small details and procedures to get us back to the USA. We appreciated all of their help!"

• *Starstruck* was the westernmost boat in Great Harbour. The December Christmas winds were blowing their usual pattern out of the NE and had been doing so since I arrived in the BVI on December 1. Observing smoke billowing from

Starstruck to leeward, we felt the risk of staying put seemed minimal as long as we were prepared for a hasty exit.

• That particular 48-ft power cat has no propane tanks on board. Instead, the galley is equipped with an electric grill and stove. I won't even speculate about what harm exploding LPG tanks could have caused.

• One of the survivors transported to our boat was in the water hanging onto the dinghy. No idea why she was not pulled into it. I believe she is a non-swimmer, and must have been petrified hanging onto the dinghy's starboard-side handhold strap. Considering the physics of towing a body alongside a dinghy, had the woman's grip failed, the dinghy's

stern would almost certainly have kicked to starboard and cut her with the spinning propeller. (Note to self!)

• Assume that at least some charterers do not know how to swim. Always carry a PFD in the dinghy, whether going to shore for dinner or rescuing someone.

• We should have placed a soaking-wet towel over our dinghy's gas tank as added protection. With more wet towels, laying some over the mainsail cover might also have been prudent.

• I should sleep with my door open.

• The five crew of *Wanderer* performed admirably, especially considering how little time we had to prepare. Thank you Andrew, Kay, Amy, Vicky and Rick for stepping up in this emergency.

equipment shortage at the end of our charter.

Before our parting on the dock, the skipper of *Starstruck* turned to me and said, "Thank you." As respectfully as I could muster, I replied, "You would do the same for us." He nodded. He and his

wife and I hugged and wished each other a Merry Christmas.

After listing briefly, *Starstruck* sank in flames at about 2 a.m. The cause of the fire was later speculated as electrical, starting at or near the helm.

— dave russell

Editor's Note: Dave is a Bay Area sailor who has chartered close to 100 boats all over the world. He has sailed the BVI at least 25 times since 1993. He holds a USCG 100-ton Masters ticket, and is a senior instructor at Spinnaker Sailing School in Redwood City.

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"How did I end up chairing a protest committee?" I asked myself.

I can stay out of trouble on the racecourse, but I'm far from an expert. Maybe my club's race chair thought that my age and demeanor would give the appearance of wisdom and integrity — but it would only be appearance.

Fortunately, I had some expert help on the committee: Lee Helm was sitting on my left, with her encyclopedic knowledge of everything on the geeky side of sailing, including rules. On my right was a former college team racer and sailing instructor, maybe a little rusty since his college days, but team racers know the rules like no one else. I can run a meeting according to the prescribed procedures, but my committee-mates would do the heavy lifting.

First up was a case involving a windward-leeward proper course dispute. "It's a simple application of Rule 17," noted the old college sailor.

"Which rule is that?" I asked, not being conversant with rule numbers.

"Proper course when overlapped," Lee informed me.

I flipped my rulebook open to Rule 17, but it referenced Rule 13 without

giving that rule's title, so I also had to look up Rule 13 just to establish that it probably had no bearing on this case.

"Do you know all the rules by numbers by heart?" I asked the former college racer.

"I used to teach my racing students to remember the rule names and numbers first, before they tried to memorize the contents," he explained.

"I do that for Part 2, the right-of-way rules," added Lee. "That's where all the complexity is. It's like, knowing the numbers and subdivisions sets up the structure for the content and makes space in your brain for what they all mean."

"Like dimensioning a variable in computer code," added the former team racer. "Back in the day, you couldn't use a variable in a program until you gave it a name and a data type."

"Really?" said Lee. "You had to dimension variables before using them in your code? Must have been a pain ..."

I was dubious of the value of this method, but the racing instructor demonstrated his grasp of Part 2 by writing down the rule titles from memory. See box below:

STRUCTURE OF THE RULES AT MARKS AND OBSTRUCTIONS

Section A

- 10 On Opposite Tacks
- 11 On the Same Tack — Overlapped
- 12 On the Same Tack — Not Overlapped
- 13 While Tacking

Section B

- 14 Avoiding Contact
- 15 Acquiring Right of Way
- 16 Changing Course
 - 16.1 Give room when changing course
 - 16.2 Anti-hunting
- 17 Proper Course

Section C

- 18 Mark-Room
 - 18.1 When Rule 18 Applies
 - (a) Opposite tacks on beat exception
 - (b) One boat has to tack exception
 - (c) One boat already rounded exception
 - (d) Continuing obstruction exception
 - 18.2 Giving Mark-Room
 - (a) Give room when overlapped
 - (b) Clear ahead or clear astern
 - (c) When required to give mark-room
 - (1) Overlap broken or late overlap established
 - (2) Late overlap established
 - (d) No room while tacking
 - (e) Obtaining or breaking an overlap
 - (f) Unable to give room
 - 18.3 Passing Head to Wind in the Zone
 - 18.4 Jibing
- 19 Room to Pass an Obstruction
- 20 Room to Tack at an Obstruction

"A great teaching aid," Lee agreed. "But like, I also rely on a visual approach to keeping the rules sorted out in my head. Check out this Venn diagram."

Lee produced her latest version of the rules at marks and obstructions, with interlocking circles showing which rules applied at marks, at starting marks, at obstructions, at obstructions that are starting marks, at boats that are obstructions, and almost every other conceivable combination that the rules attempt to cover.

"I'll need a copy of that," I said.

Meanwhile, it was time for our hearing to start, but neither of the parties to the protest and none of their witnesses had arrived.

"We wish people would protest more," complained the former college racer and instructor. "People who don't use the rules barely understand them, and never protest, so a lot of bad behavior on the racecourse goes unchecked."

"The problem," Lee conjectured, "is that most of the skippers I race with got into it later in life with larger boats, so they never really, like, raced in a dinghy fleet where the boats are one-design, the courses are short, and the rules matter."

"Rule-o-phobes," the old college sailor added. "Why do you think they asked for leeward gates and windward mark offsets for this series? I can tell you: They're rules wimps, that's why. They don't want to have to figure out what to do when they approach a leeward mark overlapped, so they need leeward gates. And the windward offset mark: Rule 18.1(c) is clear enough about mark-room turning off when one boat's already rounded and another boat is still approaching."

"But it doesn't hurt the racing to have those extra marks," I suggested.

"Sure it does," he argued. "More work for the race committee volunteers equals more difficulty signing them up. And the volunteers in the mark-set boat need some skill to set a square gate. OK, you need gates for a large fleet, but with fewer than 10 boats in each division?"

"We do what the racers want," I suggested. "But it looks like they don't want to come to a protest hearing," I said as I glanced at my watch.

That's when I saw the text message from the protesting party, probably sent an hour ago: Protest withdrawn. He had already informed the witness

NEVER CHEAT ON THE SMALL STUFF



LATITUDE / JOHN

A lot can happen at 5 knots in a three-boat-length circle. It helps to know the rules before entering.

and the protestee, so the case would not be heard. We decided to accept the withdrawal and not take any further action.

The next case was scheduled 45 minutes later, so we had time on our hands.

"Here's what we do at my club to make sure racing-rules justice is served," said the old college racer. "None of the racers want to spoil their post-race socializing and dinner by filling out a protest form and then dealing with a long hearing. It usually ruins the evening. Not just for them, but for the protest committee volunteers too. And it can be an imposition on their crew if they have to hang around waiting to be called as witnesses. So the skippers have always been very reluctant to file. However — and this is the key sociological finding after a careful scientific study — everyone wants to talk at great length about what happened on the racecourse and why what they did was right and proper and why what the other boat did was wrong and dangerous."

"I've noticed that too," I said. "But what did you do to change that?"

"Nothing!" he answered. "We adapted our protest procedure to match behavior.

They don't need to fill out a protest

form; they can file with a short text message. Then we have what we call a 'Rolling Arbitration Hearing.' The protest committee, which often consists of just one person — usually that's me — goes from table to table or bar stool to bar stool, and interviews all the parties and all the witnesses one at a time."

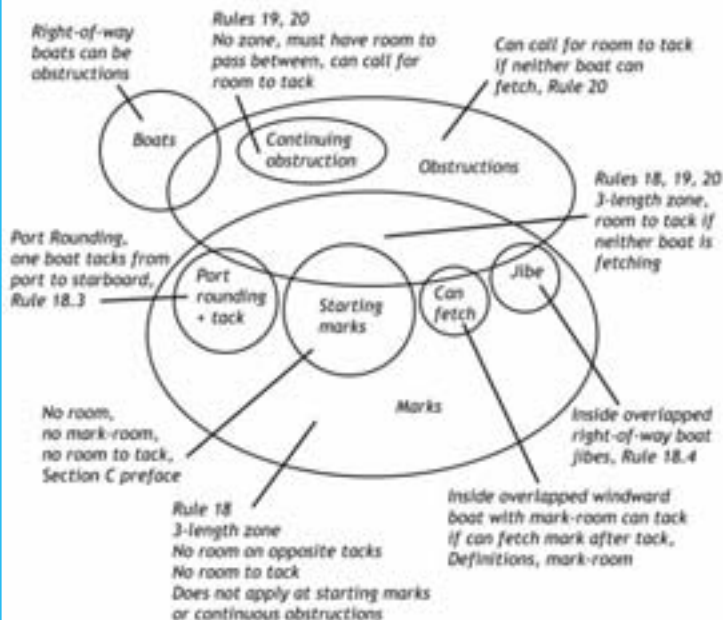
"How do you keep the witnesses away from these interviews till it's their turn to testify, like the

rules require?" asked Lee.

"That would be logistically impossible. Witnesses, crew, opposing skippers

VENN DIAGRAM

Rules 18, 19, 20
for the 2021-24 Racing Rules of Sailing



MAX EBB

or anyone else with an interest in the outcome are free to follow me around the dining room or bar and chime in or ask questions of their own. After I've heard everything, I make a decision and it usually goes down pretty well. Educational, too, because all the sailors who would normally be excluded from the hearing get to observe the whole process, if they choose to."

"Is that kosher under the Racing Rules?" I asked.

"The only thing that we change is Rule 63.3(a), which calls for exclusion of witnesses when they are not testifying. There's nothing that says we can't use the entire club as the hearing location, and nothing that requires more than one person on the protest committee. And if anyone makes a fuss over the procedure — which, by the way, has never happened — we can simply reopen the hearing under 66.2 and do it the usual way, with a new hearing on the second Monday after the race. With, I'll add, a protest filing

fee sufficient to buy the three protest committee members a nice dinner at an upscale waterfront restaurant."

"Like, put me in your Rolodex for that gig," said Lee.

"Sure, that's how we get good protest committee volunteers. Starving college sailors know the rules, and they're motivated by a nice dinner. It also has the advantage of forming a committee with no club affiliations, so no appearance of bias when our own club members are involved in some high-stakes case, or when it's a request for redress based on some RC cock-up."

The protest we did hear, second in the queue, was an 18.3 case: windward mark to be rounded to port, tacking in the zone. The port-tack boat came into the three-length zone and tacked in front of a starboard-tack boat that was fetching the mark. All parties agreed that the starboard tack boat did not need to alter course until the tacking boat had already come to its new close-hauled course on starboard, so the

tack was completed in time. However, the protestee, the boat that tacked, had apparently never read Rule 18.3. The boat behind had to come up above close-hauled to avoid contact, so the tacking boat was out.

The skipper of the boat that tacked was very gracious about it, and didn't even wait for our decision after reading the rule. He accepted his DSQ, with apologies to the other skipper.

"That was a classy move," I remarked. "Most racers don't admit to being wrong with so little argument."

"I'm reminded of the famous Paul Elvstrom quote," Lee added: "If in the process of winning you have lost the respect of your competitors, you have won nothing."

"That's good," I said, "but remember that this was a fairly low-stakes race and that makes it easy to take the high road at one's own expense. I live by my grandfather's advice: 'Never cheat on the small stuff.'"

— max ebb

Amendment 1, Rolling Arbitration Hearing

Unless there is serious damage or injury, protest hearings will be conducted according to the Club's Rolling Arbitration protocol:

The hearing may begin immediately after the RC has reason to believe that a written protest will be filed. The hearing may adjourn and resume as necessary.

The location of the hearing may move about anywhere within the yacht club during the course of the hearing.

Part 5 of the Racing Rules of Sailing is modified as follows:

RRS 61.2 (Protest Contents) is replaced with: "A protest shall be in writing or via text message to the posted contact number for the RC, and need only contain sufficient information to identify the boats involved and the approximate time and place of the incident."

The last sentence of RRS 63.3 (witnesses excluded except when giving evidence) is deleted.

Reopening the Hearing:

After the decision is announced, a party to the hearing may request that the arbitration decision be voided and the hearing reopened in accordance with the unmodified ISAF Racing Rules of Sailing, with a protest or redress hearing continuing at 8 p.m. on the second Monday following the race. Members of the original Rolling Arbitration Committee shall not participate in the reopened hearing.



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THE RACING

More Midwinters, even in a tsunami, fetch up on the shores of this edition, with reports from **Corinthian YC**, **South Beach YC/BAADS**, **RegattaPRO**, **Sausalito YC**, **Oakland YC**, and the **Perry Cup** in Monterey. The **Berger/Stein Series** out of Marina del Rey makes its 2021 debut, and we end with a treasure trove of **Race Notes**.

CYC Midwinters Tsunami Edition

"Waking up to a tsunami warning was not in the 'how to run a race' manual. But there we were," wrote Michael Moradzadeh, who presided over the Corinthian Midwinters on January 15-16.

It took a while to re-anchor *Moonbow* and reset the pin, then PHRF 5 finally got going. The committee boat dragged once more before they could complete the lengthy starting sequence. "A bigger anchor and lighter ebb on Sunday fixed



the task. By the time the later-starting boats turned around to head for the finish — what do you know? A westerly filled in!

We think it's possible that a couple of Berkeley-based boats missed the races due to the tsunami. Berkeley Marina had been evacuated in the morning.

The breeze was similar on Sunday, clocking from east to northeast to north during the morning. The water behaved more normally (though we're suspicious of some random rogue waves). Some of the divisions received shorter courses, and with no slip-sliding signal boat, the second afternoon went by more quickly than the first. The first divisions went to YRA 8 again, but the slower divisions only went as far as the Knox buoy, on the west side of Angel Island. This set up a proper finish for the YRA 8 boats and an odd angle to the finish line for the Knox boats.

The series will conclude on February 19-20. CYC promises: "Parties, music, racing, buffet dinner, and more! Spectacular weather; almost no tsunamis; classic courses (windward/leeward and Bay Tour, depending on class); witty repartee (possible)."

Check the standings, get more info, or sign up for the second weekend at <https://race.cyc.org>.



Sergey Lubarsky's J/88 'Pelagia', seen here on a reach in the northerly, sailed in the Corinthian Midwinters on January 15-16.

"A survey of news reports plus a visit to the docks persuaded us that, at least out in the open water and in the sheltered waters off CYC, things would be reasonably safe. The docks had risen and dropped 16 inches within less than an hour, but it was all rather gradual."

The race committee set up the starting line in 70 feet of water near Little Harding, attempting to avoid the predicted ebb. But they were surprised that the ebb was even stronger than expected. Perhaps the tsunami created a rip current. The first five starts went off like clockwork, rolling 5 minutes apart, despite a few over-earlies. Then, just as PHRF 5 was about to cross the starting line, the race committee boat, *Moonbow*, dragged across the line and the RC blew three horns to signal a postponement. *Moonbow* continued her sideways march to the sea, only narrowly missing Little Harding, a big metal buoy.

that!" said Michael.

"Despite all the weirdness, including a north wind, we got some beautiful time out there. For most fleets, it was more a test of boat handling in flaky conditions than pure tactics."

The fast and medium boats had a very



PHRF 1 start on Sunday at the CYC Midwinters. Greg Dorn's Dehler 46 'Favonius' took bullets both days in that division.

long reach to YRA 8, a red ship channel buoy one mile east of Angel Island's Point Blunt. Fortunately, the breeze was up to

On the same weekend, Santa Cruz YC had to cancel their Midwinter races. Santa Cruz Harbor flooded, ruining

LATITUDE / CHRIS

LATITUDE / CHRIS

At the RegattaPRO Winter One Design race west of the Berkeley Circle on January 8, these J/105s are inching up the sail plan within moments of the start. By end of day, fleets were scattered all over the course. For more photos and a report, turn the page.



MARTHA BLANCHFIELD / WWW.RENEGADESAILING.COM

several vehicles and damaging some infrastructure. We wish our Santa Cruz colleagues well in their cleanup and repairs.

— latitude / chris

BAADS Team *BZ* in South Beach

Bravo Zulu has so many bullets there are holes in her sails.

Sunscreen, foulies and race anchor — these are the top items on the BAADS (Bay Area Association of Disabled Sailors) *Bravo Zulu* crew gear list as the little Sonar and her crew take on another South Beach YC Midwinter Series Race.

It could be the Bahamas out there, with warm temps and brilliant sunshine, with skin management critical. It could be a massive storm, testing the limits of foul weather gear. It could be very light wind and a 3-knot current with anchor management and local knowledge about current relief the keys.

The first two race days of the 2021-2022 SBYC Midwinter Race Series presented *BZ* with a little bit of every type of challenge. Skill and experience allowed the crew to rise to meet all the challenges. With two out of two bullets to show for it, *BZ* has taken a commanding lead in the series. With literal holes in her two mainsails to prove that bullets are tough on older sails, *BZ* hopes to sweep the series in the coming months.

The first race in the series in November presented *BZ* with a classic light-air, fast-current skill test. The race committee knew that the wind would die later in the day with the ebb building, so they chose a single lap course for *BZ*'s non-spinnaker fleet.

Skipper Walt, the Blind Guy, knew exactly where *BZ* was at the start of Race 1, as the RC starting horn blast was right in his ear, with *BZ* just feet from the race committee boat on the favored end of the line when the race watch hit zero.

BZ took advantage of a starboard-tack start and forced the port-tacking fleet to duck as the horn sounded to start the race. A quick tack onto port to cover the fleet, and *BZ* never looked back.

So fast was *BZ* around the course that the RC initially accused *BZ* of starting with the wrong fleet. The PRO for the race actually asked at the club afterward, "How did you get around the course so fast?"

"A well-tuned boat, experienced crew, and local knowledge of what to do in dying light air and a building massive ebb current," was skipper Walt's response to the PRO.

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

January's racing stories included:

- Racing Around the South Bay
- Hanks or a Headfoil for an Express 27?
- New Blackaller Buoy Ready for Action
- Rolex Big Boat Series Embraces ORC
- US Sailing Honors California Rescues
 - RORC Transatlantic Race
- Advanced Race Management Seminar
 - Rolex Sydney Hobart Race a Bash
 - More CYC Mid-tsunami Midwinters
- Preview of February races, and more.

It took confirmation from the other boats in the fleet to prove that, in fact, *BZ* had started with them.

The second race day in the series on December 18 threaded through the massive storms rumbling through the Bay Area. On race day again, very light air and another massive ebb current greeted *BZ* and her crew, with the storms sucking most of the wind out of the area. *BZ* hugged the sea wall to seek out what current relief there was. Several boats that attempted the direct route to the leeward mark ended up sailing backward for part of that first race on December 18. *BZ* had the anchor out and ready, but was able to inch her way to the leeward mark, then rocket with the current to the finish line in first place.

The second race on December 18 presented the biggest test of all, with almost no wind and a 3-knot-plus current. *BZ* was literally down to her last 5 seconds of leeway, sailing dead downwind against the current to avoid being OCS when the horn sounded. With almost no 'way' on, *BZ* then pivoted and port-tacked the entire set of four fleets of boats in the combined start. Ducking, weaving, threading and never impeding, *BZ* shot out the back of the fleet on the favored end of the line on the favored tack.

After a quick zip to the windward mark with the ebb, the slow-motion race started. Let's just say that an hour into the race, which could have taken 15 minutes with no current, only two boats remained in the race, with everyone else abandoning due to the light air, fast current and dodgy conditions

THE RACING

ALL PHOTOS THIS PAGE MARTHA BLANCHFIELD / WWW.RENEGADESAILING.COM



at the sea wall. All had learned from the first race that current relief was the only possible tactic.

BZ probably had another 20 to 30 minutes of slow-motion racing against the current in the light air before she would have finished, but the race committee was done, challenging *BZ* and the other remaining boat that the last one to abandon would owe the RC a beer. Skipper Walt left it up to the race committee, and they hailed that the course was being taken down.

It was a frustrating but memorable skills test for the *BZ* crew, who all agreed with the old adage: "If you can race on San Francisco Bay, you can race anywhere."

Next up for the pride of the BAADS fleet would be Race Day 3 on January 22. With a little luck, *BZ*'s winning ways would continue.

— walt raineri

RegattaPRO Winter One Design

"Wait, are we going upwind or downwind on this leg?" was the sentiment voiced by David Fried on the J/70 *Son of a Son* — and nearly every RegattaPRO Winter One Design racer on January 9. With winds shifter than Jell-O, sailors were setting spinnakers no matter the direction in winds of 4 knots and less.

"We had it up for part of the second leg (normally a downwind spinny run),

RegattaPRO Winter One Design in light air on January 8. Clockwise from top left: The J/24 'Evil Octopus'; every-which-way Moore 24s attempt spinnakers; the J/70 'Son of a Son' was first to finish for all fleets; the J/105 'Jam Session' and Moore 24 'Bluebird' stick close to a mark while heading 'upwind'. Below: RegattaPRO's Jeff Zarwell mulls 'Plan E' for the day's operations.

most of the third leg, and none of the last leg (should have been downwind)," adds Fried.

The J/105 fleet drew 10 crews to the start line. Once the fleet started, winds lessened further, resulting in a crawl to the top. After two additional fleet starts (J/70 and J/80), the course was peppered with vessels sailing in all directions and locations, and not always moving forward.

Attracting a round of applause at the second (leeward) mark was Ian Charles of the J/105 *Maverick*. Idled south of their start for quite some time, Moore 24 and J/24 racers took delight in seeing this first competitor make it up the course and back. Says Charles, "We won the start and led the fleet left. Some boats realized they didn't want to sail in our dirty air, so they broke right. It was a game of wind vs. current, and we all arrived at the top mark together." *Maverick* jibed early, making the most of trace bits of wind. "We took the right gate, which was super-unfavored but in some breeze." *Maverick* went on to claim a first.

Joerg Esdorn on *Kincsem* earned second. Esdorn has extensive racing



experience, in particular aboard his East Coast J/105. He purchased the West Coast J in early 2021. Saturday crew included Owen Sordillo on bow, Mark D'Arcy handling mast and spin, Laura Parent in the pit, and Steven Prince with main and tactics. "Each has a range of experiences, but many are



relatively new to the 105." Third place went to William Woodruff's *Russian Roulette*.

With lack of wind, starts were greatly delayed for the J/24 and Moore 24 fleets. To earn first-over-the-start honors, Rosanne Scholl of the J/24 *Flight* hovered near the mark. Thereafter, "At times our Windex was useless, cycling around the clock. Our smartest teammates keep us moving with constant adjustment and force of will."

Flight earned a first. Richard Stockdale's J/24 *Frogflips* nabbed second and pinch-hitter helmsperson Jessica Ludy steered *Evil Octopus* to third. In the Moore 24s, *Mooretician* and Roe Patterson earned *numero uno*, Conrad Holbrook aboard *Topper II* placed second, and Joel Turmel on *Bluebird* clinched third.

RegattaPRO Winter One Design culminates February 9 with the fourth matchup. Competitors earned marks on the scoreboard during the November event. December turned out to be a no-wind day. In January, only one race was completed.

— martha blanchfield

Norther for Sausalito YC Midwinters

With a northerly breeze, it was a pretty sure bet that SYC's race committee would use inflatable drop marks to set up a windward/leeward course on

Clockwise from top row: Fleets on the run in Berkeley YC's Sunday midwinter race on January 9; Gautier, the human barber hauler, adjusts the angle of the jib sheet on the 155% genoa aboard the Ranger 33 'Liquid Asset' in the SYC midwinter race on January 9; DRYC's trawler took it on the chin during the Berger/Stein race on January 8.

Sunday, January 9. With the start-finish line near Little Harding, the fixed-mark courses just didn't offer any options for that wind direction. Hence, the RC set the windward mark at 350°. With plenty of wind in the mid- to high teens, no delay was needed to get the starts rolling, with the first warning right on time at high noon.

The morning was chilly, with fog clinging to the ridges, but the sun and the athletic activity of yacht racing in a breeze soon warmed the crews.

They would be challenged by the windward mark rounding, as the bluffs of Belvedere created a wind shadow and the currents were a little confused (confusing?) in the area, particularly for the first rounding in the dying ebb.

There was speculation among some of the racers that SYC would try to get us back to land in time to catch the 49ers vs. Rams game, but that proved a false prediction. All three divisions got three laps for a 6-mile course, with a downwind finish. By the third rounding of the windward mark, the new flood current had appeared. So each time around was a bit different.

The next race will be on Sunday,

February 6.

For info on both the RegattaPRO Winter One Design and SYC's Chili Midwinters, see www.sausalitoyachtclub.org.

— latitude /chris

Light Winds, Mishap in Berger/Stein

Del Rey YC ran their Berger/Stein Malibu and Return Race on Saturday, January 8.

In 2021, it was run as a single/doublehanded race. It ordinarily attracts 100+ boats, the Omicron variant (and its attached rules), boats in the yard, and other factors reduced the field to 67 entries. The post-race party was canceled. Unlike most past January events, there was enough wind to sail — so much so (about 6-8 knots) that one of the competitors took out the bow roller on the committee boat during pre-race runs.

Anyone wondering if these newer space-age lightweight designs are not sturdily built was in for an awakening. Although the offending yacht requires some extensive body and paint work, they not only managed to keep racing, they finished near the top of their fleet.

The committee powerboat took the worst of it, as the able-bodied crew of

THE RACING

SLACKWATER SF



Scenes from the Oakland YC Sunday Brunch race on January 2. Left: The Sales Force Tower looms over the Oakland-Alameda Estuary as nonagenarian George Gurrola, with his faithful crew of bandidos, steers his Merit 25 upwind in very light air. Above: the Ollivier family, with mom, dad and two very little kids, sail another Merit 25, 'Double Agent'. After the first two races in the series, 'Bandido' was in second and 'Double Agent' in third place in the PHRF 168 division.

mostly seniors had to pick up the Bruce anchor manually. Fortunately, they were anchored in only about 60 feet on a lunch hook.

At the finish line, the executive decision was made to pull anchor before sundown.

The racers were sent to Topanga (the short course) after a 15-minute delay. The wind filled in and even increased slightly after about 3:30, but never exceeded 8 knots. Seas were fairly flat.

Jay Steinbeck's *Margaritaville* took line honors, finishing a little after 2:20. The big Andrews 52 has been on the water many years and taken home lots of trophies. But Phil Friedman and his big blue 86-ft sloop *Sapphire Knight* corrected out in PHRF AA.

Other winners include John Staff's J/111 *Obsidian* in PHRF A, Tracy Kenney on *Resurgence* in PHRF B and Lenny Gordon's J/92 *Sunshine* in PHRF C.

The 48-ft wooden *Spirit of California*, née *Va Pensiero*, took Cruising A honors with Chris Gorog driving in his first regatta with her. In Cruising B, longtime MDR sailor and historian Kathy St. Amant won with *Rascal*, a Hunter Legend 375. See more at www.dryc.org/racing.

— andy kopetzky

Mercury Perry Cup Series

The Perry Cup, the four-month-long Mercury series sailed out of Monterey Peninsula YC, saw 14 boats for the January 8 installment. The weather was excellent — not a cloud in the sky — and the breeze was a steady 7-10 knots. The north wind made a slow shift to northwest during the day, but excellent race committee work had the weather mark moving to follow the shift. Many thanks

to Don Beach for resetting the mark multiple times. The four-race day had John Hansen of EYC with crew Tony Basso winning three races with long leads. John missed the December races, so he is not leading the series, but with five more races to go in February, he has a good shot at moving to the top of the fleet.

After nine completed races, Randy Smith continues to be the leader. Local sailmaker Austin Book sailed to a first place in the third race and a second in the fourth, moving him up to second in the series. Dave West's best race for the day was a third in the final race, which moved him up to third in the series.

The next and final installment will be sailed on February 2. For more, see www.regattanetwork.com/event/23428.

— don whelan

Oakland YC Sunday Brunch Series

OYC's 2022 Sunday Brunch Series kicked off on January 2 with light winds of 4-5 knots and a king tide on its ebb. Of the 32 boats registered, 24 came to the line on this New Year's weekend.

Among those racing were George Gurrola, 91-year-old skipper of his Merit 25 *Bandido*, and his crew, Julia Smith, Matt Denny and Suzanne Lee, racing in a PHRF 168 fleet that also includes Scott and Livia Ollivier and their crew, 4-year-old daughter Calista (Cali) and 16-month-old son Liam, whose first time on Dad's Merit 25 *Double Agent* was to race — a race they finished!

As of Race #2 on January 16, there were 34 boats signed up in the series, and yes, *Bandido* and *Double Agent* were on the course and racing well: two second places for *Bandido*, and *Double*

Agent again completing the course well with his young crew. The wind was again light, 5-6 knots. While choosing the courses, we found that someone had decided to pick up and take our Mark #4. It was nowhere to be found, so course choices were limited. Good thing sailors and race committees adapt to whatever comes their way — as was the case with *Schocktail*, a Santana 525, skippered by Mark Green, who experienced a spinnaker drop problem that took some time to resolve. But no retirement for them: Once they'd doused, they headed to the next mark and kept right on racing to the finish. Just shows what focus and determination can do.

OYC is running eight divisions, which creates small fleets but provides for more head-to-head racing within the fleets. Divisions include two Non-Spinnaker; PHRF 189 Santana 525s and Ranger 26; PHRF 168 Merit 25s and J/24s; Columbia 5.5s; PHRF 172-186, PHRF <165 and Multihull.

It's fun to race but also fun to watch. Courses run between Coast Guard Island and Jack London Square, so find a spot and watch if you are not racing. The first gun is at 12:55, and the next races will be on February 6 and 20 and March 6 and 20.

During the current COVID surge, OYC decided to cancel the after-events for the first four races and make a race-by-race decision going forward. Being on the water racing is great and being up at the club after racing swapping stories, even better. We hope to be back in the clubhouse after our races soon.

Find more information on OYC's Sunday Brunch Series at www.jibeset.net.

— debby ratto

Race Notes

You've probably heard of the Class 40, but new to the world is the **Class 30**. The design phase is drawing to a close. Detailed construction plans should be completed by the end of March. Production is scheduled to begin in January 2023.

The new design will offer two versions: Club and One Design, with the Club a tool for training, learning about, and competing on the offshore racing circuit.

This boat results from an international architecture competition organized by France's National Offshore Racing Union (UNCL) in partnership with the Royal Ocean Racing Club (RORC) in the UK, and the Storm Trysail Club in America, with the constant involvement of the competition winners, the VPLP naval ar-



Tor Svendsen, sailing for StFYC and SFYC, placed third at the Orange Bowl Youth Regatta in the 92-boat ILCA 6 fleet.

chitecture firm and the Multiplast yard. The Class 30 is designed to be shipped via container.

St. Francis YC has announced that this year's **Rolex Big Boat Series** will be scored under ORC, instead of ORR as it has been in recent years. The regatta will be held on September 14-18. See www.rolexbigboatseries.com.

At the **Orange Bowl Youth Regatta** in Miami, Peter Busch and Cam Spriggs of San Diego YC took first place in the 72-boat 420 class. Tor Svendsen, sailing for StFYC and SFYC, placed third in the 92-boat ILCA 6 (Laser Radial) fleet. Coral Reef YC hosted the regatta on December 26-30. The event drew more than 500 entries from around the world. For complete results, see

www.orangebowlregatta.org.

The Georgetown University Hoyas won the **Rose Bowl Regatta**, sailed in FJs on January 8-9. The UC Santa Barbara Gauchos came in second. See <https://scores.collegesailing.org>.

In other college news, **Cal Maritime Academy** in Vallejo named Thomas Tucker their new head sailing coach. Coming from Middlebury College in Vermont, Tucker is "excited to be out here with a year-round sailing season."

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THE RACING SHEET

Cal Maritime placed sixth out of 21 teams at the Rose Bowl.

Do two 180s make a 360? In the case of New York YC they do — sort of. After dropping out of the **37th America's Cup**, they've had a change of heart. In so doing, they broke up with Mike Buckley and Taylor Canfield's Stars + Stripes team and resumed their relationship from AC 36 with American Magic, led by Doug DeVos, Hap Fauth and skipper Terry Hutchinson.

Back in July 2021, NYYC announced that they would back the Stars + Stripes team (which had entered AC 36 under the burgee of Long Beach YC). Three months later, with no protocol yet avail-

On foggy January 4, the US Army Corps of Engineers dropped the new (bigger, brighter and thus more visible) Blackaller Buoy, aka YRA Mark 16, into position off Crissy Field.

able, NYYC dropped out. Now they're back in, but with a different dance partner. If this were a romantic relationship, it would be a bit like breaking

DENIS MARRIOTT



it off with your fiancée, taking some short me-time, then eloping with your previous lover. The early-January timing of the latest announcement makes us wonder if the club's change of watch had anything to do with it.

You may recall that American Magic was the first team eliminated in the last Challenger Series when they capsized, irreparably damaging their boat. Stars + Stripes,

meanwhile, never left shore: The team wasn't able to complete and launch a boat.

We still don't know where AC 37 will be sailed, but the Kiwi Defenders have said they'll announce the venue in March.

— latitude / chris

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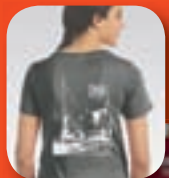
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CHANGES

*With reports this month from **Argus's** four-years-and-counting adventures; **Sea Bella's** long-planned (and pandemic-delayed) voyage south; **Magnum's** trip to the Pacific Northwest; and a duffel bag full of **Cruise Notes**.*

Argus — Cheoy Lee 41 Bryan and Stephanie Wesolek The Brothers Keepers San Diego

As I sit here in the East Brother Light Station overlooking San Pablo Bay, trying to start an article for *Latitude 38*, I realize



ARGUS

Bryan and Stephanie work on a different 'island time' when they're not cruising.

there is no way I can summarize an epic four-year sailing journey in 1,000 words. I'm already at 42! I can't even summarize our time anchored off Manuel Antonio National Park near Quepos, Costa Rica, in that few words! I could easily write more than 1,000 words for each day of our journey. I guess those stories are for the bar. As I try to recall many of our adventures, I constantly have to ask myself, "Did that really happen?"

We've had our 1980 Cheoy Lee 41, *Argus*, for 10 years now. We acquired her in South Florida in 2012. Our original plan was to do a little work on her, set out from Miami, and immediately cross the Atlantic. As most people who attempt to restore an old boat can empathize with, both cost and time got away from us quickly. Even if we had finished the refit, it still had drained our funds more than expected.

In 2014, an interesting opportunity presented itself — to work and live in a lighthouse in S.F. Bay. East Brother Light Station is a beautiful, five-bedroom

'Argus's much-appreciated hard dodger came with the boat.'

dinner and bed-and-breakfast inn. We interviewed for the job and planned our move immediately after accepting the position. Getting the boat to the other side of the country posed an interesting obstacle, one that was not cheap. She had to take a trip across land.

So now the plan changed to throwing the dock lines off in two years. But it seemed as if for every project scratched off the list, two more got added. We stayed at the lighthouse and continued to work on *Argus* for three years. The job not only gave us a great opportunity to get some necessary work done on the boat, but it was also nice to be back on the comfortable West Coast. The Bay Area has great resources for refitting a boat, and we seemed to use them all. Our final stretch of boat projects prior to leaving the Bay was spent at KKMI Richmond, a great, friendly and fun yard to spend time in.

Finally the time came to head south. We were ecstatic, and *Argus* was ready to sail. Every electrical wire had been replaced. Every hose — fresh, raw, and sewage — replaced. New stainless stanchions and rails. Deck stripped and all hardware rebedded ... you get the picture. Not only did we have a boat in great condition and a few bucks in the bank, but we made a bunch of new friends in the process.

After a couple of weeks in the Bay pushing the boat in the winds that rip around Angel Island, and anchoring in some beautiful spots, it was time to head out the Golden Gate. We had no agenda but to sail south and explore, preferably as slowly as possible. It was like living in a dream.

We managed to make the trip from the Golden Gate Bridge to Key West last for 1,000 days! — 1,000 days from the California Republic to the Conch Republic. We took our time going down the California coast. San Diego is home for us, so it was a treat to drop the hook and visit with friends and family.

We caught the Ha-Ha down to Cabo and spent a year and a half in Mexico between the southern Sea of Cortez and Zihuatanejo. When we eventually decide to settle down, this is where we will



retire ourselves and *Argus*. The sailing is easy, the people are beautiful, the food is delicious. I'm still haunted by the beauty of being anchored in the islands and having a local fisherman come by in a *panga* to sell us fresh scallops that he had yet to retrieve from the sea. And then there is the fishing, diving, swimming, hiking, endless sunsets ...

Eventually, it was time to start heading south again. We weren't sure which way we were going to turn once we got to Panama, and our plans would change countless times before we decided to traverse the Canal and head into the Atlantic. Our thinking was: If we head to the South Pacific, we may never make it to the Atlantic. But we were (and are) fairly confident that if we went to the Atlantic, we would eventually find our way back to



ARGUS

IN LATITUDES



'Argus' in one of her rare appearances at a dock. Above left: Stephanie preps the old propane locker access for glassing over. Top left (this page): Although it's a bed and breakfast these days, an automated light still shines atop the old keeper's house at East Brother Light Station. Center: Transiting the Panama Canal. Right: Seagull-eye view of 'Argus'. Center: Uchutupu Pipigua Island in the San Blas chain looks like something right out of 'Treasure Island'.

the Pacific.

Our trip from central Mexico to Panama City was probably the most incredible time of our lives. The cruising community thins rapidly after Zihuatanejo, and the resources do as well. It was fine with us. It heightened our sense of adventure and exploration. We were able to stay out of marinas for most of this time — less than two weeks in 13 months. We were also able to sustain ourselves by fishing and gathering simple staples from local *tiendas*. We traveled from Mexico to midway down the coast of Costa Rica with dear friends Jake, Burgandy and Violet of

Sassafrass, a 65-ft wooden schooner. We surfed, snorkeled, scuba dived, cliff dove from waterfalls ... I sometimes wonder if it really happened.

The anchorage at Manuel Antonio National Park was the pinnacle of the trip up to this point. *Sassafrass* and *Argus* were in an anchorage that was big enough for both our boats — but we would have been hard pressed to fit another. We were able to swim directly into one of the most beautiful parks we have ever visited.

We split from our friends in Quepos, with the intention of meeting back up in Panama City. We had few expectations of

northern Panama. Turns out, this is not only an incredibly beautiful part of the world, but the cruising was outstanding. The outer islands, before you enter the Gulf of Panama, are relatively untouched and pristine. The fishing was outstanding and we were able to freely collect plantains pretty much anywhere.

This was the beginning of the rainy season (and lightning season). We quickly learned that even though the sun is out and it's a beautiful day, it's still a good idea to close up the hatches and ports prior to going on an adventure away from the boat. It was also the time we learned what real lightning storms feel like. Southern Costa Rica is not an ideal place to be during lightning season.

The cruising community came back to life once we hit the Gulf of Panama. It was also very international. We met incredible people, many of them singlehanders from different parts of Europe heading to the South Pacific. We would make what seemed to be dear friends and they would be gone as fast as they arrived, just to be substituted for another round of new friends. It is very transient, yet very vibrant and inspiring.

After traversing the Canal, we spent a bit of time in the San Blas Islands. We've never seen such clear water, and the islands were immaculate. The indigenous population of the region was very friendly and welcoming to us. As we were hanging out and planning our next destination, the trade-wind cycle broke up and presented us with an opportunity to sail straight to Jamaica! We took advantage of the opportunity and managed to make it to the eastern end of Jamaica, where we checked in at Port Antonio. Jamaica is a beautiful country with very friendly people. We spent two months exploring the north coast from Port Antonio to Montego Bay. From there, we headed to Grand Cayman for Christmas. That was a lovely and easy place to visit. The diving was the best we've ever experienced — clear water and abundant sea life. As expensive as it is on the island, as long as you stay on your own hook and prepare your own meals, it can be a very reasonable stop and quite friendly as well.

Then it was on to Isla Mujeres, and just like that, we were back in Mexico! Isla Mujeres is very different from Pacific Mexico, but it is still Mexico, and we were happy to be there. We enjoyed the vibe there for a few weeks, until it was time to get back to the States.

We returned to the States in February 2020, sailing into Florida — and culture shock! It was the beginning of the pandemic and things were just starting to get

ALL PHOTOS ARGUS

CHANGES

"different." As we made our way up the coast, there was talk of ports in Florida shutting down due to COVID. We ducked in to Brunswick, Georgia, as things were looking grim. We decided to put the boat away for a few months, visit friends and family, and let things pass. It turned out to be 10 months — thanks, COVID.

Finally, we returned to our boat and headed north. Both Chesapeake Bay and Long Island Sound are absolutely beautiful, and there are a ton of places to explore. Neither of us had ever been north of Florida on the East Coast before, and it lived up to the hype. As we sailed past the Statue of Liberty, we realized how lucky we both were to visit New York City for the first time on *Argus*. Motoring up the East River at 12 knots (aided by the current) was wild, then slung out into the beautiful Long Island Sound. We've never seen so many boats, and they all seemed to be in pristine condition. There are probably more sailboats in Long Island Sound than on the entire West Coast of the United States! We had the chance to hook up with our dear friends Randy and Brenna of *Dazzle*, whom we knew from our time in Miami.

As we were sitting at anchor in Newport, Rhode Island, listening to the music emanating from a folk festival and planning our future — the rough version was to make our way up to Maine, then back to North Carolina to prepare to head to England — we received a call from the board members of East Brother Light Station. Because of the lighthouse's 17-month shutdown due to COVID, they asked us if we'd like to return to do another stint and help get the place up and running again. It was not something we had even thought would reappear on our radar, but as we assessed the idea and our situation, it became clear that it was a pretty good opportunity. We found a yard in Branford, Connecticut, that helped us winterize (I don't think *Argus* has ever seen snow) and store our boat. We dropped the stick, drained the fluids,

and shrink-wrapped her for hibernation. And there she awaits our return.

We are planning to save a few more pennies, get new rigging, and let the COVID and Brexit situations hopefully die down a bit before we head out again. We are grateful for our opportunity to reset, be in such a wonderful place, and visit with friends and family for a bit. However, we are also very excited to get back to our next adventure.

— Bryan 1/1/22

Sea Bella — Brewer 44 Scott and Kathy Erwin 2020 Vision Atascadero



SEABELLA

After more than a decade of planning and preparation, Steve and Kathy are finally on their way.

members of Hobie Fleet 259, based in San Luis Obispo. Scott was already an accomplished sailor when we met; Kathy learned to sail with him on Hobie Cats. We attended a dozen regattas a year through California and Mexico, and enjoyed the fun regattas, people, and the Hobie life.

After years of planning and research, we bought *Sea Bella* in San Diego in 2018. The first part of a total refit took place in Ensenada, where the boat got new bottom and topsides paint, as well as a new stainless steel arch and solid liferafts to amidships. In 2019, we bashed up to Morro Bay, where the refit continued. Among jobs completed: new electrical system, new electronics; new sails, new windlass and new ground tackle.

The Central Coast proved to be a challenging locale for this work as there weren't as many boatyards or resources geared toward sailboats as in the Bay Area. So we pulled the mast ourselves — off the T dock in Morro Bay, with a construction crane — and transported it on a friend's truck to our backyard in Atascadero. Over five months, the mast was rebuilt and converted from a roller furling main to a standard

A decade ago, "2020 Vision" became our mantra. It meant that we were determined to begin our circumnavigation by that year. To help maintain focus, we even named our Hobie Cat 2020 Vision.

At the time, we were active



main with slab reefing.

For sails, we turned to longtime friend Karl Deardorff of SLO Sails and Canvas. A big supporter of the local Hobie fleet, Karl made all of *Sea Bella's* new sails — and helped Kathy learn to use our Sailrite sewing machine to make our own stack-pack sail cover, cushions and dinghy chaps.

The most challenging of the upgrades was designing and installing a modern electrical system in this 30-year-old boat. Refrigeration, watermaker, autopilot, navigation equipment, solar panels, inverter, lithium batteries — each system came with a dizzying amount of information.

Steve and Kathy on '2020 Vision', their Hobie 20.



SEABELLA



Above: 'Sea Bella' underway. Left: Kathy enjoys a waterfall at Yelapa. Top center: Mast wrangling in the backyard. Top right: At the trusty Sailrite machine.

But Scott toughed it out, doing almost all the installations himself and learning the equipment. We felt it was important to understand as much as we could when we sailed away from respected electricians and mechanics — especially ones who speak English.

As with so many plans for so many people, the COVID-19 pandemic altered and delayed our "2020 Vision" timeline. So instead of leaving that year, we spent it downsizing our terrestrial footprint, finishing raising our four teenagers, organizing finances, and wrapping up our careers.

In July 2021, we departed from Morro Bay and headed south. We began in the beautiful Channel Islands, which are rugged and mesmerizing. The scenery, sea-life, and our new life on the boat were all amazing! The newly minted "2021 Vision" was now a reality — the dream had come true!

And so had the realities. As we slowly sailed our way down the California coast, stopping at a few reciprocating yacht clubs in Newport, San Diego, and Coronado, it finally occurred to us that our sore backs weren't used to the boat. Sea

Bella needed a new bed. What? An uncomfortable boat bed? How crazy is that! We can't overstate our happiness on finding a custom bed manufacturer for our aft cabin. Another game changer!

Sailing into Ensenada was like coming home in some respects — with an added bonus. During our wait to join the Baja Ha-Ha on November 1, we forged strong relationships with other brand-new cruisers. This new group of families, singles, couples and ourselves found themselves together again in Cabo, Mazatlán and most recently in La Cruz for Christmas. Five of the original Ensenada boats formed the core, with many new friends joining.

Up until the Ha-Ha, we had never done an overnight sail. Despite having two great crew, Andrew and Jane, it proved a spooky new experience. All of our senses seemed heightened to the fullest. Every light, however dim, was scrutinized to the fullest. Little noises seemed suddenly significant: waves, hull splashes, wind in our sails, rigging, water foaming at our stern. The creaking of drawers and hinges in the galley, or a random halyard clanging the mast, made us rethink every piece of equipment on the boat. And appreciate some, too: Where we seldom ever used radar or AIS on California's Central Coast, now their value became abundantly clear. So, too, the value of tricolor masthead running lights in larger seas. For Kathy, the worst part those first couple of nights was trying to sleep 'off watch.' One of the best parts: the millions of stars that brightened the pitch-black sky.

After saying goodbye to the Ha-Ha in Cabo, we continued with many of our new cruising friends to La Paz and then the beautiful islands to the north. Then turning south, we headed to Mazatlán and the Mexican Gold Coast.

The first 'most remarkable' side trip was anchoring at Isla Isabela, an unspoiled natural bird sanctuary featured in *National Geographic* and Jacques Cousteau TV shows. It's located 93 miles south of Mazatlán, and our first clue that we were getting near was tens of thousands of sea birds circling overhead. Once anchored, we paddleboarded to the small beach and hiked to the volcanic caldera, now filled with fresh water. The dramatic hardened lava flows are perfect little shelves for the nesting booby birds. On a walk through the small mangrove forest, we were quickly surrounded by frigates, boobies, terns, noddies, pelicans, and their nests. Having been protected since 1981, none of the birds show any fear of human visitors.

Second most remarkable side trip: 23

ALL PHOTOS SEA BELLA

CHANGES

fun cruising friends all piled into a motor yacht and headed across Banderas Bay to the darling village of Yelapa — reachable only by boat. The rickety homes and few restaurants are all on walking paths, since there are no cars. Two beautiful, cascading waterfalls are fun to hike up to. As a *comunidad indigena*, the area is still owned and managed by descendants of the original families who founded Yelapa in the 1500s.

We have enjoyed the first leg of our slow circumnavigation, and hope to continue enjoying this awesome adventure. Our long-range plan is to sail the Sea of Cortez and head west in about a year.

In the short term, Scott's goal is not to have to put on a sweatshirt in 2022. So far, so good!

— Kathy and Scott 1/4/22
www.svseabella.com

Magnum — Peterson 44 Uwe and Anne Dobers Northern Exposure Emeryville

It's been 11 years since we sailed back under the Golden Gate Bridge after a voyage that brought my wife, daughter and me around the world over five years and 37 countries. Since then, work life resumed and our daughter, who was 9 years old when we returned, is now a sophomore in college. My retirement had just arrived, but the plan to begin the next trip south and retrace the Pacific voyage coincided with the uncertainty that descended due to COVID. We decided to go the other way.

We were always curious about sailing the Northwest, and *Latitude* provided great reports on this area over the years. But the idea of getting there didn't hold much allure. COVID was the impetus to revisit that mindset.

I thought the best time to go north would be the transition time in early spring. A weather window opened in

The view from Cypress Island looking southwest toward Blakely Island and Peavine Pass.

mid-May, and together with my friend Geoff, we left our dock in Emeryville bound for the San Juan Islands. Three days later, after a combination of motor-ing and fast sailing, we reached Newport, Oregon, where we waited for three days. The next leg saw southerlies that grew in



"Like a honeymoon all over again" — Uwe and Anne in the PNW.

strength over the day and pushed us north, sailing at 8 knots, with the help of the whisker pole. In late afternoon, I double-reefed the main. The wind increased to 36 kts through the night, gradually decreasing the following day. At midnight we turned the corner of Cape Flattery, riding a high tide that took us all the way to Port Angeles. (Neah Bay was closed due to COVID.) We motored through the San Juan Islands to anchor at Sucia Island, a magical place with no other boats around.

The only marina in the area that would accept a boat was in Point Roberts, a US enclave on the tip of the Tsawwassen Peninsula south of Vancouver, where I could leave *Magnum* for a month. It can be reached by plane or boat, but by land, only through Canada. The Canadian land border was closed due to the pandemic, but there was an emergency ferry that ran twice a week to get back to mainland US. The marina itself was half empty due to the border closure. I flew home to finalize the closure of my business and returned in June by myself to begin the cruise through the San Juan Islands, with their pristine national parks.

My wife Anne joined me for the month of July, and we sailed slowly from one beautiful anchorage to the next during a summer that was unprecedentedly hot. It was like a honeymoon all over again. We

spent time hiking the well-maintained trails of the islands, and never tired of watching the amazing sunsets, while reminiscing on our earlier cruising life with Kara, our daughter. The Fourth of July celebration took place in the lagoon of Lopez Island with an impressive fireworks display in the evening.

After Anne left, I



arranged to haul *Magnum* out in Bellingham to investigate the annoying vibration coming from the propeller. The yard discovered the cause: It was not the prop but the shaft that was bent. While I waited for a new shaft from Seattle, I enjoyed the city of Bellingham, where I celebrated my birthday with a delicious dinner for one with "the works" — and still got older.

The ongoing rumors about the reopening of the Canadian border persisted until it finally did open on August 9. By the 11th, I had apps and tests and papers ready to enter Vancouver, where I was greeted by two friendly Canadian border officers who said, "Welcome to Canada, we hope you will enjoy your stay here." That I did! I truly loved Vancouver and all it had to offer in the way of sightseeing





Below: 'Magnum' in the slings in Bellingham. **Above:** Kara, now 19, took a break from her studies to visit Dad in Oregon. **Left:** Anne tests her wings at Eagle Cliff on Cypress Island. **Far left:** Looking at Canada across Haro Strait from the Stuart Island lighthouse.



ALL PHOTOS MAGNUM

and food.

I moved north through the anchorages and marinas toward Desolation Sound. Sailing in the sound and the surrounding area is so beautiful and unreal. It's as if you're sailing among the Alps, but with oysters everywhere, warm water to swim in, and just the nicest of people.

So entranced was I by my new surroundings, I had a lapse of judgment while motoring through the channel toward Silva Bay on Gabriola island. While approaching a green marker and thinking how strange that it was not on my port side, I was jolted from my trance by several blasts from a horn. I quickly steered *Magnum* to the right of the marker and glanced back to see a sailboat a short distance away. Turns out the marker

indicated a shallow, rocky bottom. Later I searched for the boat by dinghy and found the couple at anchor. After I'd forced them to take a bottle of wine as a small thank-you, the man told me he was a local and used to work in a boatyard inside the bay — and what I almost did was the bread and butter of the business. Later, as I was hauling my dinghy on board, another sailor stopped by and told me it was not necessary to pull the dinghy aboard here, since nobody would steal it. I was not worried but appreciated the comment.

A nice sail with the tide brought me back to Point Roberts. I had to fly out once again, and caught a ride with one of the locals to the border to transit through Canada to the US. (You'll recall this

only road in and out was entirely within Canada.) I was denied entry, and the fact that I'd been in Canada three hours earlier didn't matter. The ferry option was at this point no longer available, but for a few dollars, I caught a ride on a fishing boat to Blaine.

The first week of October, I went back to the boat, hoping for a weather window to sail back to San Francisco. There were none, so I did a bit more cruising, and moored in Friday Harbor, where I decided to fly back home due to one storm after another coming across the Pacific.

Two weeks later, I made it back up to move *Magnum* to Port Angeles, where my friend Geoff joined me once again to sail south. The winds were light sailing down the Strait of Juan de Fuca. Eventually, the wind filled in very nicely and we hit a top speed down a wave of 13.4 knots, a rare occurrence for our 1978 Peterson. But around the corner, the wind shifted to the nose, and we pounded into waves slashing over the boat. Geoff, now seasick, went below and I hoped for the best through the night. In the morning, I decided to go into Westport. With no further weather window on the horizon, we made our way back to Seattle by taxi (no bus or Lyft available). After two more weeks of waiting, a prospective window opened for me to try to get south singlehandedly.

My two neighbors on a heavy wooden fishing boat also had plans to move south to Newport, but noted that the ocean at that moment was not a place I would like to be. A look through my binoculars from a local tower confirmed that it was nasty indeed. Four days later, it looked promising, and I got underway, mostly motoring. The sea behaving, I made it to Crescent City, where the weather deteriorated again.

With Thanksgiving three days away, I rented a car to get to enjoy my slice of turkey back home. I returned a few days later to — I hoped — finally bring *Magnum* back home. The last night just before Point Reyes sealed the voyage with a dream sail; gliding peacefully along with the whisker pole out felt like soaring on a cloud. A few hours later, *Magnum* slipped back into her berth at Emery Cove, a perfect end to a perfect summer with lots of great memories. So, while COVID dampened many adventures, it gave us the opportunity to explore an area to which we might not have otherwise ventured.

— Uwe 12/30/21

Cruise Notes

• **Fairwyn** arrived in Cabo San Lucas with the Baja Ha-Ha fleet on Friday, November 12, report Rick and Gayle Leland

CHANGES

of their Emeryville-based S&S 42 yawl. As a benefit of their early sign-up, the boat was allocated one of the few slips available in the marina, where she got her freshwater tanks topped up, and a well-deserved washdown. After the awards ceremony, the crew flew home on Sunday, and on Monday, Rick and Gayle headed for La Paz. The first stop was Los Frailes, "where we snorkeled the only hard coral reef in Mexico," says Rick.

They started for the next stop, Bahia de los Muertos, but were turned back by rough conditions. Once anchored again in Frailes, they discovered they were out of freshwater. What the ...? They finally found that a hose going to the galley faucet had come off, and their pressure pump had emptied both of their 35-gallon freshwater tanks into the bilge, where the bilge pump efficiently pumped it all overboard. The engine and boisterous conditions prevented them from hearing the pumps.

"Lesson learned," says Rick: "In



The lovely 1957 yawl 'Fairwyn' lent a "touch of classic" to last year's Ha-Ha. Inset: Rick and Gayle ran a "dry ship" for a while.

preparing to hoist anchor, a careful sailor will turn off the freshwater pump and close off the crossover between the water tanks!"

Fortunately, another cruiser came to the rescue. "Captain Jack Buckley on *Magic Carpet* had a watermaker and fronted us 14 gallons," says Rick.

The rest of the trip to Bahia de los Muertos and La Paz was uneventful. The

Lelands flew home for Christmas, leaving *Fairwyn* at Marina Costa Baja. They returned in January to continue cruising Mexico.

• Scott Smith and Mary Culley of the Santa Cruz-based Beneteau First 42 **Coyote** are close to retirement, but both still have day jobs. However, Mary, who lives by the mantra *carpe diem* ("seize the day") "declared that 2021 was the year we would finally do the Ha-Ha," says Scott. "So early last year, we both stretched our out-of-office plans as far as we could, and planned for seven weeks of cruising."

They kicked off the adventure with the Ha-Ha — "Lots of fun!" But after two nights of trying to fall asleep in Cabo "in an anchorage thumping with disco music, we returned to the boat after the party at the Mango Deck, pulled up our anchor, and headed up into the Sea."

With five weeks left, Mary and Scott elected to focus on the Baja coast and islands between La Paz and Loreto. "And what a treat that was! Our expectations were far exceeded by clean beaches, clear, warm water, friendly people (cruisers and locals), and of course, the jaw-dropping

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COYOTE

Mary and Scott have "seized the day."

navigation of Espiritu Santo and Isla Partida, they took a couple of days to refuel and provision in La Paz, then headed for Puerto Escondido. "This has to be one of the nicest marinas we have experienced, with very clean, well-run facilities," says Scott. It also turned out to be one of their most memorable Thanksgivings: "Seafood Paella at Mita Gourmet in a very romantic setting under a tree canopy with a guitarist playing and singing old Spanish and Mexican tunes."

• Sean Kolk, Kate Schnipper and several friends aboard the Oakland-based Catalina 36 **Petrichor** had just finished Christmas dinner when they noticed something strange and wonderful in the waters of Isla Carmen. "There were bright, blue-green lights spiraling in the water," says Kate. At first they thought they might be some kind of jellyfish, but it soon became apparent they were tiny bean-like creatures emerging

natural beauty of the place."

After taking a few days for a brief circum-

from the depths in spirals to "zip around on the surface trailing fairy dust." It was just the latest magic to infuse their post-Ha-Ha cruis-



'Azimuth' and 'Petrichor' spent a lot of buddy-boating time together. Inset: Sean and Kate.

ing, which featured hosting friends from the States, and reconnecting with buddy boaters Ashley and Scott of **Azimuth**.

Petrichor is currently in Puerto Escondido, where Kate and Sean plan to leapfrog back and forth from their jobs back



PETRICHOR

home to the boat as time allows. Look for more from them — including what the glowing beans turned out to be — in the March issue.

• "In transition from being a regular person with a life in the 'civilized world' to becoming a cruiser — that pretty much describes my state of mind these days," writes Wayne Koide of the Richmond-based Outbound 46 **Flyer**. "My wife, Suzie, is still fully engaged in her career as a real estate broker in Marin and the Pt. Richmond area. Our hope is for her to retire and join me on the cruise of a lifetime, but for now, I'll be happy to sail with her whenever and wherever I can."

"The Ha-Ha was a great start. At this moment, **Flyer** is safely berthed in her slip at Marina de La Paz, and I'm sitting in my office at home — it's raining outside."

Wayne's original plan was to spend the winter sailing the Sea and eventually bring the boat to the mainland — Puerto Vallarta — as a staging base to go south to the Marquesas in spring 2022.



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CHANGES IN LATITUDES

"Now," he says, "I'm not so sure: Nearly all islands in the South Pacific (save Fiji) are still closed due to COVID restrictions. Determining what 'closed' really means is really the issue — and answers are not easily found. Other questions loom: Do we really have to go to Mexico City to obtain a long-stay visa for French Polynesia? What about joining the Panama Posse and sailing to the Caribbean? Where will the boat live during hurricane season if we stay in Mexico next year? OK, OK — cruisers don't 'awfulize' about the future, they just get on with it. Next stop: Isla Partida!"

• After completing their 11th Baja Ha-Ha, Marina and Myron Eisenzimmer of the Bay-based Swan 44 **Mykonos** headed for Paradise Village in Nuevo Vallarta. In mid-December, they went sailing with a couple of friends. "It was the perfect day for us — 18 knots of wind, gusting to 25 — just like San Francisco Bay but so much



warmer ... no jacket needed!" says Marina. "It was a gorgeous day with whales



FLYER

'Flyer' at anchor. Inset: Wayne and Suzie Koide plan to start cruising fulltime as soon as she retires.

and dolphins jumping around, just as if we had planned a sightseeing tour."

• We've done a few stories on cruisers voyaging to the high latitudes, but none have gotten as far down — 0° South — as Jimmy Peter. To be fair, Jimmy sold his Pacific Seacraft 37 **Island Time** a while ago, and his trek to the South Pole was accomplished via a series of flights — and jumps through numerous hoops: COVID testing before heading to Chile; COVID testing in Santiago; four days of testing

and waiting in Punta Arenas; and more testing at Union Glacier Camp (a private camp in Antarctica). Then came several days of waiting for a weather window for the final 600-mile flight to the bottom of the world. "Mother Nature decides when planes fly," says Jimmy.

When he's not checking things off the bucket list, Jimmy is still sailing and having adventures on OPBs (other people's boats), with

special emphasis on long hauls like the Newport-Bermuda Race, Hawaii races and the Atlantic Rally for Cruisers. "I give credit and blame to the Ha-Ha for starting my annual distance-racing habit," he notes.

— latitude/jr



JIMMY PETER

The iceman go-eth: Jimmy Peter at the South Pole.



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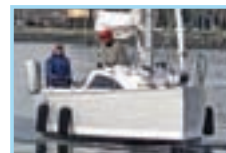
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24 FEET & UNDER SAILBOATS



10 FT ACHILLES 310 LSI-E AND OUTBOARD 2021. Perfect condition. Hypalon construction. Many accessories included: electric pump, anchor, CF stickers. Full description of Torqeedo 1103 CS Travel electric outboard and carrying bags at www.torqeedo.com. Boat \$2,300. Motor \$2,350. \$4,650. CA Central Coast. isaacson_mark@yahoo.com (510) 295-9638



15 FT WETA TRIMARAN 2008. New suit of sails 2020 and only used on Tomales Bay in the lighter conditions of winter and spring. (I am in the UK in the summer.) Red hulls, black trampoline. Carbon mast painted white to protect from sun. Includes trolley and full boat cover. In generally good condition. A bargain at the price! Price: \$3,000. Inverness Yacht Club. markdarley@mac.com (415) 310-5252



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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 (559) 269-4015

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



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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 (916) 303-0459



18.75 FT SALTURNS TELA DAYBOAT 2002. "An exceptionally pretty traditional boat." Gaff-rigged, lead-ballasted, fiberglass Dayboat. 'Guinevere' is inspired by 'Tela,' a 1911 Barry Docks "seeker," a much smaller sister of the Bristol Channel pilot cutters. Southampton boat show in 2002. I shipped her from the UK in 2014 and I believe she is the only Salturns Tela in the US. LOA: 18ft 9" LOD: 16ft 6", Beam: 5ft 6", Draft up: 14", Draft down: 4ft. Weight: 1100lbs including 440lbs lead ballast and galvanized centerboard. Sail area: 150 sq ft excluding topsail. Trailer, outboard, Collars oars and full boat cover included. Mahogany cockpit trim, spruce spars and oiled spruce floorboards. \$19,500. Inverness Yacht Club. markdarley@mac.com



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@cgicg.com (408) 592-0832 www.tinyurl.com/aa8xtvm

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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

24 FT J/24 1978. One design, always freshwater and dry sailed. Excellent racing sails. Clean interior, black anodized spars. Includes yard trailer and small outboard motor. \$3,500. Valley Springs, CA. bonnielopezunr@gmail.com (209) 772-9695

18 FT MERCURY 1979. Race-ready Mercury #542. Two masts: keel- & deck-stepped. Two sets of competitive sails. Updated fittings, pole launcher. Custom Mercury trailer. Call Eric. \$3,200. Long Beach, CA. efconn@yahoo.com (562) 439-7952

25 – 28 FEET SAILBOATS



27 FT HUNTER 27-2 2005. Easy to sail and an impressive interior with wood cabinets and standing headroom throughout. Warm and dry boat. Has roller-furling main and jib. Fin keel. The galley is equipped with pumped heated water, microwave, built-in cooler. Enclosed head. Aft berth. Two-cylinder Yanmar diesel with indirect freshwater cooling system, regularly serviced. Reversing prop. New marine batteries. New bottom paint last March. Bottom cleaned and zincs replaced quarterly. \$30,000. Clipper Marina, Sausalito. jfroy@pacbell.net (916) 216-2216

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



27 FT ERICSON 1972. Excellent condition. With inboard diesel – ready to delight her next owner. Recently surveyed, comes with many sails and new autopilot. This is no project boat. Carefully sailed offshore and in S.F. Bay. Professionally maintained with custom cockpit table and solid ground tackle options to make bobbing on the hook a favorite pastime this spring. New bottom Sept 2020, new halyards 2021, much more. Photo gallery on website. \$11,500. Alameda. pryor.w.k@gmail.com (650) 260-8505 www.tinyurl.com/2847c7jx



28 FT PEARSON 28-2 1986. Excellent condition, several service records and upgrades, all systems are clean and working. 100% headsail and main in excellent condition. 2gm20F with 977 hrs, dripless shaft seal. Keel remounted 7 years ago. \$15,500 OBO. Alameda. charlo.65@hotmail.com (415) 886-5376



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 hrs. Garmin chartplotter, Raymarine VHF radio, emergency beacon and many other items. \$10,000. Alameda. jnovie@aol.com (415) 271-3441

29 – 31 FEET SAILBOATS



30 FT CATALINA 1987. One-family-owned boat since new. In 2020, new shrouds, forestay, backstay, roller furler, lifelines, heat exchanger, bottom paint. Boat is in good overall condition. \$19,000. Pt. Richmond, CA. aediger@yahoo.com (831) 970-0565



29 FT COLUMBIA 29 1964. A very sweet boat and in good shape for its age. Contact owner to obtain more details on condition, work required and pictures. Boat has Atomic 4 engine that runs well, working sails plus older spinnaker. \$3,250 OBO. Hidden Harbor, Ryer Island. ashirek@sbcglobal.net (415) 272-1602



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 main-sail cover. Well maintained brightwork 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 HENDERSON 1996. Full complement racing sails, 4 hp motor, galvanized trailer, Tacktick speed and depth. Excellent bang for the buck. \$22,250 OBO. Carmel Valley. timcordrey@rocketmail.com (831) 277-1792

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32 FT FUJI CUTTER 1976. The Fuji 32 was designed by John Alden as an offshore cruising boat and built to very high standards by Fuji Yachts of Japan. Traditional lines with a clipper bow, sea-kindly cruiser with a modified cutaway forefoot full keel, giving her excellent windward performance and a reputation as a solid passagemaker. Cutter-rigged with attachable inner stay. She is beautiful belowdecks with gorgeous quality teak joinery. Yanmar 3YM30 diesel inboard 419 hrs. Beam 9'10". Draft 3'8". Fuel 45 gal, water 25 gal, holding 15 gal. March 2019 new shaft, cutlass bearing, bottom paint and thru-hull valves replaced. 130% Dacron furling headsail and mainsail, Windlass. \$30,500. San Francisco. whackel@yahoo.com (510) 410-5401



35 FT ALBERG 35 1966. #187. Di-nette version, diesel 25hp, 4 headsails, spinnaker, windvane, tiller pilot, windlass, alcohol stove/oven, sleeps 6 (2 doubles, 2 singles), wet head, 100% functional. Bottom stripped, epoxy primed and repainted in 01/2020. \$13,000 OBO. Newport Beach, CA. cherokeeose.sailboat@gmail.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

32 – 35 FEET SAILBOATS



34 FT JEANNEAU 1985. Jeanneau Sunrise 34. LOA 34'7" Draft 5'11". V-berth, aft cabin, very nice saloon, teak interior, two-burner propane stove and oven, new head. Rigging has been replaced. Yanmar 2gm20f runs great. Hauled October 2020, good sails. This is a clean and stable sailing vessel. Call Brett. Six-month Santa Cruz Harbor sublet available. \$34,500. Santa Cruz, CA. tamrinbay@aol.com (831) 239-7571



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 www.tinyurl.com/u97pxjblw



34 FT BENETEAU 343 2006. 'Matchless' is currently berthed in Loch Lomond, San Rafael. It is the 2-cabin version with 1 head. The full galley offers a 2-burner stove-top/oven and refrigerator. It has a conventional mainsail with lazy jacks, sail bag and a furling jib. Recent upgrades include replacement of all holding tank piping, update to chart maps, interior LED lights, new alternator (80A), new house and starter batteries (210Ah), 30A Victron battery charger, Rocna anchor and replacement of seat cushions and mattress covers. \$79,500. San Rafael. matchlessai1000@gmail.com



33 FT DENCHO-PETERSON 33 1997. This is a Dennis Choate-fabricated Peterson 33 fast racing sailboat. Carbon mainsail and genoa. Two asymmetrical spinnakers. Custom 5-ft retractable bowsprit. USCG certified. PHRF Rating: 72, so you know she is fast! Also has a cruising mainsail and two other jibs (Dacron 155%, Dacron 110%). All Lewmar winches and hardware. Nissan 5 hp long shaft outboard motor. Pictures show cruising sails. Stainless rod standing rigging, SailTrac forestay, adjustable backstay. Headroom is about 5 feet. Contact Redondo Beach Marina about slip availability. \$9,999 OBO. Redondo Beach, CA. blavis@sbcglobal.net (213) 761-6807



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



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 ERICSON 1988. Ericson 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! Price: \$39,500. La Paz, BCS, MX. danger@rof.net (970) 379-1466

35 FT J/35 1983. Must sell. Bought a J/120 and can't own two boats! Racer-cruiser in Eureka. Spinnaker, two mainsails, one headsail. Hydraulic backstay. Martec folding prop. Sleeps 6. Yanmar 28-hp diesel. \$30,000 delivered to Bay Area. \$15,000. Eureka, CA. dsmullin@gmail.com (707) 845-4237



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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



39 FT MARINER 1985. Perry originally intended this design for the "Westsail 39". Then Fairweather picked up where Westsail left off with the Westsail 39 mold. taller rig, giving extra power in lighter winds. Accommodations 2 single berths, 2 doubles, 1 cabin and 1 head. NEW Beta Marine engine 43hp 30 hours. Fin with rudder on skeg. Beam 12-ft. Draft 6-ft Displacement 19,300lbs, ballast 8400lbs. Builder: Transworld, Ta Shing. NEW schaeffer roller furler - 2016 Jib ~110- good shape Main sail (Hood) w/2 reefs - good shape Lazy jacks. Lewmar windless, 3 opening hatches 3 opening windows Seldon mast, Raymarine marine auto helm Depth, wind, speed - wind direction, heat and ac. 125g water, 65g fuel, NEW 20g holding. Price: \$76,000. San Francisco. whackel@yahoo.com (510) 410-5401



36 FT ISLANDER 1973. 'Cheetah' is a Swiftsure veteran - tall mast cruiser/racer. Poor health forces sale. New bottom paint and rig updated July 2021. Gently-used main. Three spinnakers. 39 hp Yanmar. Racing anchor. \$32,000. Port Townsend, WA. arthurs7ewp@gmail.com (360) 531-1598

37 FT BLACKWATCH 37 1967. The Blackwatch 37 is a predecessor of the Tartan 37 and is ready to be out on the water. She used to be a racing boat and was recently outfitted to go cruising. New in last 2 years: Autopilot, watermaker, electric toilet, windlass, anchor & rode, solar. \$35,000. Tiburon. ilchianti@gmail.com (916) 995-7853

36 FT CASCADE 36 1977. Cascade 36 ketch-rigged sailboat, Hull #14. This was originally a kit boat built in Oregon and finished in San Leandro. She sails very well but needs extensive work, as she has been sadly neglected for the last several years. She has three roller-furling jibs, a main, and a mizzen sail. There is a large inventory of accessories and spare parts. For details contact Glen. \$10,000 OBO. San Leandro Marina. glenn99@gmail.com (541) 274-9268



37 FT ROBERT PERRY VALIANT ES-PRIT 1981. If you're looking for a day-sailer, this is not your boat. 'Wild Goose' is an experienced ocean cruiser, with Monitor windvane, solar, wind gen, autopilot, watermaker, etc. She has crossed the Atlantic and spent seasons in Mexico. She's fast and stout, with a beautifully rounded stern. I bought 'Wild Goose' in 2018 for a new book project retracing the Steinbeck/Ricketts 1940 Baja expedition. I paid \$40,000 and spent another \$80,000 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, this spring. Price: \$50,000. Gueymas/Loreto/La Paz. jonwhite@rockisland.com (360) 378-7517

39-FT FREYA, 'CANDIDE', 1978. 'Candide' is a Hawaii and Mexico vet. Yanmar diesel, ProFurl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. \$49,000 OBO. Brisbane. hogancanoes@aol.com (650) 728-9528 or (650) 773-3834

40 - 50 FEET SAILBOATS



45 FT OMEGA 45 1980. Peterson/Formosa 'Kelaerin' is a proven circumnavigator. Stout boat. Well cared-for by owners of 31 years. Full keel with cutaway forefoot. New mainsail, headsail 3 years old, Tough Ford Lehman diesel engine 80 hp rebuilt in 2018 with 300 hrs. Mast repainted in 2016 and fully refurbished. Rigging redone in 2020 with more to come. Raymarine plotter, AIS transponder/receiver, Icom Ham/SSB radio, Aries windvane, Autopilot, West Marine 10.5 ft RIB with Yamaha Enduro 15 hp motor and cover included. We spent 17 years on the circumnavigation eastabout. In addition many more miles (70K total) sailing up and down the West Coast from Canada to Sea of Cortez. \$109,000. Marina San Carlos, Sonora, MX. kelaerin@yahoo.com (808) 464-5297/(808) 464-5557

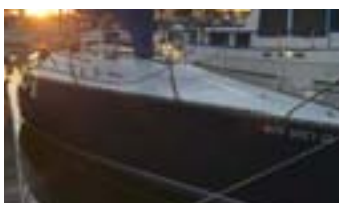


40 FT FARR 40 1992. 'High Five': Cookson-built Farr 40 / Kevlar hull. Volvo Penta 40 hp; 250 hrs on engine and sail-drive. Includes multiple sails. Extremely well maintained. Call to get more details. \$50,000. Morro Bay, CA. goldconcept@sbcbglobal.net (805) 550-1118



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

36 - 39 FEET SAILBOATS



37 FT CHOATE 1978. 1978 Choate Performance Cruiser Lots to love about this offshore proven design!! Solid American built performance cruiser. Veteran voyagers and beginning adventurers alike will be amazed with the living spaces and ease of handling. All lines and controls led aft to large cockpit with wheel steering. reach out for more pictures. \$27,000 firm. Long beach CA. Shoreline marina. stagestop@saber.net 7073918542



37 FT CARTER 37 1973. Price reduced! 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. \$48,000. Vista Mar, Panama. rockcain@gmail.com (425) 737-3129



39.75 FT BENETEAU FIRST CLASS 12 1988. The Jean-Marie Finot-designed First Class 12 brings together beautiful lines and performance. 'Adorno' is a wheel helm, triple-spreader rod-rigged masthead version, with an interior suited well for light cruising or racing. She has been well cared for, is sail-ready, and has received some recent upgrades, including LED lighting throughout, new PYI Inc. Max-Prop (04/21), Bluetooth stereo, new cockpit speakers, bottom paint (04/21) and more. \$58,000. Monterey. jfaxon@awsolutions.us (831) 200-5799

36 FT LANCER 36 SLOOP 1984. Project; model commissioned 1996. Bill Lee design with slip in Moss Landing North Harbor. Needs canvas in and out, engine work including finishing new ignition panel. Most rigging and sails are functional. \$22,500. Moss Landing, CA. sharonfreed@gmail.com www.tinyurl.com/2hs9rnc



36 FT CS MERLIN 1987. 'Enchante' is a great sailer, well-equipped and ready to cruise. Repowered in 2017, rebuilt transmission, new barrier coat, custom stainless radar arch, 480W of solar powers 12V watermaker and fridge. 44 lb. Rocna anchor, 250-ft BBB 5/16 chain, VHF/AIS, Quick Aleph windlass, CPT autopilot, Hydrovane windvane, 810 Icom SSB radio, Pactor modem. Boat rewired 2013. Below deck: beautiful custom woodwork (see alanrosenfurniture.com) in 2-person V-berth, nav station and 2 person aft cabin. Head with wash basin, shower and Nature's Head waterless toilet. Large galley with 3-burner Force 10 propane stove and oven. Hot and cold pressure water system with water heated by engine or 120V heater. Owners will show in mid-Feb. \$69,999. San Carlos, Sonora, MX. alindyrosen@cybermesa.com (360) 224-5755

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 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



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 gimbaled stove & oven, refrigerator, hot & cold freshwater system. All electronics updated; autopilot self-steering windvane. M65 Perkins diesel; new batteries. Mainsails, bowsprit. All maintenance records & receipts. Newly surveyed. Sailed from Hawaii in 2020. \$180,000 OBO. Berkeley, CA. Mosheblatt@hotmail.com (530) 258-7506



46 FT TAYANA VANCOUVER 460 PILOTHOUSE 2001. Cutter is a solid, well-built seagoing vessel. 100 hp Yanmar engine, Caribe 10-ft dinghy with outboard engine, and many extra features. Located in a splendid cruising ground, Split, Croatia. \$152,000. Split, Croatia. michael@infinityyachtsales.com (615) 417-4931



40 FT PACIFIC SEACRAFT 1999. An impressive bluewater cruiser designed to cross any ocean in safety & comfort. 'Juniper' is fully loaded and outfitted for world cruising, well maintained; extensive spare parts inventories, tools, and gear. Full details on website. \$259,000. La Paz, MX. crew@sailingjuniper.com www.tinyurl.com/49d5uycf

48 FT SUNCOAST 1980. Type of vessel: ketch. Estimated speed: 10 kt power, 6-8 kt sail. Built Netherlands 1980. Time of lay-up: fall 2012. Hull: length 48-ft, beam 15-ft, draft 7-ft. Frames: varied dimensional steel. Topsides single skin steel plate, 1/4 thick estimated; bottom single skin steel plate, 1/4 thick estimated; deck and bulkheads steel plate. Hull layout: V-berth, forward head, forward triple berth, settee/berth, chart station, galley, captain's berth, engine/machinery/maintenance room, after master bath, after head, straight inboard diesel engine auxiliary powered. New bow thruster (2010), electronics, autopilot, forward underwater sonar. Six-cyl Leyland diesel, midline, 350 gal water, 250 gal fuel. Pictures at website. \$54,900. Cleveland, OH. maudeij@yahoo.com.au (954) 235-2527 www.guapasailboat.com



41 FT BLOCK ISLAND CUTTER 1980. Block Island Cutter, 12-ton wooden sailboat, massively built, 50 hp Perkins diesel, 5 sails, navigation system. Galley and room for 4. She's a Hawaii and Tahiti vet. Last trip to Hawaii 2016. \$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 www.tinyurl.com/5ev699y6



44 FT CATALINA-MORGAN 440 2006. Price reduced to \$165K, s/v 'cuba libre 3' is for sale. Fully equipped and meticulously maintained. Turnkey ready for Sea of Cortez cruising or beyond. Lying Mazatlán. Survey 9/21. Owner very motivated, relocating to FL. \$165,000. Mazatlan, MX. sailcub@yahoo.com (626) 353-3858

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 www.tinyurl.com/y6xy8abm

MULTIHULLS

28 FT FARRIER MARINE F-28 1999. Aft cockpit trimaran (now Corsair Marine). Original F boat; sailed comfortably at 22 knots on S.F. Bay! No-compromise Doyle Stratis main in good condition with full spinnaker package and excellent-condition custom Doyle asymmetric spinnaker. New 9.9hp power lift Yamaha long shaft. Rotating mast with rotary compensation for accurate B&G Hydra 3000 instrument wind readouts. Full electronics including autohelm and dual batteries. Ready to sail. Well cared for. Many extras. No trailer. \$59,950. Marina Village Yacht Harbor, Alameda, CA. markortiz@alum.mit.edu (408) 318 4053



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. www.svsurrender.com



55 FT TRIMARAN, HORSTMAN-INSPIRED 1989. REALLY MUST SELL! Majestic comfortable liveaboard, 62 LOA X 27 W. New-ish sails: Norseman System main; furled 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. \$40,000 OBO. Panama City, Panama. debjustbreathe@gmail.com (775) 400-4188, (775) 350-4935, (775) 782-7035

CLASSIC BOATS



42 FT SCOW SLOOP 1931. One-of-a-kind vessel. 'Alma's little sister. Built to last of old-growth Douglas fir and powered by a working 2-cylinder Hicks engine. Beloved boat with rich history, 'Squarehead' is ready for her next steward. \$50,000. California Delta. SQHDforsale@gmail.com



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

PARTNERSHIPS



PARTNERSHIP 1984 NEWPORT 30 SAUSALITO BERTH CLIPPER YACHT HARBOR. 1/3 or 1/2 Equity Partnership in sailing vessel La Mer. Looking for a partner with sailing experience. I do some club racing and day sailing. I have owned this boat for 16 years and have always enjoyed having a partner who enjoys sailing. Would you like to join an easy-going partnership? Randy Grenier. Sausalito. sausalitosails2@gmail.com 415-845-7237

SEA OF CORTEZ ADVENTURES. 473 Beneteau 2002, immaculate condition. Two-stateroom version. Sail-ready, 1/3 interest. Current boat and rigging survey. Repositioning to Mexico for Sea of Cortez adventure(s). Call Ted. \$50,000. ted@californiameridian.com (805) 305-0517



33 FT MAINSHIP PILOT 30 2002. One-quarter timeshare. Classic Down East trawler. 20 knots/10gph, low fuel burn. 240 Yanmar. Recent Garmin GPS, radar, depth, bow thruster, excellent shape. Sleeps 4. Flexible calendar. \$475/mo. \$475. Pier 39, SF. brosec33@gmail.com (415) 900-8585

LOOKING FOR BOAT PARTNERSHIP. Looking for partnership on 30-50-ft sailboat, preferably East Bay. Equity and non-equity considered. Have 20+ years of experience sailing on the Bay and chartering internationally. I have partnered successfully on a 31-ft Beneteau for five years. Now I have a small sailing dog that I want to sail with me and the others are allergic. Looking for a clean boat in good condition that is sailed regularly, and responsible, nice sail partners. Berkeley. ddodgesf@gmail.com

DEHLER 34 FT 1986. Racer/Cruiser, tiller, sound shape, docked at South Beach Harbor – next to the Giants' Oracle Park. Parking and insurance included. Flexible schedule options. Stable no-equity partnership. \$275/month + annual maintenance fee (payable as 2x\$500). Text/Call Val. South Beach Harbor. valtaft@gmail.com (650) 670-5300

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18 FT ROBALO 1995. I've got identical triplet baby girls now! Bye-bye recreational time!!! Selling my 1995 Robalo fishing boat – currently docked at Richardson Bay Marina in Sausalito. Fully restored with Evinrude 150 High Output motor (55 hrs) with trailer. Four batteries, brand-new charging system and saltwater top-of-the-line trolling motor. Many more upgrades – see full video/pix at website. \$25,000 OBO. Sausalito CA. jaz@jazzbanga.com www.loyalty.io



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! Price: \$26,500. Santa Cruz, CA. sst90@earthlink.net (831) 479-1595



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

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 www.emerycove.com/

REDWOOD CITY MARINA SLIPS AVAILABLE. Slips 30 -75 at great rates! Amenities: parking, bathrooms, laundry, pump-out. Guest berths also available. Call for availability. 451 Seaport Court, Redwood City, CA 94063. twagner@redwoodcityport.com (650) 306-4150 www.redwoodcityport.com/marina

GEAR

COASTAL CRUISING KIT. Many items we accumulated for coastal cruising several years ago, including foul weather gear, bos'n chair (new), 36 anti-rock s/s, 30-ft power cord, safety harness and line, Garmin GPS, life jackets/type 3, power inverter, searchlight, VHF portable radio, many other items, total of 44 items. \$600 for all or individually priced (1/2 off old West Marine Catalog). Buyer pays for shipping. \$600. Austin, TX. famsailawy@aol.com (512) 809-8499

ALL NEW, NEVER INSTALLED. Pro-Furl NC3212 \$1500. Lewmar Ocean #16 chrome winches \$500ea, \$800pr. Raymarine: Axiom 7 DV chartplotter w/ Navionics and transducer \$500. EV 100 tiller autopilot \$1500. Quantum wireless radar \$1200. ST70+ maxi display \$1200. Tacktick wireless display \$800. Selden GX15 complete system, lightly used \$800. Manson Racer 23lb. Anchor \$250. Kuuma 6gal water heater 120v \$250. West Marine AL290 9-ft 2-in Hypalon/aluminum dinghy \$1800. Mercury 6hp long shaft \$1200. Davis Mark 25 sextant \$200. Berkeley. bradpetway@berkeley.edu (510) 213-2444

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 www.sailingbiz.com

JOB OPPORTUNITIES

YACHT SALESPERSON. Yachtfinders/ Windseakers is looking for experienced Yacht Salespersons to join our team. We are a well-established brokerage with an impeccable reputation. We are looking for salespersons with both sailing and powerboating experience and knowledge of the marine industry. Computer skills mandatory. Independent contractor, commission. Please call or send résumé to email below. info@yachtfinders.biz (619) 224-2349 www.yachtfindersbrokerage.com

FLEET CARE – LEAD PERSON NEEDED. Fleet care experience and skill are rewarded. Also interested if have minimal skills now but a passion to learn. Can train. First hope is to find a skilled someone to rely on for basic fleet care doing pre/post boat cleaning and checks, putting boats in good order. Basic checks include: sails, deck, running and standing rigging, engine, bilge, head, fuel check and pumpout. Boating skills a plus to take boats to a close-by pumpout dock. Have care/restoration projects needing fiberglass and/or wood skills. Fleet of 35 sailboats, 8- to 39-ft used by Oakland sailing school for classes, club charters and youth programs. 4 to 5 days per week. Oakland. info@afterguard.net (510) 535-1954 www.afterguard.net

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 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. jnassoiy@clubnautique.net (415) 332-8001

WATER SPORTS JOBS. 101 Surf Sports is hiring. We are looking for water sports enthusiasts looking to make their passion a career. We have an opening for a General Manager as well as some positions on our sales floor and rental operations. Full- and part-time options. San Rafael, CA. info@101surfsports.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. lisa@thecanvasworks.com (415) 331-6527 www.thecanvasworks.com



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 www.goprop.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. Santa Cruz, CA. barrywhittall@att.net www.club.scyc.org/

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

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 www.sailingscience.org/

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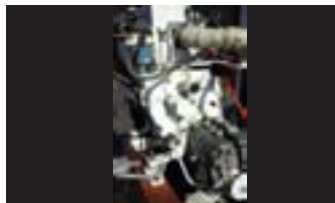
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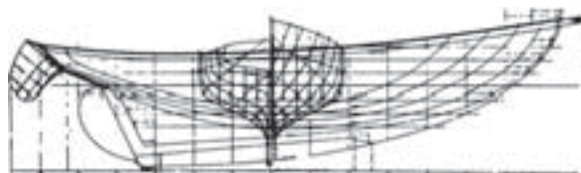
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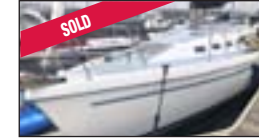
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