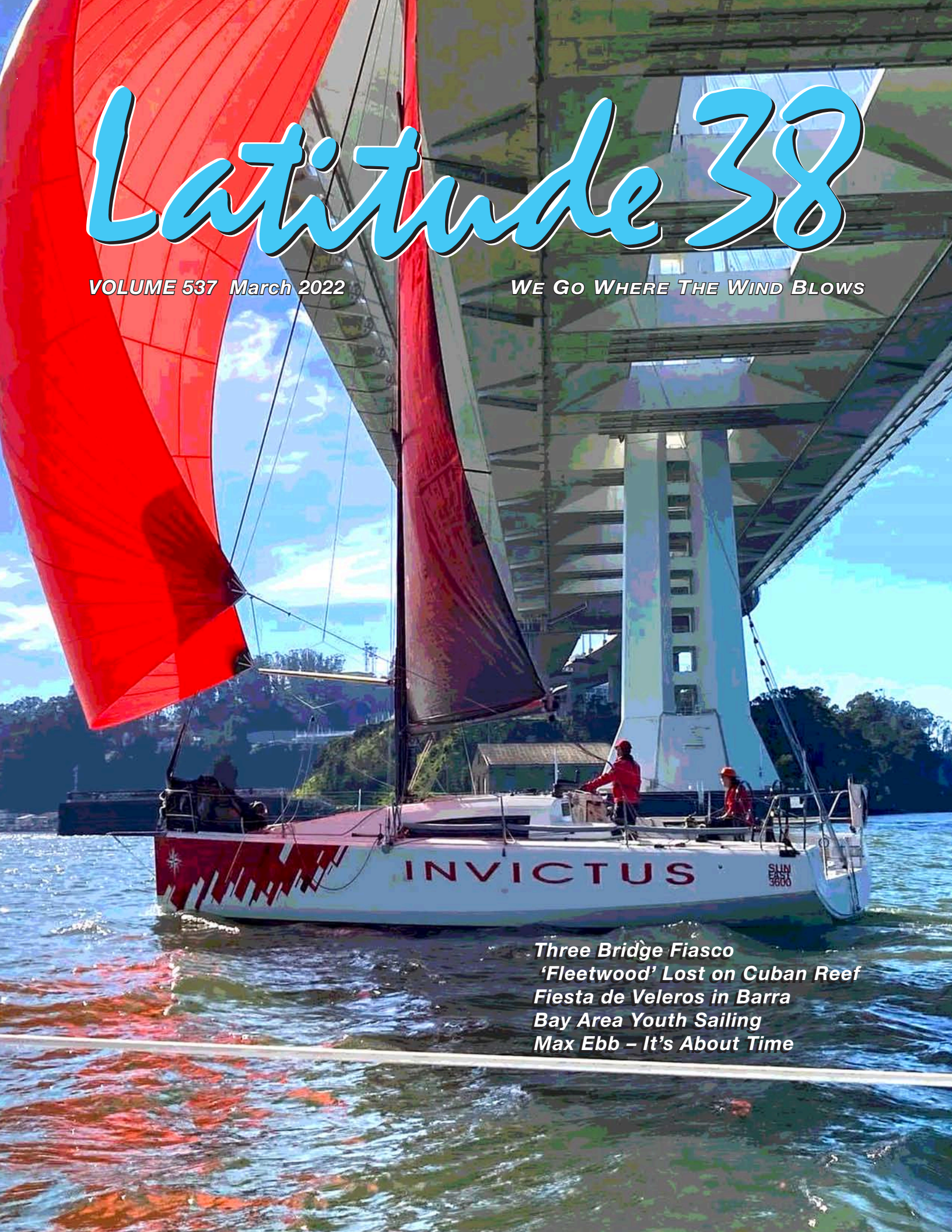


# Latitude 38

VOLUME 537 March 2022

WE GO WHERE THE WIND BLOWS



*Three Bridge Fiasco  
'Fleetwood' Lost on Cuban Reef  
Fiesta de Veleros in Barra  
Bay Area Youth Sailing  
Max Ebb – It's About Time*



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Atomic Tuna Yachts  
Blue Pelican Marine  
MarineLube  
New Era Yachts  
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# Thanks

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Sailmaking was selected for its close connection between the sailmaker and the customer. They rented some space and got to work. That was on the Embarcadero in Oakland - in a space that is about to become condos.

In 1979, the loft moved a few blocks, into a brand new concrete tilt-up. That lasted for 20 years. When that building was slated to become condos, we bought a vacant lot in Alameda and built our own building which we have occupied to this day.

We built a lot of great sails. And a great business. To be a great business, you need great people (employees), great people (suppliers), and great people (customers). We have had all that and more. We've weathered extremes, economic, seismic, pandemic, meteorological. We've shared our expertise.

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What's next, La Buena Vida? It's good to hear from you!



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This is the very first ad from Pineapple Sails in the very first issue of *Latitude 38*, April, 1977.

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## CONTENTS

subscriptions	6
calendar	10
letters	20
loose lips	44
sightings	46
three bridge fiasco	56
'fleetwood' lost on cuban reef	62
fiesta de veleros in barra	66
bay area youth sailing	72
max ebb — it's about time	76
racing sheet	80
changes in latitudes	86
classy classifieds	96
advertisers index	104
brokerage	106

Cover: Nicolas Popp and Jacques Benkpski sailing the Jeanneau SunFast 3600 *Invictus* under the Bay Bridge. They succeeded in finishing this year's Three Bridge Fiasco.

Photo by Brandon Mercer

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Since 1977

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

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## Latitude 38

*we go where the wind blows*

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## CALENDAR

### Non-Race

**Mar. 2-30** — Wednesday Yachting Luncheon, via YouTube, 12:30-1:30 p.m. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Mar. 3, 17** — Wooden Boat Festival's Ask an Expert Winter Series, online, 5-6:30 p.m. 3/3: Daniel Evans & Jesse Wiegel, Northwest Maritime Center Adventure Races (including the Race to Alaska), \$9.99. 3/17: Susan Brittain, LGBTQ+ and Finding My Way in the Marine Industry, free. Info/tickets, [www.woodenboat.org/ask-an-expert](http://www.woodenboat.org/ask-an-expert).

**Mar. 5, Apr. 2** — Northern California Dockwalker Trainings, online, 10 a.m.-12:45 p.m. Info/registration, [https://dbw.parks.ca.gov/?page\\_id=29230](https://dbw.parks.ca.gov/?page_id=29230).

**Mar. 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](http://www.baads.org/sailing).

**Mar. 10, 31** — Newport to Ensenada Race seminars. 3/10: Del Rey YC. 3/31: Dana Point YC. Also available via Zoom. NOSA, [www.nosa.org/seminars](http://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](http://www.iyc.org/store).

**Mar. 17** — St. Patrick's Day.

**Mar. 17, 1939** — Robin Knox-Johnston, the first person to sail solo nonstop around the world, was born in Putney, UK.

**Mar. 18** — Full Worm Moon on a Friday.

**Mar. 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>.

**Mar. 19** — Southern California Dockwalker Refresher Training, online, 10 a.m.-12:45 p.m. Info and registration, [https://dbw.parks.ca.gov/?page\\_id=29230](https://dbw.parks.ca.gov/?page_id=29230).

**Mar. 19-20** — Whalefest Monterey, Old Fisherman's Wharf and Custom House Plaza, plus virtual symposium. Musicians, boat displays, marine-related interactive exhibits by local organizations. Info, [www.montereywharf.com](http://www.montereywharf.com).

**Mar. 20** — Vernal Equinox.

**Mar. 26** — Southern California Dockwalker Training, online, 10-11:30 a.m. Free. Info and registration, [https://dbw.parks.ca.gov/?page\\_id=29230](https://dbw.parks.ca.gov/?page_id=29230).

**Mar. 26** — Sailing Science Center exhibits presentation, Treasure Island Museum Lecture Series, 10:30-11:30 a.m. Info, [www.sailingscience.org](http://www.sailingscience.org).

**Mar. 28, 1989** — San Diego Yacht Club lost the America's Cup in a New York court because they used a catamaran to defeat the Kiwi monohull in 1988. They would later get the Cup back on appeal.

**Mar. 29-May 3** — USCG Auxiliary Boating Skills & Seamanship, online, 7-9 p.m. Qualifies graduates for the California Boater Card. \$75 includes textbook. Mary, (415) 209-9999 or [marinboatingclasses@yahoo.com](mailto:marinboatingclasses@yahoo.com).

**Apr. 1** — April Fools Day.

**Apr. 7-10** — International Ocean Film Festival, Cowell Theater, Fort Mason, S.F. Info, [www.intloceanfilmfest.org](http://www.intloceanfilmfest.org).

**Apr. 9** — Spring Fling, Svendsen's Marine, Alameda, 9 a.m.-5 p.m. Vendor booths indoors & outdoors, raffle prizes, music. Free. Info, [www.svendsens.com/boatshow2022](http://www.svendsens.com/boatshow2022).

**Apr. 9-10** — International Offshore Safety at Sea with Hands-on Training, Bahia Corinthian YC, Corona del Mar. \$350. Info, <https://sailaweighllc.com>.

**Apr. 10** — International Offshore Safety at Sea Refresher & Hands-on Only, Bahia Corinthian YC, Corona del Mar. \$250. Info, <https://sailaweighllc.com>.

**Apr. 11-24** — International Ocean Film Festival, virtual. Info, [www.intloceanfilmfest.org](http://www.intloceanfilmfest.org).





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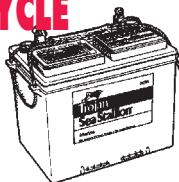
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## CALENDAR

### Racing

**Mar. 5** — John Pitcher Regatta. CPYC, [www.cpyc.com](http://www.cpyc.com).  
**Mar. 5** — Santa Monica Bay Race. DRYC, [www.dryc.org](http://www.dryc.org).  
**Mar. 5, Apr. 2** — Mercury Series. EYC, [www.encinal.org](http://www.encinal.org).  
**Mar. 5-6** — California Dreamin'. StFYC, [www.stfyc.com](http://www.stfyc.com).  
**Mar. 5-6** — BAYS Winter #4 (youth). SFYC, [www.sfyc.org](http://www.sfyc.org).  
**Mar. 5-6** — Etchells PCCs. SDYC, [www.sdyc.org](http://www.sdyc.org).  
**Mar. 12** — Spring Shorteez Regatta. CPYC, [www.cpyc.com](http://www.cpyc.com).  
**Mar. 12** — Santana 22 Team Races. SCYC, [www.scyc.org](http://www.scyc.org).  
**Mar. 12** — Long Distance #1. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).  
**Mar. 12-13** — Big Daddy Regatta, with Saturday buoy racing and a Sunday pursuit race, plus a party with dance band on Saturday evening. RYC, [www.richmondyc.org](http://www.richmondyc.org).  
**Mar. 12-13** — J/105 Fleet 1 Invitational. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).  
**Mar. 12-13** — Intercollegiate/High School Regatta. StFYC, [www.stfyc.com](http://www.stfyc.com).  
**Mar. 13** — Three Buoy Fiasco. SCYC, [www.scyc.org](http://www.scyc.org).  
**Mar. 15** — First weekly Tuesday night race in Santa Cruz. SCYC, [www.scyc.org](http://www.scyc.org).  
**Mar. 16** — First weekly Wednesday night race in Santa Cruz. SCYC, [www.scyc.org](http://www.scyc.org).  
**Mar. 16** — First weekly Sunset Series race in Monterey. MPYC, [www.mpyc.org](http://www.mpyc.org).  
**Mar. 19** — Round the Rocks doublehanded and singlehanded Bay Tour. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).  
**Mar. 19** — Londerville Regatta. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).  
**Mar. 19** — Rosenblum Regatta. SFYC, [www.sfyc.org](http://www.sfyc.org).  
**Mar. 19, Apr. 2, 9** — Spring Series. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).  
**Mar. 19-20** — Spring Dinghy. StFYC, [www.stfyc.com](http://www.stfyc.com).  
**Mar. 19-20** — California Dreamin'. LBYC, [www.lbyc.org](http://www.lbyc.org).  
**Mar. 19-20** — Waszp Americas Championships. RYC, [www.richmondyc.org](http://www.richmondyc.org).  
**Mar. 25-27** — NOOD Regatta, hosted by SDYC & Coronado YC. Info, [www.sailingworld.com/helly-hansen-nood-regattas](http://www.sailingworld.com/helly-hansen-nood-regattas).  
**Mar. 26** — Jaws Regatta. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).  
**Mar. 26** — Champion of Champions. SCYC, [www.scyc.org](http://www.scyc.org).  
**Mar. 26-27** — SailGP Grand Final. Info, [www.sailgp.com](http://www.sailgp.com).  
**Mar. 27** — Singlehanded/Doublehanded #1. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).  
**Apr. 2** — Doublehanded Lightship. IYC, [www.iyc.org](http://www.iyc.org).  
**Apr. 2** — South Bay Interclub #1. Info, [www.jibaset.net](http://www.jibaset.net).  
**Apr. 2** — Commodore's Cup. BVBC, [www.bvbc.org](http://www.bvbc.org).  
**Apr. 2** — Don Wan Regatta. TYC, [www.tyc.org](http://www.tyc.org).  
**Apr. 2** — North Bay Series #1. VYC, [www.vyc.org](http://www.vyc.org).  
**Apr. 2** — Andy Byrd Race. CPYC, [www.cpyc.com](http://www.cpyc.com).  
**Apr. 2** — San Francisco Cup. StFYC, [www.stfyc.com](http://www.stfyc.com).  
**Apr. 2-3** — Opti Harken #2 (youth). SFYC, [www.sfyc.org](http://www.sfyc.org).  
**Apr. 3** — Shorthanded Sunday #1. YRA, [www.yra.org](http://www.yra.org).  
**Apr. 4** — Monday Night Madness. BVBC, [www.bvbc.org](http://www.bvbc.org).  
**Apr. 6** — Weekly Wednesday night Beer Can races begin. RYC, [www.richmondyc.org](http://www.richmondyc.org).  
**Apr. 6** — First weekly Beer Can race. VYC, [www.vyc.org](http://www.vyc.org).  
**Apr. 6, 13** — Sunset Sail. CPYC, [www.cpyc.com](http://www.cpyc.com).  
**Apr. 7** — First Thursday night Beer Can race. BenYC, [www.beniciayachtclub.org](http://www.beniciayachtclub.org).  
**Apr. 8** — Weekly Friday night Beer Can races begin. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).  
**Apr. 8** — Friday night races begin. CYC, [www.cyc.org](http://www.cyc.org).  
**Apr. 8** — Spring Twilight Series. EYC, [www.encinal.org](http://www.encinal.org).  
**Apr. 8** — Friday Night Griller. BBYC, [www.bbbyc.org](http://www.bbbyc.org).  
**Apr. 8-10** — Etchells Midwinters West Regatta. SDYC, [www.sdyc.org](http://www.sdyc.org).  
**Apr. 9** — Doublehanded Farallones Race. BAMA, [www.sfbama.org](http://www.sfbama.org).





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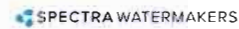


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## CALENDAR

**Apr. 9** — Spring Regatta. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).  
**Apr. 9** — Commodore's Regatta. SCYC, [www.scyc.org](http://www.scyc.org).  
**Apr. 9-10** — Wheeler Regatta. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).  
**Apr. 9-10** — Resin Regatta. SFYC, [www.sfyyc.org](http://www.sfyyc.org).  
**Apr. 9-10** — Spring Fest. StFYC, [www.stfyyc.com](http://www.stfyyc.com).  
**Apr. 10** — Sunday BBQ Pursuit Race #1. SBYC, [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org).  
**Apr. 10** — Estuary Cup. EYC, [www.encinal.org](http://www.encinal.org).  
**Apr. 13** — Weekly Wednesday night Sunset races begin. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).  
**Apr. 13-16** — Ficker Cup, Long Beach. LBYC, [www.lbyc.org](http://www.lbyc.org).  
**Apr. 15** — Island Nights Series begins. IYC, [www.iyc.org](http://www.iyc.org).  
**Apr. 15** — Friday night Beer Can series begins. SBYC, [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org).  
**Apr. 16** — Singlehanded/Doublehanded Race #1. BenYC, [www.beniciayachtclub.org](http://www.beniciayachtclub.org).  
**Apr. 16** — Baxter-Judson Series Race #1. PresYC, [www.presidiayachtclub.org](http://www.presidiayachtclub.org).  
**Apr. 16** — Spring One Design #1. SCYC, [www.scyc.org](http://www.scyc.org).  
**Apr. 16** — Summer #1. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).  
**Apr. 16** — Behrens Memorial Regatta. TYC, [www.tyc.org](http://www.tyc.org).  
**Apr. 16** — Big Dinghy Regatta. RYC, [www.richmondyc.org](http://www.richmondyc.org).

### Midwinter Series

**BENICIA YC** — Frostbite Series concludes: 3/12. Info, [www.beniciayachtclub.org](http://www.beniciayachtclub.org).  
**BERKELEY YC** — Chowder Series: Every Sunday through March. Info, [www.berkeleyyc.org](http://www.berkeleyyc.org).  
**CAL SAILING CLUB** — Year-round Sunday morning dinghy races, intraclub only. Info, [www.cal-sailing.org](http://www.cal-sailing.org).  
**COYOTE POINT YC** — Winter Sails: 3/13, 3/27. Info, [www.cpyc.com](http://www.cpyc.com).  
**ENCINAL YC** — Jack Frost Series: 3/5, 4/2. Info, [www.encinal.org](http://www.encinal.org) or [www.jibeset.net](http://www.jibeset.net).  
**GOLDEN GATE YC** — 50th Manny Fagundes Seaweed Soup Regatta: 3/5, 4/2. Info, [www.jibeset.net](http://www.jibeset.net).  
**ISLAND YC** — Island Days: 3/13. Info, [www.iyc.org](http://www.iyc.org).  
**KONOCTI BAY SC** — OSIRs (Old Salts in Retirement) every Wednesday, year round. Info, [www.kbsail.org](http://www.kbsail.org).  
**LAKE MERRITT SC** — Midwinters: 3/13. Gary, (510) 653-1743.  
**LOCH LOMOND YC** — Midwinters: 3/12, 4/9. Matthew, [mjbf1agmaker@gmail.com](mailto:mjbf1agmaker@gmail.com) or (415) 235-8187.  
**OAKLAND YC** — Sunday Brunch Series: 3/6, 3/20. Info, [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).  
**RICHMOND YC** — Small Boat Midwinters: 3/6. Info, [www.richmondyc.org](http://www.richmondyc.org).  
**SANTA CRUZ YC** — Midwinters: 3/19. Info, [www.scyc.org](http://www.scyc.org).  
**SAUSALITO YC** — Chili Midwinters: 3/6. Info, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).  
**SEQUOIA YC** — Winter Series: 3/12 (St. Patrick's Day Race). Redwood Cup pursuit race series: 4/2. Info, [www.sequoiayc.org](http://www.sequoiayc.org) or [www.jibeset.net](http://www.jibeset.net).  
**SOUTH BEACH YC** — Still Ain't Over: 3/19. Info, [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org).  
**SPINNAKER SAILING OF REDWOOD CITY** — Winter One Design. Series 2: 3/6, 3/20. Info, [www.jibeset.net](http://www.jibeset.net) or [racing@spinnakersailing.com](mailto:racing@spinnakersailing.com).  
**TIBURON YC** — Mott Midwinters: 3/5. Info, [www.tyc.org](http://www.tyc.org) or [www.jibeset.net](http://www.jibeset.net).  
**VALLEJO YC** — Tiny Robbins Midwinters: 3/5. Info, [www.vyc.org](http://www.vyc.org).

### In the Tropics

**Mar. 3-6** — WesMex International Small Boat Regatta,



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Kenyon Martin 858.775.5937



2019 Jeanneau 440 \$459,500  
Karl Krüger 360.298.1023

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## CALENDAR

Nuevo Vallarta. Vallarta YC, [www.wesmexregatta.org](http://www.wesmexregatta.org).

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

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

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

**Apr. 22** — Newport to Ensenada Race. Three courses: to Ensenada, San Diego or Dana Point. NOSA, [www.nosa.org](http://www.nosa.org).

**Apr. 30-May 1** — International Offshore Safety at Sea with Hands-on Training, Club Nautico Baja, Ensenada. \$350. Info, [findjohn@sailaweighllc.com](mailto:findjohn@sailaweighllc.com).

**May 25-28** — Tahiti Pearl Regatta in French Polynesia. Info, [www.tahitipearlregatta.com](http://www.tahitipearlregatta.com).

**July 1** — Shaka Challenge starts, Los Angeles to Honolulu, for singlehanders and doublehanders. PSSA, [www.pssala.com](http://www.pssala.com).

**July 1-3** — Tahiti-Moorea Sailing Rendez-vous. Info, [www.tahiti-moorea-sailing-rdv.com](http://www.tahiti-moorea-sailing-rdv.com).

**July 4** — First starts in the Pacific Cup, San Francisco to Kaneohe, HI. Info, <http://pacificcup.org>.

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

### March Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
3/05Sat	0112/5.6	0704/0.9	1320/5.0	1906/0.8
3/06Sun	0142/5.5	0751/0.8	1414/4.5	1941/1.5
	LOW	HIGH	LOW	HIGH
3/12Sat	0106/3.3	0630/5.0	1358/0.3	2129/4.4
3/13Sun	0301/3.1	0831/5.2	1542/0.1	2259/4.5
	HIGH	LOW	HIGH	LOW
3/19Sat	0105/5.4	0649/0.7	1311/5.2	1857/0.6
3/20Sun	0133/5.6	0732/0.3	1403/4.9	1931/1.1
	LOW	HIGH	LOW	HIGH
3/26Sat	0048/3.3	0640/5.5	1357/-0.4	2131/4.6
3/27Sun	0210/2.9	0757/5.5	1457/-0.6	2214/4.9

### March Weekend Currents

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

date/day	slack	max	slack	max
3/05Sat	0248	0524/1.8E	0842	1142/2.3F
	1500	1736/1.7E	2042	
3/06Sun		0000/2.7F	0324	0554/1.7E
	0924	1236/2.0F	1600	1830/1.3E
	2118			
3/12Sat		0000/0.6E	0206	0506/1.3F
	0830	1118/1.0E	1548	1930/2.2F
	2248			
3/13Sun		0100/0.8E	0406	0700/1.5F
	1024	1324/1.2E	1730	2106/2.3F
3/19Sat	0224	0500/1.8E	0812	1124/2.4F
	1430	1718/1.9E	2018	2342/3.0F
3/20Sun	0254	0530/2.0E	0848	1206/2.4F
	1524	1806/1.7E	2054	
3/26Sat	0200	0506/1.8F	0812	1112/1.6E
	1542	1918/2.5F	2248	
3/27Sun		0100/0.9E	0318	0624/2.0F
	0930	1242/1.7E	1642	2012/2.8F
	2330			

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



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

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## LETTERS

### ↑↓ REMEMBER WHEN A TSUNAMI RIPPLED THROUGH THE WEST COAST FOLLOWING A VOLCANIC ERUPTION IN TONGA?

Thank you for the excellent reporting on Santa Cruz Harbor. Hopefully, there were no injuries in addition to the considerable damage. This shows that tsunami warnings are nothing to be taken lightly. Prayers go out to those in Tonga.

Robert Goldberg  
*Latitude Nation*

Robert was commenting on the January 21 'Lectronic Latitude: Tongan Tsunami Inundates Santa Cruz Harbor. According to reports, the January 15 eruption on the uninhabited island Hunga Tonga-Hunga Ha'apai was ultimately responsible for at least three deaths. A Tongan man swept away by a wave survived 26 hours at sea. There were tsunamis in Tonga, Fiji, American Samoa, Vanuatu, and all along the Pacific Rim, as well as New Zealand, Japan, the United States, the Russian Far East, Chile and Peru.

Crescent City got hammered.

Don Lounibos  
*Esprit, S2  
Sausalito*

I saw a chart showing that Port San Luis had a surge of 4.5 feet.

Chris Tucker  
*Sail Time  
Channel Islands*

With regard to tsunami warnings, it's better to be safe than sorry. I was in Ventura Harbor during the January 15 'event', and it was genuinely challenging, with four hours of 4- to 5-ft surges.

One rescue boat sank, but fortunately, no one died.

Tim  
SoCal

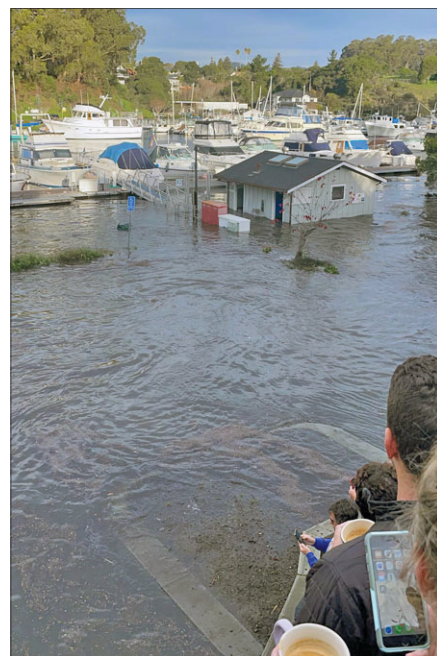
### ↑↓ REMEMBER THE TOHOKU TSUNAMI?

If my memory serves, I recall the 2011 Japanese tsunami while I was in Hawaii. My boat *Leonidas* was hauled out near Ko Olina on Oahu, and I was worried. It turned out to be a non-event in Hawaii; not so in my homeport of Santa Cruz.

Tom Carr  
*Bluebird, Mirror 19 Sloop  
West Coast*

### ↑↓ WEIRD, WEIRD, WEIRD, WEIRD VIBRATIONS

I felt an earthquake on the boat that started with a weird vibration on the bottom, then I got out to see the pillars holding the docks waving around. The water was kind of



JOE DONATINI / JOHNSON HICKS





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— PETE MCGONAGLE



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80 Chuck Paine/Kelly Archer	2003	\$2.6 million
64 Frers	1978	\$295,000
54 Hylas	2000	\$469,000
50 Bestway	1986	\$149,000
49 Hylas	2001	\$369,000
44 Lyman Morse Seguin	1982	\$199,500
44 Hylas	1989	\$93,000
42 Sabre 426	2003	\$280,000
42 Passport	1981	\$129,000

40 Pacific Seacraft	1998	\$279,000
39 Maló	2000	\$249,000
35 Island Packet 350	2001	INQUIRE
33 Beneteau First 10R	2007	INQUIRE
32 Beneteau 323	1993	\$75,000
32 Nordic Tug	2006	\$245,000
32 Nordic Tug	1993	\$148,000
31 Tashiba	1988	\$89,500
30 Henderson	1997	\$32,900

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## LETTERS

boiling, and there were little fish jumping onto the dock.

Jacob Sailer

F18

Bay Area

### STRANGER THINGS

The three 'strangers', Allie, Joyce and I would like to ex-



From left, Joyce, Allie and Steve aboard the new-to-them 'Gas Light'.

tend a big thank you for the amazing article in the January issue of *Latitude 38*. It was a pleasure to sit down on that sunny day in Mill Valley and talk about our past lives afloat leading up to the present day activities of *Gas Light*.

In one of those "I can't believe it actually happened" moments, we all feel very lucky to have our stories told in your fine publication. We never thought back in early 2018 that we would be

the owners and hands-on sailors of one of the most iconic vessels ever to sail the Bay. I must say, we all feel famous in our own little ways!

After being a *Latitude* fan and cover-to-cover reader since the late '70s, I personally am elated to have at least a small part of my sailing life story beginning on the Great Salt Lake in the pages of *L38*. I know that both Allie and Joyce greatly appreciate the way you weave the human interest side of sailing with the historical significance of our unique business venture. It is a pleasure to be a part of such a world-class sailing community.

With full sail,

Steve Ingram, Allie Hawkins and Joyce Dostale  
72-ft Scow Schooner *Gas Light*  
Richmond

### SIZE MATTERS. SMALLER IS BETTER

I'm writing in response to, and agreement with, a comment in the letter from Mark Meltzer in the February edition of *Latitude*. I too feel that the smaller the boat, the more connected you are to the water and the life in it, and of course vice versa.

I have sailed Hobies and other beach catamarans, skiffs from 14 to 19 feet, and keelboats from 23 to 50 feet. The large majority of my sailing was daysailing with a little racing thrown in, but I did sail from San Francisco to Tahiti, and back via Hawaii, once.

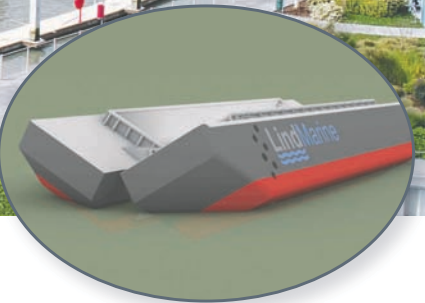
My favorite sailing was on beach cats in the Gulf of Mexico near Clearwater, Florida, for two reasons: First, on a beach cat, you're right on the water. If you see, say, a dolphin, it's only a few feet away from you. One time, we were sailing from a campground toward the Gulf of Mexico in light winds, when a dolphin surfaced just off our starboard bow.



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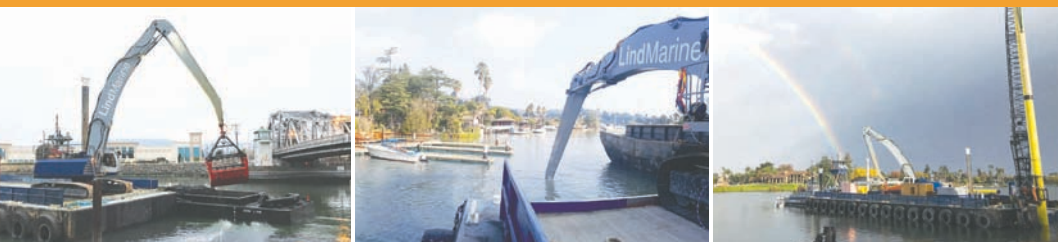


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## LETTERS

We released the main and jib sheets to virtually stop the boat, and we and the dolphin looked into each other's eyes for almost half a minute until she swam away. You'll never get that kind of experience on a keelboat.

The second reason that I loved sailing beach cats in Florida was that the air and water were so warm, you didn't need to wear foul weather gear, and you welcomed getting wet — but that's not relevant to one's experience being affected by the size of the boat.

People on boats so large that the decks are nowhere near the water do not experience the water the way people sailing on normal-sized boats do. Some of these boats are so large that those aboard barely experience the water at all, except to look down on it from a great height. I see no pleasure or beneficial experience in this, but I'm not as tempted by the kind of luxury that comes with these hideously monstrously sized boats as some people are.

Jeff Hoffman  
Berkeley



*The venerable Hobie Cat is a great way to connect with the water, or to launch high above it.*

### ↑↓ THE BAJA HA-HA, AN OLD FRIEND, AND A TRIP ON A FAMED BOAT

I so much enjoyed the Baja Ha-Ha XXVII story by Richard Spindler in the December 2021 issue. We do not have a boat these days. (We lost our Ericson 32 partner Jerry Berry some years ago. May he rest in peace.) The Spindler story stitched so many wonderful boat profiles and crews into the narrative.

I noted a reference in the story to Scott Culver. Back in the day, I was a paying passenger aboard OCC's *Alaska Eagle* with 12 other passengers for a five-day training cruise to the Channel Islands. I did not know any of the passengers, or the crew. Scott put everyone to work swabbing decks, mucking out the head, and learning rudimentary navigation and big-boat handling under sail. What memories!

Philip Bettencourt  
Former co-owner, Ericson 32

### ↑↓ A BEAUTIFUL PLACE, A TERRIBLE TRAGEDY

You find the nicest zombies on Amtrak, and there is not a finer way to transit Northern and Southern California.

It's unfortunate, considering the length of Max Ebb's feature [*The Sextant and the Apocalypse*, in the January issue], that one of the highlights of the train ride through Vandenberg is passing the Memorial to the Sailors of Squadron 11 Destroyer Fleet.

Returning to San Diego on September 8, 1923, after participating in San Francisco's Fleet Week festivities, 14 'Navy Four Stackers' steamed in formation south at 20 knots. With 1923 navigation being what it was, mixed with Point Conception fog and the Navy's procedures of always being correct, when the call to change course to 55° came, you did it regardless, which caused nine of the 14 ships to ground





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## LETTERS



AMTRAK

*The Coast Starlight winds its way up a coast where many sailors have passed over the centuries.*

at Point Honda, with seven impaled for good. Twenty-three sailors passed away, the majority from the engineering spaces of the

USS Young.

Without military ID, there is no public access to the Honda Memorial, just the daily passing of the Starlight train.

Had the coastal railroad not been established, the total remoteness of the area would have led to many more casualties. An excellent book, *Tragedy at Honda*, tells the story.

Rod Morgan  
*Latitude Nation*

Rod — Thanks for bringing attention to the Honda Point disaster, which was the largest peacetime loss of US Navy ships. It's easy to forget the toll that many noncombat and friendly-fire activities have taken on the armed services. (According to the internet, there is a plaque commemorating the disaster at Honda Point [also known as Point Pedernales] on Vandenberg Air Force Base, but as Rod mentioned, only credentialed members of the military have access.)

We took Amtrak from Ventura in fall 2020, after sailing down from the Bay, and nothing beats the Starlight for a slow crawl through a stunning coast. We think we take your meaning about the friendly 'zombies' on Amtrak, where everything seems to move very slowly, even the passengers and crew.

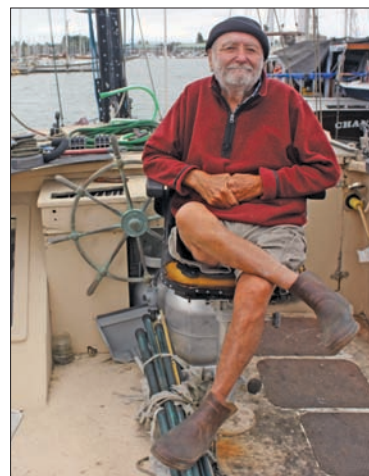
### WEST COAST SAILING PIONEER DONALD GORING HOMELESS AFTER BOAT FIRE

I love Don. [A friend] and I restored *Starbuck* when Don found her and brought her back to the Bay Area, putting the keel back on with new floor timbers and some new frames, then rails and the 'Sugar Scoop' that I think she still has. We traded straight across for a sail for our 32-ft Knud Reimers, no questions asked, no time or materials documented. It is still the best work trade I have ever done.

If I get a few paychecks in the near future, I will contribute to Don's fund, for sure, and sure hope others will. How sad for him!

Milly Biller  
*Big Pink, International 110  
Inverness*

Milly was commenting on the January 12 'Lectronic with the same name as this letter. The GoFundMe she's referring to can be found at: [www.gofundme.com/f/help-an-old-salt-get-back-on-his-sea-legs](http://www.gofundme.com/f/help-an-old-salt-get-back-on-his-sea-legs).



TIM HENRY

*Donald Goring in Oakland in 2019.*

### HANKS OR A HEADFOIL? WHAT'S RIGHT FOR AN EXPRESS 27? (SPOILER ALERT: IT'S HANKS)

Hanks. Going upwind is not the time to change jibs on a ULDB, so you wait until off the breeze anyway. If the



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TIM HENRY/LATITUDE 38



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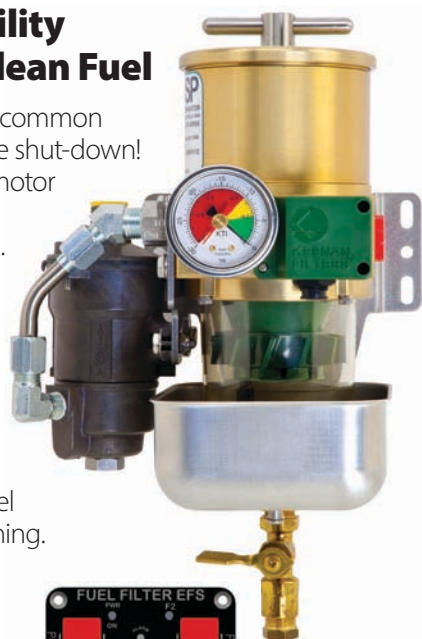




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## LETTERS

aerodynamics of the jib luff are all that are standing between second and first overall for you, congrats, though somehow I doubt it. Hanks make jib handling easier.

Steve Rienhart

*Steve was commenting on the January 10 'Electronic with the same name as the heading of this letter. Greg Felton, the author of the 'LL, queried Max Ebb, Lee Helm and Latitude Nation about the pros and cons of headsail hardware.*

### ↑↓ SOME GOOD OLD-FASHIONED HANKY PANKY

We always used hanks on *Shenanigans*. Easier on the bow person, and we prefer the simplicity of hanks vs. a vinyl foil that can crack or have a feed jam, etc. I agree with Steve that hanks are the least of my worries if I am slower upwind.

Nick Gibbens

*Shenanigans*, Express 27  
Belvedere

### ↑↓ HANKING ON IN BIG WIND

Hanks for around the buoys; headfoil if you distance race. And hanks here in the Gorge — it keeps your jib on deck.

Erik Hauge  
Oregon

### ↑↓ AND HANKING ON FOR DEAR LIFE

Hanks. The reason is really simple: The Sail Stays on the Boat. Yes, I know a foil has better aerodynamics. Yes, I have done peels aboard our Moore 24 *Scarlett*. (Exactly three times in 15 years.) But, keeping the sail on the boat when on your way to the Farallones, or when you're rocketing downwind past Point Blunt, swamps the tiny advantages of a foil. Simply put: Dragging a jib through the water is very, *very* slow.

Beau Vrolyk  
*Scarlett*, Moore 24  
Santa Cruz



*The most common argument for hanks was, by far, to keep the headsail snug and safe on the foredeck. The Express 27 'Get Happy' demonstrates the advantages of low-tech hardware.*

### ↑↓ DON'T HANK AROUND ON THE FOREDECK

Hanks. Do you really want someone on the bow pulling the jib down when everyone around you is blasting off?

Mike DeVries

### ↑↓ HANKS AND PERFORMANCE HIERARCHIES

Hanks for the win! Safer, more reliable and easier when trailering. My concern for the "aerodynamic" penalties of my





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## LETTERS

headstay setup fall well behind my consideration for proper driving, rig tune, sail selection, trim, hull fairing, etc.

Ian Sprenger  
Wilder, Santa Cruz 27  
SoCal

### ⇕ **HANKS AND SHORTHANDING**

I have hanks because I do a lot of shorthanded sailing as well as fleet racing. There have been a few times when I've had to do a bald-headed jib change upwind, but the fact that I can drop the jib from the cockpit if it gets rough and not go to the bow is super-important for shorthanding offshore. And, knock on wood, I've not had a kite rip from the hanks.

Lori Tewksbury  
Hang 20, Express 27  
Fleet Captain

### ⇕ **THE SOLE ARGUMENT FOR A FOIL FROM MAX AND LEE**

Go with the foil, because it's less likely to snag the kite, and also makes a spinnaker wrap around the forestay a little looser and easier to pull out.

But Lee likes foils for the aerodynamics: "It, like, gets the effective luff of the jib just a little ahead of the forestay and fairs in the entry." Although she can't come up with any data that prove this is worth the extra weight of the foil.

We both agree that in that size boat you will almost never do a peel change. On the Bay, the legs are short enough to let you change jibs on a downwind leg. On the ocean, the extra minute for a bald-headed change is not a big deal. The second day of the Vallejo Race sometimes calls for a jib change, but even then, the time spent with crew weight on the bow is as bad as a bald-headed change. With a foil, the bald-headed change can be much quicker than if you have to deal with all those hanks.

Max Ebb  
Berkeley



LATITUDE / CHRIS

**An Express 27 shows off a sleek, aerodynamic leading edge with a headfoil.**

### ⇕ **HANKS, IF THE BOAT'S NOT HUGE**

Hanks are clearly better on small boats.

A headfoil, scaled down, may not be as aerodynamically clean as one might think, as it's thicker than the luff/headstay combo. And since it has two slots, one side always presents some sort of disturbed flow. Add to that, a #5 luff tape used on a 9-meter headstay isn't significantly skinnier than a #7 luff tape used on a 14-meter headstay, so the larger boat benefits through economy of scale.

Given that only empirical aerodynamic evidence has been provided, my bet is that on small boats, flow efficiency and

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## LETTERS

weight aloft is a push.

That, and hanks are way safer on small foredecks in the extreme conditions found around S.F. Bay, as the jib luff is always aboard, and the ability of the relationally larger human to stay with the boat is harder, and requires more physical and mental energy to stay aboard. Viewed as a percentage game that asks how often you get caught with the wrong sail up, contrasted with how much time someone spends on the bow during simple sets and douses, I'm pretty sure good old hanks gain potential advantage while on short courses and shorthanded in any situation.

And then there is the issue of maintenance; how much energy is spent on jib tape/pre-feeder/foil maintenance, not to mention flags and/or the of wrapping topping lifts to eliminate foil chatter?

However, Lee and Max make a good point about inside asymmetric jibes as they note that a foiled jib is definitely a cleaner surface to pull the kite over in a sloppy jibe, but I'm not sure any wrapped kite is ever truly easy to untangle, especially if the back of the boat is unwilling to jibe the mainsail to get the wrap out.

Yes, hanks require a little lubrication from time to time, and sail changes do typically consume more time, but with careful management these negatives are easily mitigated.

And then there's furling, which isn't really an option on boats with multiple jibs.

David Wilhite  
Wingit, F-27 trimaran  
Alameda

### ↑↓ THROWING A NEW TECHNOLOGY INTO THE MIX

Would a Harken roller furling foil be worth discussing? Asking for a friend.

Joseph Hansen

Joseph — I loove roller furling; it's so much easier for shorthanded or casual sailing. However, the Express 27 racers need to be able to change gears between the #1 and #3. This is especially important for racing in the Bay Area, where the first race can be sailed in 5-8 knots of breeze and the third race can get gusts into the 20s. If you want to race one-design, consider what the best teams in your fleet are doing, and consult the class rules. Find the Express 27 class rules at [www.express27.org/articles/rules](http://www.express27.org/articles/rules). — Christine Weaver

### ↑↓ A HEARTFELT HANKS

Thanks to all who have responded! Extremely helpful. The resounding "go with hanks" message and the reasons are clear. As an aside, Lee and Max's knowledge and presentation have educated many about so many dimensions of our sport. This is the first time I can recall that their arguments failed to persuade even a single respondent!

Greg 'Radar' Felton  
State Line, Lake Tahoe



**A side-by-side comparison of the hanks (foreground) vs. foil theories on Moore 24s.**

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## LETTERS

### ↑↓ REVISITING THE DISCUSSION ABOUT THE ROLEX BIG BOAT SERIES EMBRACING THE ORC RATING RULE

The ORC [Offshore Racing Congress] is a disaster. It doesn't adequately measure a yacht's stability, a fundamental determinant of speed. When a model Chicago-Mac fleet was scored, newer, faster boats were slowed down by the rule, and older, slower boats sped up. That is the exact opposite of the intent of the rule. ORC is being marketed by rule-makers hoping to make a buck. It's a crap rule that is a poor fit for American offshore fleets.

There are currently 800 or so ORC certificates and a little over 900 ORR [Offshore Racing Rule] certificates. ORR and ORC both measure stability with the same inclination process, but ORR uses that number while ORC corrupts the measurement with a 'plug', which has a disastrous effect.

Let's take a sled and a TP52. ORC over-calculates a sled's stability by 20% to 30%, and underscores a TP52's by 7% to 17%. When Stan Honey pointed out this problem, Bruno [Finzi] replied, "So what?" ORC is a development rule, not a handicap system. It is an attempt to win back IRC racers. It is motivated by technologists who want to sell new products and designs. Look at the NYYC ORC Worlds and Annual Cruise results: The newest (and most Grand Prix) boats dominated the results.

We have no appetite in the US to build these expensive toys any longer. The few remaining owners want to sail their boats with hope that their rating adequately reflects the performance characteristics of their yacht.

John Sangmeister  
Newport Beach

*John was commenting on our Facebook page about the January 7 'Lectronic Latitude: Rolex Big Boat Series Embraces ORC Rating Rule.*

### ↑↓ THE MERCATOR MAP IS IDEAL FOR SAILORS

*Responding to Nik Omarzu and his letter in the January issue titled Mapping Cartographic Controversy:*

Nik — Mercator charts and plotting sheets are the universal standard chart that marine navigators use. They enable plotting and sailing of straight-line courses. These course lines cross all meridians at the same angle, and don't require changes in ship heading; this works well, especially for short distances and along coastlines.

Most charts are published by the UK and USA, and the great majority are Mercator, with some being gnomonic for great-circle plotting.

I'd not heard about the Peters projection map until now, but it looks promising, and I will check it out. Thanks for pointing that out.

Your comment about breeding "Yankee arrogance" was unnecessary. Just because we Yanks have much to be proud of doesn't mean we're arrogant. We did, in fact, build the most wonderful and benevolent country that has lifted more people out of poverty than any other country, that is the most benevolent, and that hordes of people flock to.

Robert Gregory  
Captain and Ocean Navigator

*Robert — Nik's point was that because the Mercator map, which still dominates American classrooms, was purposefully distorted to aid sailors (enlarging areas at the poles to create the straight lines of constant bearing that you mentioned), the map is simply inaccurate in terms of geography, and why would we teach the wrong information to students?*



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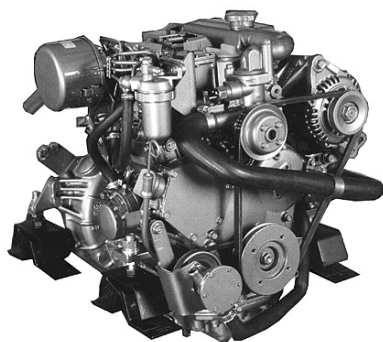


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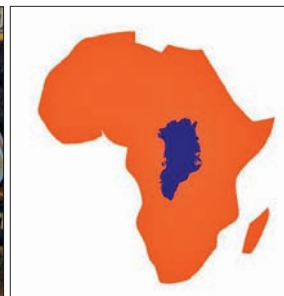
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## LETTERS



NATHANIEL BEILBY



MAPFIGHT.XYZ

Many of us probably grew up thinking that Greenland was roughly the same size as Africa because of how the Arctic nation is represented on the Mercator projection map. When seen on a globe, or in relative comparison (right photo), the difference is shocking.

### ↑↓ A QUESTION OF SHAPE

Regarding [the January issue's] discussion regarding Mercator charts showing Greenland looking larger than South America: All one has to do to get the proper perspective is to have a look at a store-bought world globe, even if it doesn't happen to be a rhombic spheroid.

Ray and Monica Conrady  
San Francisco

### ↑↓ ALIEN INTRODUCTIONS

After reading *A Dustup with the Coast Guard* in the December 2021 issue, I could not help but recall an incident on the Gulf Stream that occurred to me about 25 years ago.

I was returning to Fort Lauderdale from the Bahamas on *Poem*, my 37-ft Tayana, with my friend Kim. It was early afternoon, about 20 miles off the Florida coast, when a large Coast Guard cutter approached. A female authoritarian voice informed us that we were about to be boarded for an inspection. I could not help but think of the similarity to the opening of the movie *Clear and Present Danger* — same cutter, same skipper. This was at a time when there were a lot of refugees, as well as drug smuggling, on small boats in the Caribbean.

The cutter launched a RIB, and four heavily armed Coastguardsmen came alongside. They were dressed in black tactical gear, wore boots and helmets, and seemed prepared for war. They proceeded with their "safety inspection," beginning with a review of my paperwork and passport. After a search of the bilge, engine compartment, and several lockers, they seemed satisfied and prepared to disembark.

Breathing a sigh of relief, and attempting to release a bit of tension, I pointed to Kim and asked the guy in charge: "What about her? Aren't you going to check her passport?" He glared at me and stated, "We have completed a visual inspection of your crew, and have ascertained she is not an alien." Everyone seemed to be happy to be on their way.

Robert 'Skip' Granger  
Moss Beach

### ↑↓ CULT OF THE CAL 40

I am the keeper of Cal 40 hull #147 (I think), under the name *EnFin*, located on the Great Lakes. Although her specific history has gaps, it's believed she's lived in the fresh water of Lake Ontario for all of her life.

In my opinion, the Cal 40 has the best cockpit and is sparse down below. The cramped galley and curved floor can be difficult to get used to, but in a 15-plus-knot beam reach, she makes it tough for boats far lighter and newer to keep up with her.

Ian Hutchison  
*EnFin*, Cal 40  
Great Lakes



# LETTERS

## ↑↓ SPEAKING OF CAL 40 LINEAGE

Can anyone fill in the history of Sally and Stan Honey's *Illusion*? There was a black Cal 40 on the East Coast by that name in the early '70s owned by Commodore Montesano and raced by him and Bus Mosbacher. Maybe you've enjoyed a famous 'Montesano Cooler' on the lawn at Larchmont. Yup — one and the same.

I raced on the East Coast *Illusion* as a junior and have wondered if it's the same boat.

Tom Keogh

Tom — It is the same *Illusion* as owned by Mosbacher and Montesano. Hull #57. She used to be black. There are half-hulls of her in the NYYC model room and in Larchmont YC. She used to have sail number 1700, probably because *Weatherly*, the 12 that Mosbacher sailed in the Cup, had sail number 17.

Stan Honey  
*Illusion*, Cal 40  
Palo Alto



LATITUDE ARCHIVES

Thanks to Stan Honey for filling in a little history about his famed *'Illusion'*, which we're now comfortable calling the most famous Cal 40 of all time. (Though Liz Clarke's *'Swell'* is certainly a close second.)

## ↑↓ WHO SHOULD PAY FOR COAST GUARD RESCUES?

Do you pay the cops when they come and save you from a burglar? Do you pay the fire department when they come and put out a fire at your house? Of course not. This is part of society. We pay our taxes — most of us anyway — and we form a social contract that the government has your back. I am grateful for all first responders who risk their safety for our rescues.

Ken Brinkley  
*Latitude Nation*

Ken was commenting on the January 28 *'Lectronic'* with the same name as this letter.

## ↑↓ THE SOCIAL CONTRACT

I think the example of police protection is a false equivalency. People usually call law enforcement when they are a victim of someone else's bad behavior.

Regarding rescues by the Coast Guard, I am hesitant to charge the rescued as this is something covered by taxes, as noted by Mr. Brinkley, but also too often a result of negligent activity (not always, of course).

Additionally, thinking you may be charged may result in more lives at risk or lost, even those of first responders. What if we simply (simple is usually better) do this: If you

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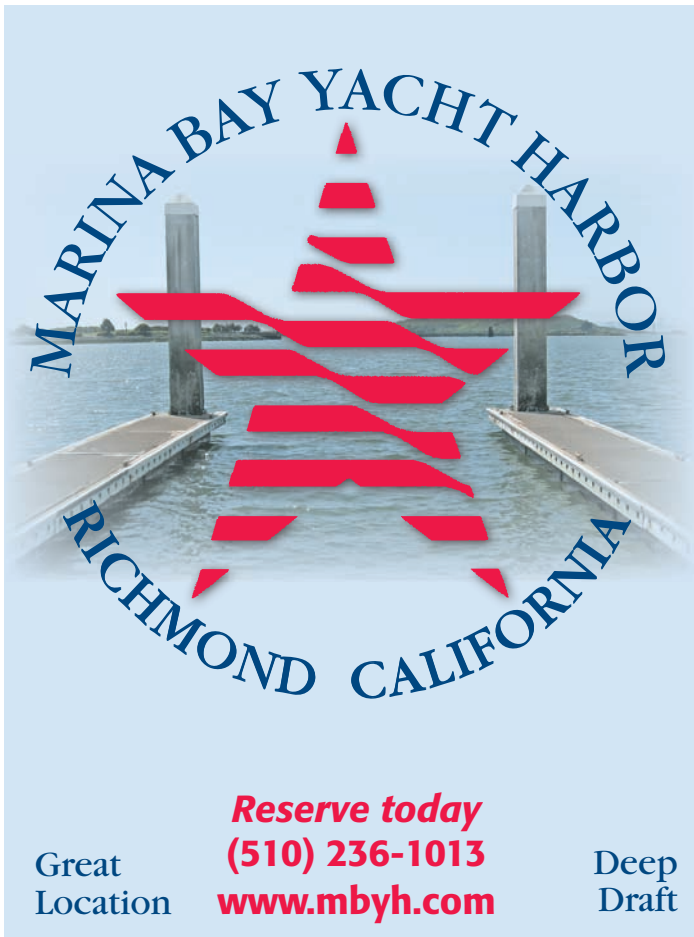
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## LETTERS

have taken an accredited boating safety course, have your California Boater Card (or one from any other state), and filed a Float Plan, then you are covered and will not be billed for your rescue. Publicizing this well may in fact increase those tasks and reduce the need for rescue. And it would reward those who do all those right things by not charging them.

The Coast Guard actually does a great deal of training, and the only time that is restrained is when Congress is slow to approve their budget. The Coast Guard is part of the Department of Homeland Security (years ago they were under the Department of Transportation) and receive their funding from that department.

Steven Bustin



US COAST GUARD

*Can you imagine if these rescue swimmers came up to you with an iPad to run your credit card? Most readers said that they're not in favor of the rescuers charging rescuees for fear that it could create more danger for everyone involved.*

### ⇅ LIGHTEN THE COASTIES' LOAD

Remove the drug-police element now charged to the USCG and they will have all the time and resources to assist in any emergency. Why they must send their cutters to South America for drug interdiction is beyond me! I was boarded by a RIB, dispatched from one of the big cutters, 50 miles off the coast of Mexico. I have a US documented vessel and I am a licensed captain.

Jose Kanusee

*Jose and Steven — From the outside, it does seem that the Coast Guard's plate might be a little full. (Let's not forget that as a "child agency" of the now-20-year-old Department of Homeland Security, the Coast Guard is also responsible for defending against maritime terrorism.) We're not government wonks, but we assume that the Coast Guard's primary mission puts them in the best position to patrol areas used by drug runners. Maybe the more important question is: How long should we keep fighting the war on drugs?*

### ⇅ TRIPLE A FOR THE WATER?

Sometimes you get lucky.

More than 20 years ago in Oyster Bay, the skeg came off my windsurfer after I'd crossed the bay, and I would not have been able to get back to Oyster Bay Cove before night-fall. So some sailors on a 28-ft sailboat towed me back, for which I was extremely grateful.

Then, one late afternoon, a sailboat from Connecticut was staying the night on a mooring in the Cove and had a hard



# LETTERS

plastic 5-gallon gas tank that was giving off fumes, and they were worried about carbon monoxide. I took the tank to shore and made sure it completely evaporated.

There should be a AAA shoreline or offshore towing insurance service for any and all marine emergencies, even though traditionally, if you see anyone in trouble out on the water, you are supposed to help them.

Larry Bone

## ↑↓ WHEN THE COAST GUARD WAS AAA

A few years back, the Coast Guard used to run gas out to boats that ran out, or the motor quit, a line was tangled in a prop, they were lost in the fog, etc., and they would tow people in. They quit doing that several years ago, and now only help with emergency calls. It's the reason we pay taxes that fund the police, firemen, and the Coast Guard, and it benefits all people.

The Coast Guard station near where I boat says they like to get calls for something to do, and to get experience in rescue in real-life situations. Now, they hardly practice because of the fuel they use. It's weird, but the Coast Guard never gets enough financing. If you get caught offshore in a full gale and you're taking on water, calling the Coast Guard is the last thing you do, and when you see them coming you'll think God sent his angels for you.

Robert Sayles

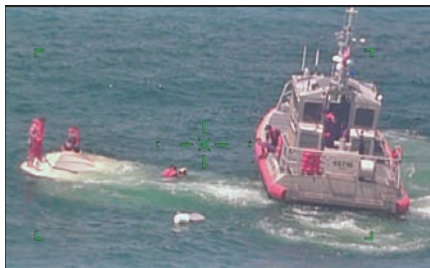
Robert — A little background for you:

When companies like Towboat USA started up, they sued the Coast Guard for competing against their business. Why would a mariner in trouble pay for a tow or gas when the CG would provide it for free? So the Coast Guard had to change their policy. When they get a call now, if it's not a dire emergency, they put out a MARB (Marine Assistance Request Broadcast) on channel 16. That gives commercial enterprises, or any good Samaritan, an opportunity to answer

the call and conduct business. If no one wants to provide assistance, then the CG will go out and take care of it.

If there is an actual emergency situation, the Coast Guard will respond immediately with whatever asset can get there the quickest and provide the

necessary assistance (boat, cutter, helo, etc). The CG never wants to bring money into the equation because then someone may not call until the crap really hits the fan and then you end up putting the rescuers in increased jeopardy. They would rather go out and tow someone in when it's daylight and calm instead of waiting until after dark and the seas pick up. It's never about funding or paying taxes. It is a service provided to *all* mariners.



US COAST GUARD

**In August 2020, the Coast Guard rescued a family of four off Venice, Louisiana.**



US COAST GUARD

**In January 2020, the Coast Guard rescued two sailors from a 37-ft sailboat after it became disabled following an engine room fire, a CG press release said.**



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Maybe the question is, "Who should pay for stupidity?"

Rescue through no fault should be covered. Otherwise, let's not pay for stupidity. BoatUS provides services such as towing, etc. Take out insurance and only call CG for dire emergencies (no charge). We were halfway between the Channel Islands and Santa Barbara with a plugged inlet valve that we could not unjam. We called BoatUS and saved \$1,800-plus for the tow-in. This type of rescue is insurance-covered; not one for the Coast Guard. Bless their souls.

Robert Walker  
Grace, Traveller 32  
Alameda



US COAST GUARD

In April 2021, the Coast Guard rescued a man after his 16-ft catamaran turtled in Tampa Bay, Florida.

## ↑↓ DON'T THINK OF THE MONEY, THINK OF THE IN-VALUABLE TRAINING

I am glad to hear the majority of people are in agreement that people rescued by the Coast Guard should not be charged *extra*. As pointed out, the Coast Guard is funded through taxes that you've already paid, and any possible delay in calling for help out of a concern for [the cost] may mean the difference between life and death.

I work for a rescue agency on the Bay and train with Coast Guard regularly. I also work for a local fire department, and people always assume that "you have something better to do than be here, helping me," but the reality is that if we are not spending tax dollars responding to an incident, we are spending tax dollars preparing to respond to an incident — and no amount of training can replace the real call, even the simple ones.

Interacting with people who have less experience in real-world conditions can't be replicated, so to some degree, we appreciate the reps.

Anonymous

Readers — We will continue this thread in next month's Letters.

## ↑↓ NEW US COAST GUARD PROCEDURES STEM FROM CONCEPTION TRAGEDY

They stated the fire started with a lithium battery fire, yet they didn't address this with their new regulations — not a word about lithium-battery storage lockers or charging stations. What's required is a steel footlocker with a secure locking system, with the power requirements to handle everyone's phone, tablet, computer and camera systems. They now even have special lithium-battery fire bags that you charge your batteries in, and if they burst into flames, they

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# LETTERS

keep your home/office/boat safe.

Many more massive fires will continue until people acknowledge the danger. The FAA has, and made special rules for lithium batteries.

Coast Guard requirements state that any boat with propane must have a propane leak detector. All boats are required to have smoke detectors, and mine had the CO2 detector, as well, in the forward stateroom (V-berth, LOL), and one in the aft kitchen. (Both were Nest products.) I'm paranoid about having working smoke detectors; I think in a past life I died in a fire. I always check for them, and always make sure they are working. Every sleeping, cooking, electronics and fuel area should have had one. The Nest devices are cool because they communicate with one another via Bluetooth, so if one sounds, they all sound off.

Everyone died over a missing \$50 smoke detector that fire departments sometimes give for free.

Thomas and Sophie

*Thomas and Sophie were commenting on the January 19 LL with the same name as this letter.*

## ↑↓ THE NEW RULES ARE GOOD, BUT WHAT ABOUT THE EXISTING RULES?

A positive development. Having said that, the crew aboard failed an existing rule: inspection of all crew and passenger compartments every 15 minutes at night. They did not.

Tim Dick  
Malolo, Lagoon 42  
Mexico

## ↑↓ NONSENSE INSPECTIONS?

All the rest of this "New US Coast Guard Procedures" is hokey to sound proactive when it actually does nothing but hassle boats with nonsense inspections. Commercial vessels are, and should be, carefully inspected each year. I've been on all of the Truth boats and don't remember many, if any, smoke detectors. Should be several at both levels.

Anonymous

## ↑↓ AGAIN, THE QUESTION OF FOLLOWING ESTABLISHED PROCEDURES

I don't want the government dictating what batteries are allowed and storage of those batteries or charging regulations on board my vessel and neither do you. That vessel was not in compliance because they never had a night watchman on duty.

Captain Bill

*Readers — We will direct everyone to back up just a few pages in these very Letters to remind ourselves of the respect that nearly all sailors feel for the Coast Guard. How is it possible that the same agency can be the object of such contempt with regard to these new regulations?*

*With that said, we agree that not specifically addressing battery-charging "stations" seems like an oversight. Rather than speak to lithium batteries, the Coast Guard reiterated the need for a roving night watch. In fact, there had been "a small fire caused by unattended batteries being charged on the Conception's sister vessel, the Vision, several months before" the tragic accident, the San Luis Obispo Tribune reported. "Two passengers caught that blaze, and it was quickly extinguished." Clearly, charging batteries is a serious safety concern that demands the attention of regulators.*

*It's not accurate to say that there were no smoke detectors on the Conception, though they appear to have been*



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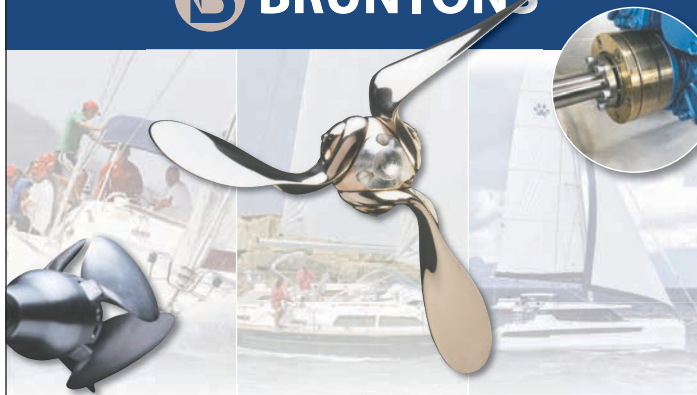
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## LETTERS

woefully inadequate. "While the Conception had smoke detectors in the below-deck berthing area, they were not connected to one another or the wheelhouse, and no smoke detectors were in the salon, the common area above the sleeping quarters where investigators believe that the fire ignited," the SLO Tribune said.

With an accident as terrible and heartbreakingly tragic as the Conception fire, it seems as if we don't know what to do with our grief, and sometimes that sadness turns to rage, and we're indignant, and look for someone to blame. It's only natural, but the question remains: How do we ensure that this never happens again?

### ↑↓ AND NOW, BACK TO SOME SAILING

We did the endless summer twice by heading south with the Baja Ha-Ha, then busting a move to Ixtapa by December, then moving really slowly north, up into the Sea of Cortez around April. In June, we made plans for a haulout with Marina Seca, and trucked *Spica*, our Catalina 36, back to San Diego for another summer. The best years of our lives!

Tim Mueller  
*Spica*, Catalina 36  
San Diego



MIHALY

Sydney Paulsen and Dalton Urrutia recently sailed their Morgan Out Island 33 'Mihaly' to Ensenada to begin their cruising careers. "Turn back," said one commenter. "You will never be the same."

### ↑↓ SAILORS TAKE WARNING

Turn back! Turn back now! If you don't, you will never be the same. Once you reach the Sea of Cortez, your views on life and what's important will forever be changed.

John Enders

John was commenting on the February 7 'Electronic: Ready? It's Time to Start Cruising in Mexico.

### ↑↓ A JANUARY SAIL

We sailed our Beneteau 361 3rd *Encore* out of Brickyard Cove Sunday morning [January 23] around 11 a.m., and found fair winds at 10-17 knots (apparent) on our way to Angel Island for lunch. We took a hike around the island in the warm January weather, and then a late afternoon return with a young couple aboard who had missed the last ferry to Tiburon.

They were very thankful for the "rescue" boat ride and the ride to the local BART station afterward!

Dale Land & Michelle Hunter  
3rd *Encore*, Beneteau  
Brickyard Cove

### ↑↓ A LITTLE LUCK IN THE 2022 THREE BRIDGE FIASCO

Neither clockwise nor counterclockwise. We sailed to Red Rock first, followed by Treasure Island, followed by Blackaller. We followed the wind, fled the building ebb at the Gate, and used it where we could, and got lucky.

Anja Bog  
Ferox, Pogo 36  
Sequoia Yacht Club  
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# LETTERS

## ↑↓ NO FINISH, FUN DAY

We were sailing the Islander Bahama 30 *Strange Magic*, and Stacy and I were the second boat to reach Treasure Island in the group that went to TI first (early starters). *Snafu*, just ahead of us, got around first, and we made it around just as the ebb started pushing, which locked the boats behind us out of rounding the island. We blasted across the Berkeley flats and reached Potrero as the fleet at Red Rock started to stack up in the ebb.

We managed to crab across toward the west, but ended up anchored near the 580 bridge west of Red Rock. We gave it till 4:30 p.m. before pulling the hook and trying to make the island. With little wind, retirement came around 5:30, with a very short motor back to our slip at RYC. No finish, but still a fun day on the water.

Mark Werder

*Strange Magic*, Bahama 30  
Richmond

## ↑↓ HAVING A FINE FIASCO RACING WITH DAD

I was on *Tenacious Cuttlefish* with my dad, and we went straight to Red Rock, making sure not to go through Raccoon Strait, then we headed over to TI and rounded to starboard, then finally went to Blackaller. We got our wind stolen twice, but came in second in our fleet.

Addison Mercer

*Tenacious Cuttlefish*, J/24  
Richmond



Addison Mercer at the helm during the 2022 Three Bridge Fiasco.

## ↑↓ A CORRECTION WE ARE EMBARRASSED TO MAKE

I just got around to reading January's *Lat 38*, so I am sure you have had your fill of comments about the red lantern gaffe. A red navigation light goes on the port bow, not the starboard side of vessel.

Bill Ogilvie

*SV Dragon Lady*

The caption to the picture on page 32 of the January issue reminds me of a riddle I learned in the Navy:

Q. What makes the starboard light red, the lens or the bulb? A. The starboard light is *green*.

Carman Gentile

*Arcata*

Readers — We do know our navigation-light colors, but we definitely made a silly, fundamental error in the January issue. We wish you could have seen our faces when we realized it.



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# LOOSE LIPS

The photo in February's Caption Contest(!) was taken during an incident that occurred on our very own San Francisco Bay in 2008, involving the Nordic 40 *Stand-By* and *Maltese Falcon*. Well done to those readers who remembered the story. The accident happened when *Stand-By*, after having sailed past the *Falcon*'s bow, suddenly rounded up and was unable to bear away. Fortunately no one on either boat was injured. You can read the account in *'Lectronic Latitude*, October 8, 2008: "Collision between *Falcon* and *Stand-By*." Years later the photo still garners much conversation and a stream of entertaining comments, and yes, Grey Poupon was once again well represented.

This month's winner and next top 10 captions below...



PETER LYONS

**"How an egg is fertilized by sperm illustrated with yachts." — Alison Jennings Wohleb.**

"Mom warned me there'd be days like this!"

— @sv\_doodlebug.

"Hold your course, honey; we're starboard and they obviously have insurance." — @sailing.guy.

"We're here for cocktail hour. We're just going to park right here." — Renee Wilmeth.

"Little Timmy watched helplessly from the shore as a MacGregor 26 collided with his remote-controlled model sailboat." — Ibrahim Sargin.

"All the tugs were busy, so they asked us to help!" — David Henry.

"D'oh! Well I'll be darned — you're right my dear, it wasn't a mirage." — David R.

"... and that was the last time Frank ever went below to pee ..." — Mark A.

"Sorry, I didn't see you." — Richard B Smith.

"Port wine on a port tack makes one's problems seem so small. Steward, I'll have another." — Dave Peterson.

"For queen and country. Release the boarding party!"

— Bailey.

I must down to the seas again, to the lonely sea and the sky,  
And all I ask is a tall ship and a star to steer her by,  
And the wheel's kick and the wind's song and the white sail's shaking,  
And a grey mist on the sea's face, and a grey dawn breaking." — John Masefield.





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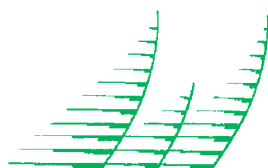
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## sailgp shootout on san francisco bay

It will be an Aussie assault when SailGP's band of brothers prepare to wage war with more than just a season championship, bragging rights and pride on the line.

Team USA's Jimmy Spithill, Team Australia's Tom Slingsby and Nathan Outteridge from Team Japan will come out guns blazing, taking aim at a million dollars, when the Mubadala United States Sail Grand Prix hits San Francisco Bay for their season finale on March 26-27.

The skippers, all Australians, are the best of friends and the fiercest of rivals. They have persevered in a season filled with collisions and controversy. The other five teams will be searching for a miracle to crash their podium party.

Team USA is led by Jimmy Spithill, one of this generation's GOATs. In an era of sailing stars such as Sir Ben Ainslie (GBR), Peter Burling and Blair Tuke (NZL) — all larger-than-life personalities like Spithill, who now calls San Diego home — he stands out against the best of them.

He has won the America's Cup twice as skipper, including engineering one of the greatest comebacks in sports history in 2013, beating ETNZ 9-8 by winning eight straight races. This past winter in Auckland, he pushed the Kiwi Cup Defenders to the limit as co-helmsman for Luna Rossa Prada Pirelli.

This season he turned his attention to SailGP when he joined Team USA as their CEO and skipper, taking an American team that struggled to find success on the water in Season 1 back from the brink and within reach of the title. Clearly his leadership matters in a season fraught with challenges, but consistency has been rewarded.

"We essentially started the season from scratch with the team, and it has been a real test," said Spithill. "There is no dispute we have had the hardest road, but it has been so good to see the team come together and put themselves through some pretty tough scenarios.

"We started in Bermuda in absolutely the worst way you could start, coming in as essentially a new team. You want to put your best foot forward, and we get taken out [in a collision with Team Japan] and finish in last place through no fault of our own, so that was as bad as it could be.

"Then we were leading the Italian event in Taranto and we hit something in the water. In Plymouth, England, we had one of our rudders, the T-foil wing, coming off, so we couldn't complete the final race. Then Paul Campbell-James broke his leg the day before we raced in Copenhagen.

"It was one thing after another. I'm not saying we were the only team dealing with issues, but I will debate any other team that dealt with as much as us," continued Spithill. "However, on the flip side, when you go through tough times you really see if you have the right people, and we got to see that.

"We can't wait to get back to San Francisco — it will be awesome! We have been wanting to race in the USA all season long. We're the home team, and I think anytime you get to race at home you get an advantage.

"It's been really cool going to Europe and other venues," said Spithill. "But to have the final in a place like San Francisco, it is like the Banzai Pipeline [in Hawaii] is for surfing, it is just the iconic stadium for sailing. There is a heap of history here and it really is a proving ground, because if you can sail well on S.F. Bay it is a real achievement!

"When you look at the season, the strategy is to be there in the final. That is the only thing that matters," exclaimed Spithill, who is nicknamed 'the pit bull' by his competitors because of the aggressive way he sails in competition. "It reminds me of the NFL. You can go undefeated in the regular season and if you drop the ball in the playoffs, who cares? Who won the Super Bowl? That is what everyone remembers.

"The SailGP format rewards consistency. Throughout the season we had to manage risk. We couldn't afford another DNF; we just needed to get some consistent results on the board, which is what the team has done.

"It is a different mentality now. We will have to practice sending it by not going full throttle," said Spithill. "If something is looking dodgy, like six boats going 50 knots into the bottom gate, we are going to have to think

continued on outside column of next sightings page

## the sun's over

It is well understood that sailing while inebriated is a very bad idea. It's against the law, for one thing. But even on one's own boat, offshore beyond the reach of society's sanctions, the notion that one can confront the sea with less than his best game represents a cracking-good example of overconfidence.

All this being granted, one would have to be living under the proverbial rock to be unaware of the fact that hard drink has a long association with sailing — so long that it was only four decades ago that the British navy abandoned its daily distribution of alcohol to men on warships. It's hard to believe they were drunk while blasting away at the enemy with cannon fire in all those



THOMAS LOVELOCK / SAILGP



## the yardarm

legendary battles. But come to think of it, it's just as hard to believe they weren't. The practice has spawned a whole category of colorful phrases like "splice the main brace," "groggy," "three sheets to the wind," and "the sun's over the yardarm." The first three of these are amply defined in Admiral W.H. Smyth's lexicon of 1867, but the last goes unmentioned despite the author's obvious fondness for salty language. In fact, it doesn't appear until 1899, well past the golden age of sail, when Rudyard Kipling uses it in *Sea to Sea*, and even then not in a particularly nautical context. In a passage excoriating the loutish behavior of Americans, he writes, "As you know, of course, the

continued in middle column of next sightings page

## sailgp on s.f. bay — continued

about protecting the asset and getting to the end game, which is racing for a million bucks!

"I really see us as an underdog coming into this, but I think it will be a powerful position to be in. I think the Aussies just make no mistakes. I mean, they were the benchmark team in Sydney.

"But no one here has even lit a cigar yet. That cigar will be lit after San Francisco," said Spithill. "Let's put it this way: If we win in San Francisco, the Aussies can think about all the cigars they lit and were smoking at the other events," while Spithill and Team USA count their million dollars.

"The three podium teams will bring two female athletes to protect against COVID, injury or illness. We are in a unique position that Daniela Moroz lives here in the Bay Area. As Kite Foiling World Champion, she is at the top of her game," said Spithill. "More than likely, we will race with Anna Weis as we did in the last event. CJ Perez can do everything. We believe we're building a strong foundation of talent that will benefit us now and into the future." See [www.sailgp.com](http://www.sailgp.com) for much more.

— mark reid



INSET: DREW MALCOLM / SAILGP

**Spread:** Team USA at speed. Expect the team's female sailors Daniela Moroz, CJ Perez and Anna Weis from the Women's Participation Program to be on hand in San Francisco. **Inset:** Team USA skipper Jimmy Spithill and crewmember Anna Weis.



## nothin much in catalina

Every October for the past four years, I've sailed out to Santa Catalina Island with my sailing buddies to unplug, enjoy the uninterrupted beauty of nature, and play disc golf. Our tradition started when Ethan had the idea to organize a guys' sailing trip to the island for a pirate-themed weekend known as Buccaneer Days. The following year we planned a second expedition to the island, this time choosing a less crowded weekend and bringing along our friends Carl and Andrew. We took 2020 off and resumed our annual trip to Catalina last fall, this time on our new lockdown acquisition, a 1987 Pearson 33-2, which we appropriately named *Nothin Much*.

The sail to Catalina from Marina del Rey is just over 30 miles, and we know that we need to be outside the breakwater with our sails set by 11:30 a.m. if we want to be on the mooring in Isthmus Cove before sunset. We have learned to set a course for the northern tip of the island, sailing close-hauled and high of the rhumb line, putting some money in the bank until the Palos Verdes Peninsula is just aft of our port beam. We then crack off, easing the sails, and adjust our course, steering for Bird Rock.

The sail to the island is a favorite of mine. The coastal topography of Southern California reminds me of when I was 21 years old and sailing up the eastern coast of Corsica, a French island in the Mediterranean Sea. We diligently monitor the occasional container ship or car carrier trucking down the shipping lane we are cutting across while keeping our eyes peeled for whales and dolphins. I've got an excellent reel of footage of a pod of orcas we sighted on our first trip out. The sail to the island averages six to seven hours, and arriving on an off-weekend in late October means there is an abundance of available moorings for our choosing. We could anchor the boat, but I am happy to pay the mooring fee, knowing I will have a shorter dinghy ride to the bar and a better night's sleep because there won't be any chance of dragging anchor in the middle of the night.

With the boat on the mooring and everything secure, we hop into our dinghy and head over to the Harbor Reef Saloon, the only bar in Two Harbors. The bar food is excellent, and I always start the night by ordering a Buffalo Milk, the island's signature drink. We quickly settle in, lining quarters up at the pool table, and kick up conversations with the seasonal bartenders to hear their reviews about living on Catalina for a season. Every year we make the same oath to take it easy the first night, and every year, we end up failing miserably, always being the last patrons to leave the bar.

The village of Two Harbors is located at the island's isthmus, a narrow stretch of land where the island narrows to a half-mile width, separating the windward side from the leeward side. Standing in the middle of this thin stretch of land is the Isthmus Yacht Club, a Civil War-era building initially constructed to serve as barracks. After breakfast, we fill a backpack with beverages, discs and a Bluetooth speaker. The disc golf course starts at the yacht club and requires walking in a few large loops to play all 18 holes. There always seems to be a fair breeze blowing across the course, and I often lose focus of the game, getting lost in thought while admiring the beauty of the nature happening around me.

An afternoon of 18 holes of fun in the sun wears me down, and I soon hear the whispers of the vacant hammock on our boat, calling my name. Like a pack of school kids on recess, we tromp through the small village to get into our dinghy and head back out to the boat.

I enjoy a 30-minute siesta and a fresh Dark & Stormy before jumping down into the galley to start preparing dinner. I set the large table in our

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## over the yardarm

American does not drink at meals as a sensible man should. Indeed, he has no meals. He stuffs for 10 minutes thrice a day. Also, he has no decent notions about the sun being over the yardarm or below the horizon. He pours his vanity into himself at unholy hours, and indeed he can hardly help it." I'm not going to try to defend us.

Nevertheless, we can ask, just what is a "yardarm" anyway, and how do we use it to measure the height of the sun? Having accomplished that, how do we convert the sun's altitude to establish the time of day? Can it have been this easy to tell the hour by just looking up at the rigging? Even though the answers to all these questions





## — continued

are of no use whatsoever to the modern mariner, we plan to address them here.

A "yardarm" is not the entire yard, but just its tip outboard of the leeches of the sails. Some authorities commenting on our phrase suggest instead that we use the "upper yards," while others recommend the "foreyard," which is the lowest yard on the foremast, for our observations. But both require looking forward, through the sails, which are, not to put too fine a point on it, opaque. To complicate matters, yards are raised, lowered, and rotated both vertically and horizontally. And where do we make our observations from? It's quite a muddle.

Because it's the word used in the phrase,

continued in middle column of next sightings page

## nothin much in catalina — continued

saloon, readying it to comfortably seat the four of us and our three additional guests from our Wednesday night racing crew, who sailed out on another boat. I enjoy the challenge of cooking for a large crew, and took care to prepare in advance a Jamaican oxtail stew. The stew is poured over a mound of pureed cauliflower, with roasted Brussels sprouts on the side. By 6 p.m., cocktails are flowing, and we all take our places at the table for an evening of good food and outlandish tales.

Dinner wraps up around 9 p.m., and despite our being half in the bag, there is no talking anyone out of heading to shore for a nightcap. We load into our dinghies and slowly zigzag our way to the dock.

Come sunrise, I am ready to hightail it home. I'm an early bird, much to the dismay of Ethan and Carl. I fire up the stove to get our coffee brewing while preparing to depart. I am OK with getting underway on my own, but luck out when Andrew wakes up and offers to help. I like the island's peacefulness so early in the morning; the water resembles a wavy piece of glass. I savor the moment and plan the menu for next year's dinner.

— will sofrin



*Inset left: Andrew, Carl and Ethan discuss the course heading. Left: Will Sofrin at the helm. Right, top: Carl enjoying the view of Catalina on approach to Isthmus Cove. Below: Andrew and Carl play disc golf, with Catalina Harbor in the background.*





## the winds of change

It's one of many sailing records that will be hard to beat.

*Latitude 38* has been grateful to have loyal customer Pineapple Sails run a full-page ad each and every month since our very first issue in March 1977 — that's 537 ads run over 45 years! We have been grateful for our long-time business relationship, but more than that, we've enjoyed working hands-on with our friends Kame and Sally Richards, who are transitioning to a new phase in life. They have stopped taking orders for new sails, but will continue with repairs while they consider what to do with their Alameda loft.

Change was in the wind when Kame and Sally recently parted company with another well-loved companion, their Express 37 *Golden Moon*, which they co-owned with Bill Bridge and his wife Michele in a long-running, successful partnership. The nature of the pandemic has brought on supply challenges and labor shortages that, combined with Kame's new knees, created added incentive to look to new horizons.

Pineapple Sails has been an institution on the Bay since the loft started in Oakland in 1973. From the very beginning, they built a dedicated following from numerous race winners, cruisers and daysailors who were featured in their monthly ads. Their loft lived in two locations in Oakland before moving into the building they built on Blanding Avenue in Alameda. The state-of-the-art facility is equipped with all the latest sail design CAD/CAM software, a high-tech plotting table and a spacious loft floor. The front of the building features an elegant sculpture crafted from the mold of the Express 37.

Kame grew up in San Diego, but spent his time surfing at Sunset Cliffs rather than sailing. It was only after the loft went into business that Kame prioritized sailing as something to get good at. Sally left a boat dealership in 1976 to join Pineapple Sails, then had the good sense to marry the boss. The science and physics of sailing were always compelling to Kame's ever-curious and inventive mind, while Sally tended the books, the advertising, the customer care and numerous other tasks that kept the business running smoothly.

She also fed the crew very well with her renowned cooking, while carving her own niche on the boat during races. "I like providing hot lunches, and I like being a 'foodie', but the expectation that women bring sandwiches is a problem for women who like to sail," Sally told us. "I would rather do the bow anytime — especially on Moore 24s, Express 27s, and any boat on the Pacific Cup."

It would be impossible to catalog all the accomplishments of Sally and Kame, who dedicated their lives to sailing, their customers and the entire sailing community. Hundreds of people have sailed as guests on the Estuary for evening beer can races, and dozens more skilled crew have been part of their winning team, which took home trophies in many Rolex Big Boat Series and Express 37 Nationals — just to name a couple of Bay Area-centric regattas.

Kame founded the Alameda Community Sailing Center, recruiting a stellar team to build a successful program. Now going on 10 years old, the ACSC has taught hundreds of kids, and provided affordable, public access for all, offering sailing for children and adults in Alameda, the East Bay, and the Bay Area at large. The volunteer-run organization has also offered scholarships to under-served kids to attend the two-week-long summer sailing camps. ACSC was designated a US Sailing Siebel Sailing Center, which aims to increase opportunity and diversity in the sport and engage and retain new sailors. Emily Zugnoni, who helms ACSC, recently won the Outstanding Program Director Award from US Sailing.

Despite the occasional slings and arrows, Kame has been a stalwart member of the Bay Area PHRF committee, becoming a steward of fun, fair and competitive racing on the Bay. It's a difficult job, but racers have benefited from Kame's efforts.

Kame is known among locals as perhaps the foremost expert in Bay Area tides and currents. He gave regular talks at the Bay Model in Sausalito, sharing his vast knowledge of the nuances of local currents. *Latitude*

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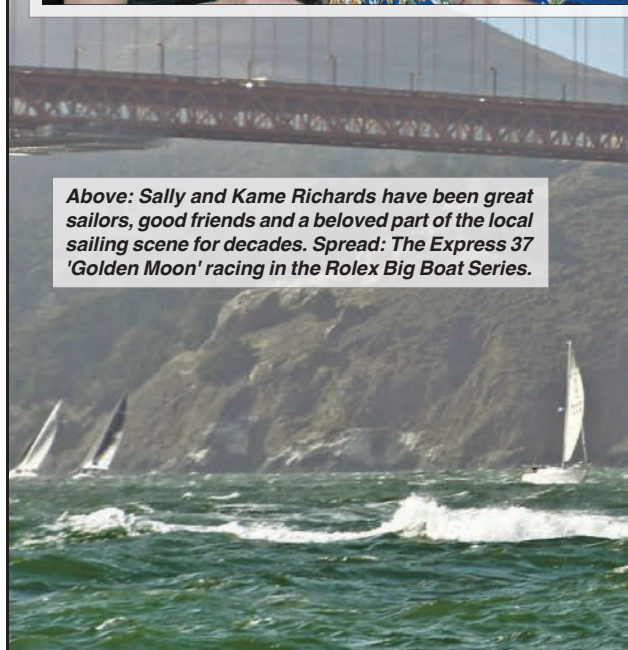
## over the yardarm

I favor "yardarm" as opposed to "yard." Otherwise, we're going to have to change our course toward the sun, a non-trivial matter for a square-rigger. The lower main yardarm would give an angle of, roughly, 50 degrees above the horizon viewed from the base of the mast. Adjustment of our heading will not be necessary, there being a wide view to either port or starboard as we draw an imaginary horizontal line at the height of the tip of the yard.

Yard or yardarm, however, few things would be of less use in gauging the altitude of a celestial body than the rigging. Mariners have long sought to isolate their



Above: Sally and Kame Richards have been great sailors, good friends and a beloved part of the local sailing scene for decades. Spread: The Express 37 'Golden Moon' racing in the Rolex Big Boat Series.





## — continued

observations of the sun, moon, and stars from the motion of the boat through use of the cross-staff, astrolabe, backstaff, octant, and sextant. Yet the masts and yards actually amplify the roll and pitch of the ship, just what you don't want.

And why use the altitude of the sun to tell time? By the period our phrase appeared in 1899 the onboard chronometer had been in use for well over 100 years. Before that, time was kept by a 30-minute sand glass. In Columbus's day, noon was established by means of a gnomon, or vertical spike, in the center of the compass card. When the

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## the winds of change — continued

readers often asked us to pick Kame's brain about a variety of weather and water phenomena.

For us, it has been a wonderful experience to work with Kame, Sally and Pineapple Sails as our customer. We worked alongside them on boat-show and other committees, where their support and enthusiasm to build and share sailing was always present. The same care was taken when designing and building sails or preparing for a race. Pineapple had loyal customers, and Sally would create fun ads with photos and stories of people sailing under the Pineapple logo.

Endless boats and sailors have been able to enjoy the Bay being "Powered by Pineapples." The many writers, graphic artists, proofreaders and ad-sales people want to express our gratitude to both Kame and Sally for helping us to bring *Latitude 38* to West Coast sailors each month for the past 45 years.

— latitude



# SIGHTINGS

## (full) moon bay

As luck would have it, there was a full moon to light up the cockpit while Jesse cooked crab. We hadn't planned to leave San Francisco Bay, so we didn't bring our little hanging solar lanterns, or our pillows or pajamas, or even a change of clothes for that matter. Nor did we have a crab pot or anything that would even come close to fitting the Dungeness crabs — each over a pound — but Jesse improvised a steaming-hot death trap out of some heavy-duty aluminum foil, molded into a basin just deep and narrow enough to bring water to a boil inside the Magma grill on the stern rail. The last of the three crabs put up the biggest fight, suggesting he was the healthiest and tastiest, and sure enough, he was. Dipped in lemon and butter and washed down with cheap Portuguese red wine, these poor crabs were our rich reward for making it the 30 miles or so south from the Golden Gate on our ad hoc trip to Half Moon Bay.

Our crew included friend Jesse Selleck; my pregnant wife, Emma; our 2-year-old daughter, Clare; and me. We had planned to leave the day before, until a tsunami from a volcanic eruption halfway around the world caused a butterfly to flap its wings in Berkeley, or something like that.

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## over the yardarm

gnomon's shadow fell on the card's north, it was noon, and the glass would be set for a new day. Even though the difference between magnetic and true north was not yet understood, this demonstrates that Columbus knew that it wasn't the sun's altitude (which the yardarms could supposedly measure) that was at issue, but the time of meridian passage. Shiver me timbers, this is all sounding very shaky. But *if* we wanted to tell time using the yardarms, how would we do it?

The one thing the pundits all seem to agree on is that the sun rises over the yardarm at 11 a.m., sometimes adding for good measure "in the Northern Hemisphere," though they should know the hemisphere makes no difference.

**Spread:** Emma, Clare and Charlie sail under the Golden Gate Bridge. **Inset:** Jesse takes a turn at the wheel.





## — continued

As the builders of Stonehenge understood, the sun's altitude varies by the date. At 1100\* in San Francisco Bay, the sun is at a height of 50 degrees, roughly the angle of the main yardarm viewed from the mainmast, on March 24 and again on September 21. The yardarm will give the correct time twice a year. But by October it will not rise to this angle even at noon, while at summer solstice it will reach 50 degrees by 0916.

And as Eratosthenes demonstrated in about 240 B.C., the sun's altitude varies with latitude. So on March 24, the day the sun is at 50 degrees at 1100 here, it reaches 50 degrees by 1014 local time in Hawaii.

*\*Ignoring daylight saving, which would confuse things.*

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## (full) moon bay — continued

We arrived before sunup, but we couldn't schmooze our way through the meter maid's fortified barricade on University Avenue, which meant we couldn't get our car and gear into the Berkeley Marina lot and onto *Sun Kiss*, our 1973 Islander 36. So we waited, and then waited some more, until we had mostly lost hope of sailing to Half Moon Bay — despite the long weekend — meaning it probably wouldn't happen before the new baby would be born, meaning when would it happen, actually?

Sunday came, and we modified our plans to just stick our nose out the Golden Gate and then go hiking on Angel Island. But we made such great time getting across the Bay, riding the ebb, that turning around against the quickening ebb seemed crazier than continuing on. So we kept going, redeeming our original plan, past crab pots and harbor porpoises, craggy cliffs and green buoys, until we reached the next safe harbor.

The same journey that can take a full day of hellish sailing instead took just under seven hours because of 10- to 15-knot easterlies. We got up past hull speed, rocketing out on the last traces of the ebb, which wraps some distance around Seal Rocks and should not be underestimated in either direction. With our offshore wind, we hugged closer to the shore than was perhaps prudent. I turned left even before Red Buoy #8, the first channel marker to port upon exiting San Francisco Bay. This was against Emma's better judgment, but she was distracted by 2-year-old Clare's delight in watching the porpoises ("Dolphins!") in our wake all the way past Lands End Lookout.

The swells were just as the weather channel had predicted: 10 feet every 12 seconds. Maybe taller. Emma said it felt like 30. Much more like an elevator going up and down at roughly even intervals than the bumpy ATV ride that is a windy day on the Bay.

With the prevailing westerlies, it's rarely wise to stay so close to shore, but with an offshore wind, blowing east to west, the normally lee shore is not a concern, so closer can be safer.

The winds shifted around Point San Pedro, and the shadow from the cliffs forced us to motorsail for the last two hours as we approached the channel markers to Pillar Point. Mavericks Beach came into view along with the infamous white-crested giant waves, and soon we spotted the first green buoy and a large weather station marking the entrance.

The worst swells came after the U-turn around the shoals to reach the harbor entrance. The current ripped between two guano-covered jetties that I christened "Scylla and Charybdis," and I throttled up to get to safety. No way out but through. Through!

The anchorage at Pillar Point is deep, even at low tide. Outside the inner harbor were a few long-distance cruisers plus a big derelict-looking tugboat. Our first stop was at the fuel dock to check in at the office, but it was closed on Sundays. The greeting committee consisted of a disgruntled sea lion sunning himself in the last rays of the afternoon and a pack of tourists who had most likely just secured a haul of fresh-caught crab.

Pillar Point is a fisherman's harbor, but a sailor hardly feels like a stranger. Crab pots dot the surface of the water all along the coast between San Francisco and Half Moon Bay. They are visible by their tagged buoys, and the frequency with which you pass or nearly hit them gives you a sense of the extent of the decentralized commercial operation. Inside the inner harbor, fishing boats put up big, flashy banners reminiscent of the Las Vegas Strip ("Live! Nude! Crabs!"), and you can walk up and buy them by the pound.

Emma wanted to check out Barbara's Fish Trap — a cozy-looking shack overlooking the beach where her family used to eat when she was young — but the wait time for a table sent us shuffling down the road to HMB Brewing Co., where the ale was cold, the oysters freshly shucked, and the sourdough chowder bowl warm and reinvigorating, especially after such an intrepid journey into the unknown.

Barely tipsy but still riding the high of our first offshore cruise, we walked back to the fuel dock. Clare rode piggy-back, repeating her new favorite word ("boo-ey") ad infinitum. Jesse inspected his trash-bag crab

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# SIGHTINGS

## (full) moon bay — continued

haul one last time before we motored off to the mooring balls for the night. There, under the full-moon light, we tied up tight, had ourselves a genuine crab massacre, and despite no PJs, we went to bed with glad hearts, blistered fingers, and full bellies.

The next morning I was anxious to start motoring just after the crack of dawn to reach the Gate before that monster ebb started in the afternoon. We followed some fishing boats back outside the breakwater and around the markers until we were back on the open ocean. Again, there was no offshore wind between Pillar Point and Point San Pedro, but we made good time under motor and main only, brewing some weak coffee with a camping stove that could never quite get water to boil. Once again, we were cooking along the shore — past Pacifica and the far west side of Daly City that no one really knows about except for some insane paragliders.

The northeasterly winds allowed us to approach the Gate on a close reach across the shipping channel, coming within sight of our final destination — the Campanile — some 13 miles away in Berkeley. The funneling winds through the Gate forced us to again use the motor to beat the headwinds and accelerating outgoing current. One hour later, we would have been motoring against 3 knots of current instead of 1 knot.

"The sooner we get back, the sooner we'll get back," I commented, meaning that every 10 minutes late to the Gate would mean 20 or 30 minutes late to Berkeley.

Mercifully, the winds shifted north once we got back into the Bay, and we reached escape velocity against the current just before the maximum ebb. It was a perfect January sailing day with stout winds but few big waves — one long broad reach back to Berkeley. The Bay itself looked a little smaller — more provincial somehow, at least compared to the fearful cliffs and vast expanse of sea we'd sailed between for the past two days.

As proof of concept for a longer sail — down the coast to Monterey or who knows where — the trip was an unmitigated success, save Emma's error of eating raw oysters while pregnant (that's another story). If you pick the right day, time the tides, and stick with the crab, a winter sail to Half Moon Bay can be a breeze.

— charlie diest

*Since this story was written, the family welcomed 7-lb 2-oz Benjamin Philip Deist into the world on February 2, 2022.*

## the story behind the sailagram photos

In January 2021, *Latitude 38* added *Sailagram* to our website so that our readers could contribute photos capturing the basic fun, frivolity and beauty of West Coast sailing life. Since then we've run hundreds of photos of your sailing adventures. We reached out to one of our frequent *Sailagram* contributors, Captain Kerry, who sails his beautiful custom, 42-ft cutter *Cetacea* out of South Beach Harbor. As with all photos, there's often much more to the story beyond the sunny, smiling sailors.

Kerry, a tech entrepreneur and inventor, reports he's a San Francisco Peninsula native who has been sailing most of his life and actually downsized to the 42-ft *Cetacea* so he could do more shorthanded sailing on the Bay. He started at a young age when he had the chance to sail as a Cub Scout out of Coyote Point Marina. That evolved into a year of sailing and diving in Micronesia and then commissioning and owning a 51-ft ketch he kept in Newport Beach and then in Redwood City.

He's also sailed to Mexico and Hawaii. He's an avid diver and takes annual trips a couple of weeks a year aboard three-masted Indonesian sailing schooners in the region of Raja Ampat. All that has tallied up to 10,000 open-ocean miles plus 3,000 hours diving beneath the oceans, and more than 700 hours piloting above the water as a recreational helicopter FAA Certified Flight Instructor.

Coincidentally, many years later, the owner of the boat he sailed in Micronesia was in treatment for melanoma at Stanford Hospital. Kerry had

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## yardarm — continued

and never rises that high in Vancouver.

Were 18th- and 19th-century navigators such boneheads that they were not aware of these fundamentals? Methinks not.

If you've ever worked for a living or stood watch, you know the end of your shift is not a matter taken lightly, particularly if grog is in the offing. For regimentation of life aboard, for establishing the ship's speed in dead reckoning, and for longitude, the accurate measurement of time was crucial.



*It's all about fun, as pictured in these shots of the 'Cetaceans'. You'll see more photos from 'Cetacea' in upcoming editions of Sailagram.*



ALL PHOTOS CETACEA





LATITUDE / MITCH

## sailagram — continued

Nothing as vague as the sun's proximity to a yardarm could have served, and no actual navigator ever used it.

But don't get me wrong. If I overhear you on the dock one day saying, "The sun's over the yardarm, mate," I'll know you're not doing celestial navigation.

— tony johnson



his boat in Redwood City and was able to take his former skipper sailing on the Bay.

His genetic sailing roots showed up later when 23andme DNA testing allowed Kerry to find his biological father for the first time, discovering his dad was also a long-distance sailor and international entrepreneur. His father had traded a house in Malaga, Spain, for a 60-ft aluminum staysail schooner, *Moonglow*, made in Belgium. He raced her in the UK, meeting his wife aboard the boat. (Kerry also met his now-ex aboard his boat in Newport Beach.) His father sailed *Moonglow* from the UK to Barbados, a 6,000-mile trip, and Kerry sailed his boat ~6,000 miles to Hawaii and back.

Kerry downsized from the 51-ft ketch to the 42-ft pilothouse cutter in 2007. He purchased her for \$130,000 after she, apparently, had sunk at her dock in San Diego. He then spent two years and \$200k on a major re-fit, completely rebuilding the interior. He added a new Beta Marine engine, all new navigation equipment and Quantum sails, and replaced nearly everything else topside. He installed fixtures from Amsterdam, had marble vanities cast in blue for the heads, installed tall lifelines, and routed all sail-handling lines to the cockpit, and enjoyed the process of rebuilding her in his image.

For safety, he flies the genoa and not the mainsail with newbie sailors, and that often drives *Cetacea* at hull speed or beyond, recently doing 10.7 knots averaged during 15-minute sampling periods on the AIS. Not using the main with new sailors reduces the risk of boom 'bangs.'

With *Cetacea*, Kerry says he's enjoyed introducing sailing to hundreds of people over the past 12 years, and hundreds more during the 1980s and '90s aboard his prior boat. Crew wannabes contact him via sailing club referrals and sailing crew platforms, including the *Latitude 38* Crew List. He's never charged anything for sailing. Since it's all for fun, Kerry hosts steampunk costume sailing parties and pirate sailing parties each year, including yearly battles (they have a cannon aboard) with the *Hawaiian Chieftain* and *Lady Washington* when they're on the Bay.

*Cetacea* has won four first-place and second-place awards in the annual Opening Day on the Bay parade from 2012 through 2017, including some risqué pirate photos published in *Latitude 38*. His winning strategy is a singing/dancing crew, a loud cannon, and often swordplay resulting in a person-overboard scenario with rescue under sail in front of the judges.

Kerry now sails an average of 20 days a year in the Bay Area, with two-day runs greater than 100 miles off the coast, and Farallon trips every year or two. About half of these sailing adventures are with close friends and the rest with newbie sailors and sailing school students, with regular crew he calls "Cetaceans."

Though his personal sailing is with male friends and colleagues, he switches to women-only when inviting unknown people aboard from sailing schools or crew-list platforms. He says the single-gender sails have created low-stress daysails, allowing the focus to be on enjoying sailing, and with many of these crew-list guests becoming longtime friends. Kerry still sails with his male friends for about half of his 20 daysails per year.

Next time you see *Cetacea* emerging from South Beach Harbor with a full crew, you'll know a bit more about the skipper at the helm and the source of many great sailing photos in Sailagram. Kerry's been one of those folks who's enjoyed sharing sailing and wrote to thank us for promoting and connecting more people to sailing. Naturally, we thank people like Kerry who get so many new sailors on the water.

— john



# THREE BRIDGE FIASCO —

**PHRF 150 started the Three Bridge Fiasco pursuit race at 9:39:54. Pity the poor boats that had to start with 26 Moore 24s!**

— photo by Latitude / Chris



**W**ant to win the Three Bridge Fiasco? Start with a strategy. That's what Jim Quanci did on January 29, 2022. We asked him how he accomplished his overall singlehanded victory.

"First having a strategy, based on weather and tide. I thought it was pretty obvious: Get to Red Rock as fast as pos-

sible. Per SailFlow, the northerly was going to fade midday, and with the building ebb it was clear that if one missed getting around Red Rock before the northerly faded, it was 'game over' — especially for a 55-year-old heavy boat with a short rig."

Jim was sailing his well-known Cal 40 *Green Buffalo* in the weird (and super-

challenging) pursuit race around three fixed marks on San Francisco Bay. Red Rock, a tall island just south of the Richmond-San Rafael Bridge, was one of the three marks.

"As an aside," he continued, "not being sure how fast I would get to Red Rock, and with the northerly fading midday, going through Raccoon Strait — in



JIM VICKERS



**Although 'Green Buffalo' and 'Motorcycle Irene' both went clockwise, they finished from opposite directions, as Jim Quanci still had to 'knock off' the Blackaller buoy after rounding Yerba Buena Island.**



# HAVE A PLAN



the lee of Tiburon — was not a good idea. Passing Point Blunt [the southernmost corner of Angel Island] and footing off to the Richmond shoreline for current relief was the way to go (and it worked!)"

Current relief was critical. Scheduled for the last Saturday in January, the race always seems to coincide with a huge ebb. (How is that even possible?)

"I have gone to Blackaller first (as first overall *Motorcycle Irene* did — and congrats to Julia and David!) Doublehanders Julia Paxton and David Liebenberg sailed Julia's Express 27 and finished the pursuit race first, at 15:26:37.

But an Express 27 and a Cal 40 are two very different horses. "The *Buffalo* 'dies' in light air, and you cannot short-tack a lead mine in light air." Particularly singlehanded! "So risking going to Blackaller first and getting to Red Rock too late was just too big a risk for my appetite.

"I lost an hour having to go around Blackaller last (the forecast westerly came in a tad late), but better late than never getting around Red Rock." Jim finished at 16:58:10.

Most of the race was sailed in a softening northerly. "Never bet against the westerly," says Kame Richards. Yes, a gentle westerly arrived, but it was indeed rather late. So picture sailing upwind and upcurrent to get to the windward mark, in this case Red Rock, approximately 8.5 miles from the start off Golden Gate Yacht Club on the San Francisco Cityfront. Slow? You betcha.

If you're familiar with the Three Bridge Fiasco, you can skip reading this paragraph. If you're not, let us 'splain it to you. The incredibly popular race starts

between GGYC and their fixed X buoy. The slowest boats start at 9 a.m., and each PHRF (or BAMA for multihulls) rating has a different start time, from (theoretically) slowest to fastest. Here's where the Fiasco part comes in: You can cross the start line in either direction, take the three marks (Blackaller Buoy east of the South Tower of the Golden Gate Bridge, Yerba Buena/Treasure Island, and the aforementioned Red Rock) in any order, round them in either direction, and cross the finish line (same as the start line) in either direction. Crazy, no? Um, yes. But oh so fun. It's brain work as much as anything else. Did we mention it's only for singlehanders and doublehanders?

This was not a record year (that was 2016, with 368 entries). 'Only' 303 boats signed up in 2022. Last year, because of the raging COVID pandemic, the Singlehanded Sailing Society limited entries to singlehanders only, and just 125 of those. They reached the sign-up limit in one day.

Now that all who want to be vaccinated are, the race resumed its usual format, and 262 boats showed up on the start line. Only 63 finished — three singlehanders and 60 doublehanders.

The dropouts called in fast and furious (OK, slow and frustrated) on the VHF. Most hopeless were the counter-clockwise sailors, who opted to round

**This group headed to Blackaller Buoy first. 'Timber Wolf', the boat with the pretty varnished transom, took first place in her division. Dave Hodges and John Kernot sailed the Farr 38 in PHRF 108 and Under. 'Greyhound', the F-22 trimaran in the foreground, did not finish.**



LATITUDE / JOHN



# THREE BRIDGE FIASCO —

LATITUDE / CHRIS



MARGIE WOODS



**Top:** Yerba Buena Island proved sticky to round in the counterclockwise direction. Going very, very wide helped. **Bottom, left:** Brendan Huffman at the helm of 'Siren', his SC33, sailing up the East Bay. **Right:** Father and son Will and Jayden Benedict on the J/105 'Advantage84'. **Below:** The J/105 start. #434, 'Jam Session', sailed by Adam Spiegel and Christos Zalidis, won the nine-boat class.

Treasure Island first before beating up the East Bay to Red Rock, keeping to shallow water for current relief. Alas, the wind died before the masses could reach Red Rock. Many violated the restricted area surrounding the Chevron Long Wharf fuel dock (which serves big ships, not our little yachts), trying to further

evade the current (a losing proposition anyway). Others drifted into a restricted Coast Guard dock on the southeast shore of Yerba Buena.

Glen Murray and Coleen Kane on the F-27 *Bird of Prey* had a game plan to go to Red Rock first. They found

more wind than they had expected, so Glen was second-guessing that course for a while. "We started OK," he reports. Truls Myklebust, singlehanded the F-27 *Raven*, was right behind them. "It was marginal for us to get over Alcatraz, so we cracked off and lee-bowed the current racing out of the South Bay all the way across to Richmond." That strategy worked out for them. "The guys under Angel Island got lighter winds and a bit headed

"We were in a good position toward Red Rock. Rounding was tough, but when I tacked to round, I could quickly see it was not happening, so put another hitch in and rounded while others were fighting the current for multiple tries.

"The drift to Treasure Island was tedious until the wind picked up. We had tide under us until TI, but by then it was just 1 knot and we were doing 6.

"The fetch to Alcatraz was good until we got there and the wind died. Fortunately, the tide was still ebbing, so we just pointed the bow at Blackaller and waited it out. Eventually we got there and

LATITUDE / JOHN







JENNIFER MCKENNA



EMILY ZUGNONI



**Clockwise, from top left: The watchful race committee on the GGYC race deck; Rebecca Hinden's Express 27 'Bombora' ran afoul of Red Rock, and the tide continued to drop (photographer Erik Simonson attempted to pull them off with his RIB, to no avail, but they did float free before dark); Nico Popp and Jacques Benkpski on the Jeanneau 3600 'Invictus'; the victorious F-27 'Bird of Prey'.**

waited for a new breeze to fill in, which it eventually did."

*Bird of Prey* finished at 16:47:26, the first multihull to do so. Only one other multihull was able to finish, the D-Class cat *HMB Boys and Girls Club*. Alan O'Driscoll and Bryan Wade had made a

counterclockwise rounding and crossed the line at 18:10:59.

The SSS combined the Three Bridge Fiasco awards meeting with the skippers' meeting for the next installment in their season, the Corinthian In-the-Bay

Race. That race, like last year's COVID edition, actually started and finished off the Golden Gate YC rather than at the Corinthian YC for which it is named. The race was held on Saturday, February 26, after this issue went to press; we'll report on it in our April issue.

The series will continue with a third Bay Tour, Round the Rocks, on March 19. Go to [www.sfbaysss.org](http://www.sfbaysss.org) for more info, and register for SSS races at [www.jibeset.net](http://www.jibeset.net).

— latitude / chris

**The Express 37 start. 'Bullet' and 'Spindrift V' were the only two boats in their class to finish.**



LATITUDE / JOHN

## SSS THREE BRIDGE FIASCO, 1/29

SINGLEHANDED SPINNAKER ≤108 — No finishers. (4 boats)

SINGLEHANDED SPINNAKER 111-159 — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Rubicon III**, Contessa 33, Rodney Percival. (8 boats)

SINGLEHANDED SPINNAKER ≥162 — No finishers. (8 boats)

SINGLEHANDED SPORTBOAT — 1) **The Pork Chop Express**, Express 27, Chris Jordan. (3 boats)

OVERALL SINGLEHANDED MONOHULL — 1) **Green Buffalo**; 2) **Rubicon III**; 3) **The Pork Chop Express**. (28 boats)

SINGLEHANDED MULTIHULL 1 — No finishers. (2 boats)

DOUBLEHANDED SPINNAKER ≤108 — 1) **Timber Wolf**, Farr 38, David Hodges/John Ker- not; 2) **Invictus**, Jeanneau SF3600, Nico Popp/ Jacques Benkpski; 3) **Pelagia**, J/88, Sergey



# THREE BRIDGE FIASCO

Lubarsky/Sergey Morozov; 4) **Rhapsody**, Sabre Spirit, Laurence Pulgram/Kevin Burrell; 5) **Zaff**, J/92, Tim Roche/Sergi Molins. (34 boats)

DOUBLEHANDED SPINNAKER 111-159 — 1) **La Paloma**, IOD, Marc Lambros/Jeff Spoering; 2) **Ad Lib**, Aphrodite 101, Bruce Baker/John Skinner. (35 boats)

DOUBLEHANDED SPINNAKER ≥162 — 1) **RYC 2**, J/22, Cooper Hershfield-Cohen/Portia Brown. (13 boats)

DOUBLEHANDED SPORTBOAT — 1) **Jet-Stream**, JS9000, Dan Alvarez/Andrew Hura; 2) **Errant Belle**, Elliott 770, Tom Jenkins/Eric Kownacki; 3) **Uhoo!**, Ultimate 20, Mike Josselyn/Howard Elfant; 4) **Galleon**, Melges 24, Benjamin Ostroff/Brice Dunwoodie; 5) **Sapphire**, Synergy 1000, Mark Dowdy/Kim Stuart. (15 boats)

DOUBLEHANDED MULTIHULL 0 — 1) **HMB Boys & Girls Club**, D-Class catamaran, Alan O'Driscoll/Bryan Wade. (7 boats)

DOUBLEHANDED MULTIHULL 1 — 1) **Bird of Prey**, F-27 trimaran, Glen Murray/Coleen Kane. (7 boats)

DOUBLEHANDED EXPRESS 37 — 1) **Bullet**, Laurence Baskin/Eoin Fearghall; 2) **Spindrift V**, Andy Schwenk/Ward Naviaux. (5 boats)

DOUBLEHANDED J/105 — 1) **Jam Session**,

Adam Spiegel/Christos Zalidis. (9 boats)

DOUBLEHANDED OLSON 30 — 1) **Flying Fish**, Michael Berndt/Jeff Lee; 2) **WYSIWYG**, Hendrik Bruhns/Guillaume Carnivet. (6 boats)

DOUBLEHANDED ALERION EXPRESS 28 — 1) **Allegro Non Troppo**, James Titus/Rex Ma-lott. (8 boats)

DOUBLEHANDED EXPRESS 27 — 1) **Motorcycle Irene**, Julia Paxton/David Liebenberg; 2) **Wile E. Coyote**, Dan Pruzan/Ken Bodiley; 3) **Light'n Up**, Jason Crowson/Patricia Purdy; 4) **Abigail Morgan**, Ron Kell/David Crowe; 5) **Ergo**, Chris Gage/Najlae Nejar. (19 boats)

DOUBLEHANDED SC27 — 1) **Giant Slayer**, David Garman/Ryan Schuyler. (3 boats)

DOUBLEHANDED OLSON 25 — 1) **O'Mar**, David Scott/JP Camille; 2) **Out of Control**, Peter Wolfe/Stewart Engle. (6 boats)

DOUBLEHANDED MOORE 24 — 1) **Ted's Boat**, John Hansen/Tony Basso; 2) **Gruntded**, Bart Hackworth/Simon Winer; 3) **Mooregasm**, Stephen Bourdow/Ali Fuwat Yuvali; 4) **Flying Tiger**, Vaughn & Michaela Seifers. 5) **Moorigami**, John Siegel/Seadon Wijzen. (25 boats)

DOUBLEHANDED J/24 — 1) **Water Rat**, Patrick Grandt/Hadley Burroughs; 2) **Tenacious Cuttlefish**, Brandon & Addison Mercer. (9 boats)

DOUBLEHANDED J/70 — 1) **Kangaroo Jockey**, Peter Cameron/Marcos McGee; 2) **Flotek**, Justin Foox/Dominique Monteil. (4 boats)

DOUBLEHANDED WYLIE WABBIT — 1) **Kwazy**, Colin Moore/Alex Hanford. (5 boats)

DOUBLEHANDED NON-SPINNAKER — No

finishers. (11 boats)

OVERALL DOUBLEHANDED MONOHULL — 1) **Motorcycle Irene**; 2) **O'Mar**; 3) **Timber Wolf**; 4) **Giant Slayer**; 5) **Ted's Boat**. (207 boats)

OVERALL DOUBLEHANDED MULTIHULL — 1) **Bird of Prey**; 2) **HMB Boys & Girls Club**. (14 boats)

DOUBLEHANDED POWER-ASSISTED — No finishers. (1 boat)

DOUBLEHANDED SPINNAKER POWERED WINCHES — 1) **Checkered Past**, Wyliecat 39, Kim Desenberg/Skip Allan; 2) **Another Girl**, Alerion 38, Cinde Lou Delmas/Milly Biller. (8 boats)

DOUBLEHANDED NON-SPINNAKER POWERED WINCHES — No finishers. (1 boat)

DOUBLEHANDED MULTIHULL 1 POWERED WINCHES — No finishers. (1 boat)

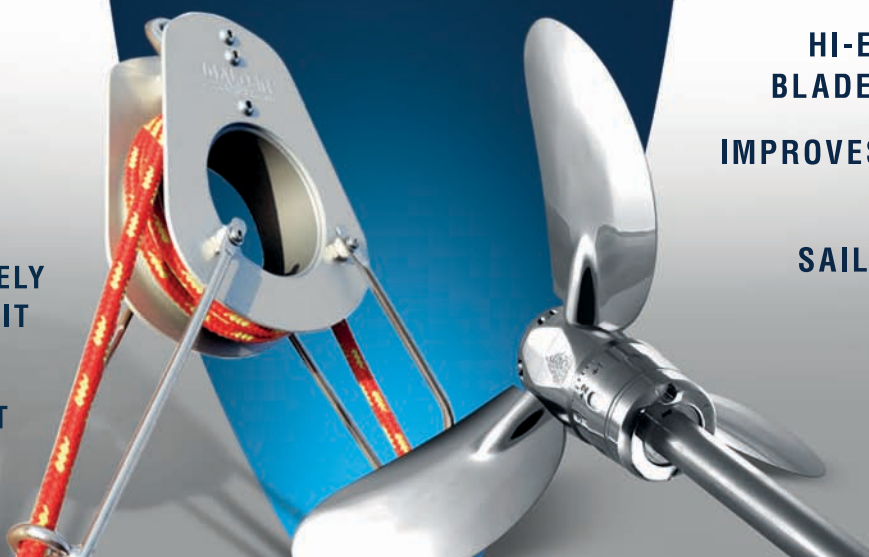
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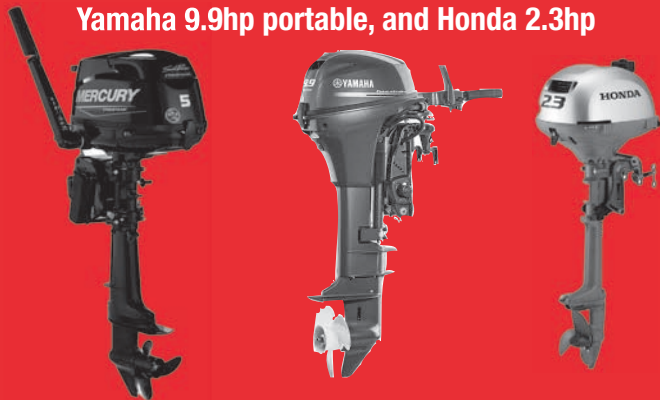
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# FLEETWOOD LOST

I should have listened to the advice of Herman, my Dutch brother-in-law, when he brought me to the airport in Amsterdam: "Jaap, don't you think that you are too old to start crossing oceans?"

That was in 2004, when I was 67. I took off in spring 2005 from my homeport in Gig Harbor, Washington.

On my way back from Europe in 2013,

ALL PHOTOS JACK VAN OMMEN  
EXCEPT AS NOTED

I was sailing a gorgeous reach under Monitor windvane. I had dinner after taking pictures of another beautiful sunset. Three hours later, I woke up hitting a reef. I had planned to stay awake until sunrise, which has been my routine on the first night out: Once I get some distance from shore, I set an alarm for short naps.

My laptop screen broke on the impact, which prevented me from backtracking my inbound diversion. It was pitch-black and all I had was a lighthouse to go by. I did manage to

get off for a short period, but apparently motored onto even shallower ground closer to shore.

I set off the alarm on my Garmin InReach and the VHF and called in a *mayday*. And I texted my daughter on the InReach. I never had any response on the VHF. The Coast Guard, as I learned later, asked permission to rescue me in the Cuban waters but was refused access.

Once daylight broke, a fishing boat anchored nearby in deeper water and sent some crew over in a rowboat

*I completed my circumnavigation off Florida a month after my 80th birthday.*

I suffered my first shipwreck off Ibiza. Some will remember the details and spectacular pictures of the remains of *Fleetwood*, a Naja 30 I had built myself and sailed for 33 years.

One of the members of the yacht club I had joined in Amsterdam then commented that I should quit sailing and spend time with my grandchildren. But I purchased a copy of my first boat (the Najas are plywood, triple-chined kit boats) in Puget Sound and completed my circumnavigation off Florida on April 1, 2017, a month after my 80th birthday.

Three months later, I had my second shipwreck on the Barrier Islands off the Virginia coast. Fortunately, I was able to save the boat that time. It took me a year's hard work to repair the damage in Cape Charles, Virginia. The new friends I made there, the attractive places to sail on the Chesapeake, and the previous summer's sail to Nantucket Sound kept me in their spell.

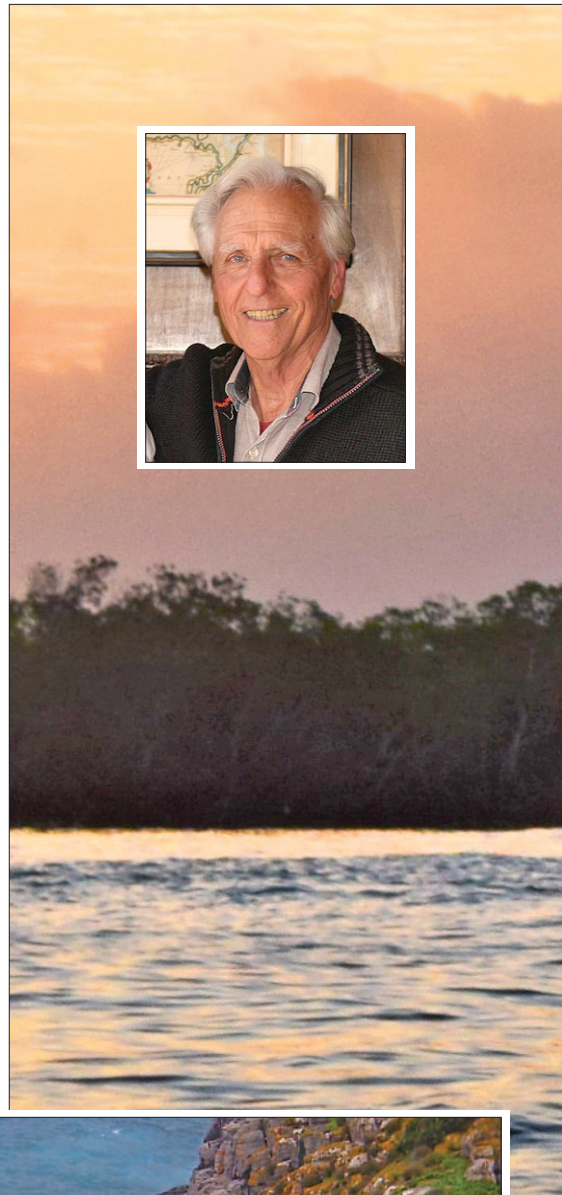
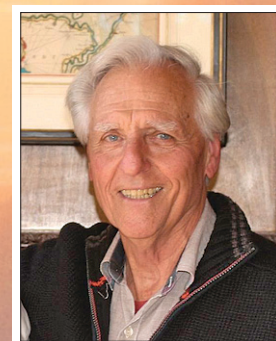
Just before COVID hit, I sailed from Beaufort, North Carolina, to Saint Martin. Richard and Donna Spindler treated me to my 83rd birthday dinner on St. Barth.

In December, I chose to spend time in Cuba. On my way from the Hemingway Marina to Rio Dulce, Belize, I had my third and most recent shipwreck on Friday, February 4.

This one could have been prevented.



**Jack with his 1951 Chevy Fleetline in Hemingway Marina, Cuba. "Just like the very first car I ever owned in 1957, and inspiration for 'Fleetwood'," he says.**







**Above:** The last photo of 'Fleetwood' on the reef.  
**Left:** Remains of the first boat off Ibiza in 2013.  
**Inset:** Jack is currently back in Puget Sound.

to pick me off. A uniformed member of the semi-military *Guarda Fronteras* was with them.

An attempt was made by a second fishing boat to move *Fleetwood*, without success. I had managed to pass over a deeper part of the main reef and was partially protected by it on the shore side. The boat was not taking water, but on a sharp heel. I activated the liferaft and managed to get a few essential items into it.

The rest is now the property of the Cuban government.

**T**his second *Fleetwood* had been my home since 2005 and, besides a few personal items in my daughter's garage, contained all my earthly possessions.

After I had signed my possessions away, I had some second thoughts and have attempted to recover some of the items that can have little value to the new owners. But I suspect that one *Guarda Fronteras* character and the fishermen have better plans for the items.

I have done some research on how I could have prevented this wreck. There appears to be an off-course alarm on the PathAway handheld GPS tracker, similar to the Garmin InReach (which does not have an alarm).

The American Embassy was notified, and I had some fears that I might end up

in handcuffs on my return to Miami on Tuesday, February 8. In 2017, on my way from the Panama Canal to Virginia, I had

stopped on the Cuban south coast, with a permit from the US Coast Guard for a 12-day visit. But when I cleared in at Fort Lauderdale, no one appeared to care.

But unless the counterrevolution becomes a success, I don't recommend Cuba. The people are very kind, but life is hard. Of the

600 slips at Hemingway Marina, most were empty. I was the only visitor there for several days, and the most visitors I saw in the three weeks I was there were just three other boats. The next-most

*An attempt was made by a second fishing boat to move Fleetwood, without success.*



# FLEETWOOD LOST



BERNADETTE RICHOU-GUENIN

popular destination at Varadero is even worse. The south coast is busier, with more European boats.

My first stop was Puerto de Vita, on the northeast corner; a wonderful, quiet spot. I was the only one there for more than a week until the last day, when a Canadian boat arrived. No internet. I had to bicycle 8 km to the next village for it. Food is very difficult to find, particularly bread, eggs, etc. There are long lines for everything. I came ill-prepared for the surprise I had. I changed my first \$100 bill at the bank with an exchange rate of 24.50 pesos per

**The first 'Fleetwood'. Jack built this boat and sailed it far and wide for 33 years.**

\$1. That is now close to 100 pesos on the black market. I had planned to use my Euro credit card and debit card, as I had in 2017 when there was no black market. But more cash is what I should have brought.

I am licking my wounds and damaged ego at my oldest daughter's home in Puget Sound, and brewing a new plan. After every major setback in my life, there

## AN AMERICAN HERO

Among those who have followed Jack's sailing adventures over the years is Richard Spindler, who (for those who might not know) founded *Latitude 38* in 1977 and was its publisher, editor and Grand Poobah for more than four decades. As shocked as we were to learn this latest news, Richard offered this perspective:

*Jack, a member of the Latitude 38 Sailing Hall of Fame, is an incredible inspiration because: 1) He packed more cruising adventure into his life after going bankrupt at age 60 than 99% of sailors do in their entire lives; and 2) He proved that having only \$1,400 a month is the least obstacle in cruising to over 55 countries in over 20 years. An American hero.*

has been another exciting twist.

I am looking at a few options. Most likely I will end up with another boat — affordable housing, and you can't beat the waterfront view. I have started to search for an off-course alarm, so far little luck.

Stay tuned.

— **jack van ommen**

You can keep current with Jack's plans and progress at his website, <https://com-tosea.us>.

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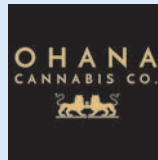
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# FIESTA DE VELEROS —

In early January, we received an email from a sailing colleague, Pat McIntosh: "Chris, you need to come down here and see this firsthand. It is phenomenal what these cruisers are doing for the community!" We know Pat from collaborations working on the Delta Doo Dah. He and his wife Carole are co-authors of *Cruising Notes*, so we know that he knows his stuff.

A whole slew of emails and a month

later, we found ourselves flying into the tiny Manzanillo airport, headed for a week's adventure on Mexico's Costalegre.

Following a drive on a two-lane road (some of it washed out from the summer's rains), we arrived at the Isla de Navidad resort, where a sprawling, 30-year-old grande dame of a hotel overlooks a tidy marina.

ALL PHOTOS LATITUDE / CHRIS  
EXCEPT AS NOTED

The official activities for Cruise-In Week began on Sunday, February 6, with a boat-building crafts project in the resort's kids' club. Cruiser Sue Adams supervised the project. Sue works at the kids' club; she and her husband John and their 16-year-old son Hadrian had planned to circumnavigate with their Fountaine Pajot 41 *Winston*, but COVID had other plans. Sue's parents, who are from Canada, live in Barra de Navidad.

The youngsters made their boat hulls from coconut seed-pod husks that Sue had collected from the beach. The kids would race their creations off the beach in front of the hotel on Monday.

On Sunday evening, a crowd gathered for an outdoor kickoff party at the hotel. Each participant received a swag bag, and event organizers Elinore Craig and Linda Bello-Ruiz explained the week's logistics.

The next day, Monday the 7th, featured the first big fundraising event, the sunset cruise. Boatowners volunteered to take paying passengers (mostly non-sailors) out for a sail and an on-the-water concert, ending with sunset-watching. The fees collected were donated to the cause: infrastructure improvements to local schools — the whole point of the week's activities.

The sailing was perfect, with relatively flat water and a nice 7- to 9-knot breeze under warm, sunny skies. The concert was the most amazing thing. After dropping sails, boats gathered around and anchored or drifted about near a trawler that hosted local VIPs and an awesome singer, Canadian Wendy Laurier. Some of the boats collected tips for Wendy, but she donated them back to the fundraiser. The French Baker from Barra provided baked savory snacks to be served on each boat during the concert.

We sailed aboard John Schulthess

and Monique Boucher's Lagoon 440 *Baja Fog*, a nicely stable and comfortable platform for landlubbers and photographers. Of the 11 passengers aboard *Baja Fog*, about 10 were Canadians. The area is very popular with them, and they'd missed the previous winter due to the border



DAVID KILMER / LIBERTÉ

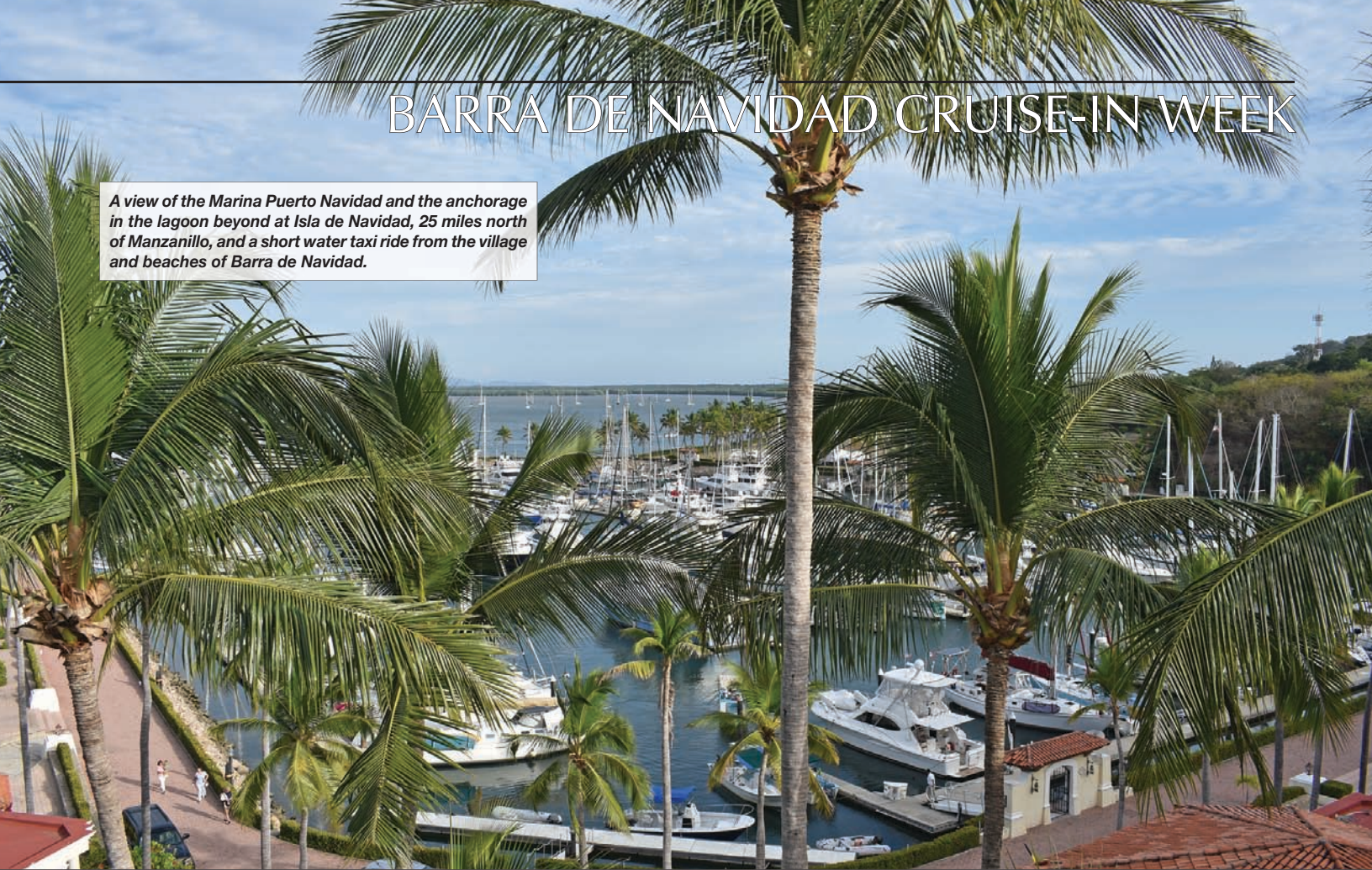
Above: Jason Hite's 'Volaré', a 1978 Herreshoff Caribbean 50, was among the boats out for a sunset sail and on-the-water concert on Monday, February 7. Passengers donated funds for the cause, helping the local schools in Barra de Navidad. Below, left: Wendy Laurier sang for the cruise-up concert on Monday evening. Right: The talented guitar player and singer Salvador performed aboard 'Baja Fog' for a special Thursday afternoon cruise.





# BARRA DE NAVIDAD CRUISE-IN WEEK

A view of the Marina Puerto Navidad and the anchorage in the lagoon beyond at Isla de Navidad, 25 miles north of Manzanillo, and a short water taxi ride from the village and beaches of Barra de Navidad.



closures. (Though some have made their permanent homes in this tropical paradise.)

We couldn't have asked for better weather for our week: high air temperatures in the low to mid-80s, water temperature about 80°, a pleasant level of humidity, and afternoon breezes of up to 10 knots.

*"You need to come down here and see this firsthand." So we did.*

On Tuesday morning, another flotilla cruised out of the harbor. For both of the cruise-outs, volunteers on shore

coordinated the passengers on VHF radio and handled lines for the departing and returning boats.

A couple of quiet days followed, with a paddleboard and kayak race off the beach on Wednesday and the regular weekly street market in town on Thursday. The latter proved to be a good opportunity to shop for souvenirs.

The biggest event of the week was the Flamingo FUNd Race on Friday, February 11.

It was a pursuit race, with the slowest boats starting first (a heavy double-ender, the *Baba 40 Sonrisa*) and the fastest (the *Solaris Sunstar 36* catamaran *Striker*) starting last. Of the 16 entries, all started and all finished — a relative

rarity in races.

But, as with midwinter racing in the Bay Area, things weren't looking too promising in the wind department. "We must be in a tornado, because the wind is coming from all 360 directions," commented John of *Baja Fog* when the boats motored out of the harbor and milled about with sagging sails before the appointed first start at noon.

The Adams family's catamaran served as signal boat and one end of the start-line. Terry McGlashan of the 44-ft Farrier 41 catamaran *Jazz* skipped the race to call times and spot the start and finish aboard *Winston*. John Adams and Bella Wisniewski launched *Winston's* inflatable dinghy to set the pin end of the line, which was adorned with an inflated pink flamingo. (Bella lives aboard her family's

*Sightseeing by boat, you can check out this shipwreck from modern times. In October 2015, the Mexican-flagged bulk carrier 'Los Llanitos' ran aground near Punta Graham during Hurricane Patricia.*





# FIESTA DE VELEROS —



Venezia 42 *Bella Luna*.)

Alas, the dinghy's outboard died. The French Baker came by *Winston* on his *panga* to deliver some quiche, and Sue enlisted him to rescue the dinghy.

John Adams called the start over the VHF and, once all the boats had started, offered play-by-play for the amusement and enlightenment of the spectators on the beach. At some of the beach establishments — Sunset Bar, Nacho's, Sea Master — spectators placed bets on the race, with the money raised donated to the cause.

Unlike on San Francisco Bay, the

**Terry and Graham McGlashan and Jim Schafer of 'Jazz', from Vancouver, BC, at the party on Friday.**



**Faces in the crowd at the kickoff party at the Grand Bay Hotel on Sunday, February 6, left to right: Lucie and Ben Mewes; Andy Barrow, Cathy Hoff, Liz Barrow of 'Hey Ya' from Nuevo Vallarta; harbormaster Secudino Alvarez with Monique Boucher and John Schulthess of 'Baja Fog'; organizers Elinore Craig of the Island Packet 380 'Nakamal', Linda Bello-Ruiz, Pat and Carole McIntosh; and Scott and Kathy Erwin of the Brewer 44 'Sea Bella' out of Avila Beach.**

current wasn't such a big issue, and all boats were able to sail (downwind) across the startline. They did pile up at the first mark, close to the beach and the spectators. *Sonrisa* had had a good start and stretched out on the fleet on the way to the second mark, up the beach off the neighboring town, Melaque. But they got passed on the third leg, and *White Raven*, a Cavalier 45, finished the first of two laps in the lead. (The startline pin served as the third mark.)

With a nice breeze in the 7- to 10-knot range, the second lap around went much faster. *Gladiator*, a Beneteau 461, gave *White Raven* a fight for first, but *White Raven* prevailed and maintained the lead.

The race was satisfyingly competitive, considering that these sailors were racing their homes. Monohulls shook off catamarans by taking them up; one pair had a photo finish. The Beneteau 390 *Hey Ya* held off the Lagoon 42 *Catatude* — but only by a nose.

*White Raven* finished the race at 1:27 p.m.; the last boat, the Roughwater 33 *Tenacity*, came in at 1:55.

The crowd gathered again that evening for a celebration and awards ceremony outdoors in front of the harbormaster's office, another lovely party. John Adams MC'd, and the organizers handed out certificates and prizes. A total of 23 boats had participated in the various events.

**The French Baker delivers by water.**





# BARRA DE NAVIDAD CRUISE-IN WEEK



**Above:** In the Flamingo FUNd Race on Friday, February 11, the first mark was set within shouting distance of the beach. Left: Rick Antles and Susan Zuelke's Cavalier 45 was first to complete the first lap, and maintained her lead to the finish despite the best efforts of 'Gladiator'. See more photos on page 81.



**Below:** The Flamingo Mini-Regatta is on! Mini-Regatta sailors: sisters Bella, 15, and Luna, 10, and brothers Francisco, 7, and Nacho, 5. Luna won the race when her boat sailed ashore first.

This was a massive community effort with assistance coming from all directions. The marina offered discounted slips to cruisers who wished to come in for the week (\$0.95 USD/foot/day on February 3-14). They waived the dinghy dock fees for cruisers anchored out in the lagoon that week. All told, the festivities raised 322,000

pesos (\$16,100 in US dollars at a 20:1 exchange rate). That was split between two schools, Ignacio Manuel Altamirano Federal Elementary School in downtown Barra and the Miguel Lopez de Legazpi elementary school in the Barrio of Barra. "The schools are using the funds for audio/visual equipment, projectors, laptops, teaching aides, and, with the pleasant surprise of such a large donation, are considering what other projects they can accomplish," said Elinore Craig. "One school will put in computers and copiers along with supplies they need to keep the kids safe from COVID," added Monique Boucher, whose boat *Baja Fog* was the top fundraiser. "The other school





# FIESTA DE VELEROS



**Left:** It's a quick \$2 water taxi ride from Isla de Navidad to Barra. Here, shoppers, including Lucie Mewes in the flowered hat, disembark for the Thursday street market. **Right:** Marina slip renters enjoy the extensive amenities of the adjacent resort, including tennis courts, multiple swimming pools with water slides, and yoga classes on the beach twice a day, six days a week. Yoga and water aerobics instructor Amy Chase sailed aboard 'Wind Swept' in the race.

will put in air conditioning. They have about 325 students who go to school in the heat of summer, so now they will be cool enough to concentrate!"

Facebook hosts a private Isla de Navidad Cruisers Group at [www.facebook.com/groups/623103774995072](http://www.facebook.com/groups/623103774995072). You can also contact the Cruise-In Week organizers at [cruiseinweek@gmail.com](mailto:cruiseinweek@gmail.com).

— **latitude**/chris

## FLAMINGO FUND RACE, 2/11

1) **White Raven**, Cavalier 45, Rick Antles/Susan Zuelke; 2) **Gladiator**, Beneteau 461, Eric & Kim Rimkus; 3) **Carmanah**, C&C 43, John & Donna DeMeyer; 4) **Hey Ya**, Beneteau Oceanis 390, Andy Barrow; 5) **Catatude**, Jeanneau Lagoon 42 cat, Tom Wurfl; 6) **Sonrisa**, Baba 40, Greg Torok; 7) **Wind Swept**, Irwin 43-CC MkIII, Jan & Scott Johnston; 8) **Alacran**, Beneteau First 42s7,

Karen & Rick Ranney; 9) **Baja Fog**, Lagoon 440 cat, John Schulthess; 10) **Striker**, Solaris Sunstar 36 cat, David Woboril/Eileen Dirner; 11) **Dolce**, Cape Dory 33, Tony Bishop; 12) **Jazz**, Farrier 41 cat, Graham McGlashan; 13) **Snowaway**, Caliber 40 LRC SE, Karen Osgood; 14) **Atlas**, Hallberg-Rassy 40, Joshua Verstoep; 15) **Due West**, Passport 40, Kirk Hackler; 16) **Tenacity**, Roughwater 33, Marshall Peabody. (16 boats)



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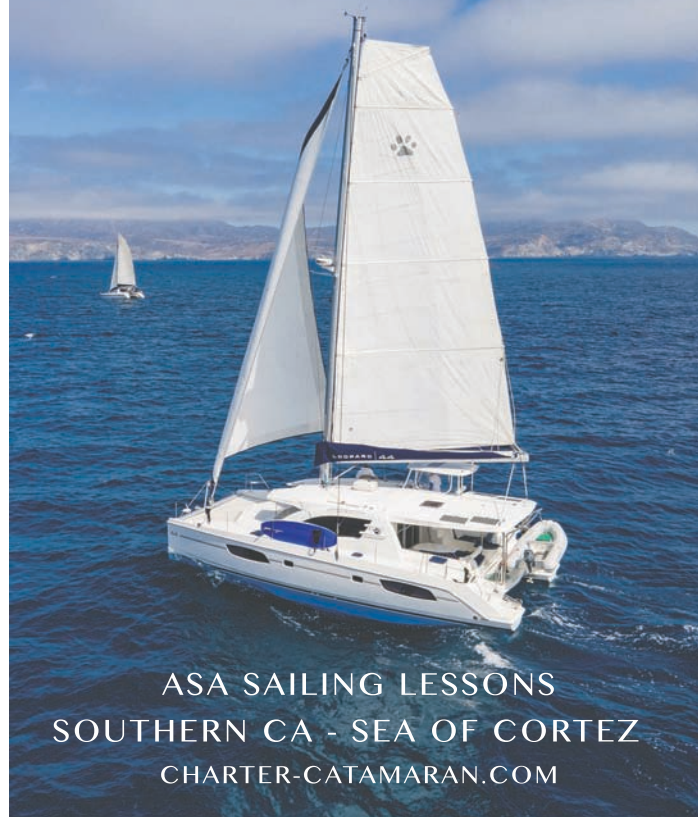
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# BAY AREA YOUTH SAILING —

With beloved clubs in Alameda, Berkeley, and Richmond, it's easy to focus on the central Bay when looking for sailing opportunities for kids. But top to bottom, the whole Bay Area offers diverse youth programs and numerous opportunities for kids to get on the water. Each year we highlight different Northern California programs that vary by location, style of training, and program attributes.

As far north as Tomales, you'll find thriving youth sailing at the Inverness Yacht Club. For two COVID years, they have been conscientious and careful about the guidelines, still maintaining as much of their robust programming as possible. This year, this beautiful spot to sail is back in action. They run two three-week programs in the summer for 30 kids, one in June and one in August. Dave West is proud of their camps — fully subscribed for next year — and the fun they offer on the water.

"We're up here in Tomales Bay, a very special place to be," describes West. "We're the only people out on the water here. There are maybe some kayaks and a motorboat every two hours, but we really have an incredible spot for kids to learn to sail. It's like a private bay!"

West, who manages the fleet, makes sure their boats are ready for any adventure. They have Optimists and FJs for kids ages 10 to 16. "It's all sailing-focused: all about being in the boats, teaching kids the basics of sailing. Depending on how many kids we have in the age cohort, many end up coming aboard as counselors at 16, when they age out of our programs."

Think summer camp, but on the water: picnics on the beach, overnights for the older kids, and mud fights when the low tides hit. They have a lot of fun at IYC, which focuses on community building

for their young sailors, though many of the staff are experienced racers. The day camp is run by experienced instructors — all volunteers — and counselors, who are usually alumni from their youth programs.

"There is no paid staff other than the counselors. It's a volunteer-based membership club. Even food service is offered by our volunteers, except for our counselors. Every single one of the counselors who we hired last year had started in the youth camps. They know what the ethic of the place is. We have kids who come in and stay and can't wait to become counselors."

It's no small responsibility for youth counselors, who are usually high school or first- and second-year college students. They help build community while teaching introductory sailing classes.

The magic happens in the incredibly gorgeous bay surrounded by Point Reyes National Seashore. "It is spectacularly beautiful here," enthuses West. "From a sailing perspective, it's very protected. Even on a windy day, the waves don't get very big. Manageable waves with good, solid wind." In other words, it's one of the most beautiful spots in the North Bay to learn to sail and have fun at the same time.

Meanwhile, deep in the heart of the East Bay, Oakland offers kids summer sailing too. Not far from bustling Jack London Square and the waterfront, you'll find the Lake Merritt Boating Center. A fixture and hub of boating for more than 70 years, its legacy continues under the leadership of Gabriel Gibson. He's been working with the boating center since 2009. "I was just looking for work originally, but I've really fallen in love with the place," says Gibson. "It's

one of the only places in Oakland you can actually sail. Lake Chabot is good for boating, but it's kind of far out there, and we're in the heart of Oakland."

For the smallest kids, the boating center sets them up with muscle-powered boats, like kayaks and pedal boats. It's an important first step, says Gibson, as many kids have an intense fear of the water to overcome. Once they are more comfortable with being on the water and older kids, they move to sailboats. The programs start off with basic sailing lessons in Optimists, and work their way up to intermediate classes in Catalina 14s, Sunfish, Picos, Q boats, and catamarans.

Working with Oakland Parks and Rec, these weekly programs are one way kids find access to sailing lessons. "It's a good way for kids in the community to get exposure to boating. A lot of times, kids don't get the chance." But being centrally located, and with some reduced rates, the Lake Merritt center does its best to make boating accessible.

Boating is also an opportunity to learn to overcome fears and how to live more confidently. "We have some kids with major anxiety problems, kids who need to feel like they are in control of things," explains Gibson. "This is a way for kids to realize sometimes things are not in our control, that you have to go where the wind is taking you. It helps them understand the world we live in a little bit better."

Sailing is an opportunity to learn communication and teamwork too. At Shoreline Lake Aquatic Center in Mountain View, kids are learning sailing basics, the academics of STEM education and sailing, and also the teamwork that makes it all possible. William Gardner, who manages

**Left: The broad expanse and beauty of Tomales Bay make it a great place to learn. Center: The Inverness YC Opti fleet gets young sailors started on a lifetime of fun.**



BOTH PHOTOS SARAH KILLINGSWORTH





# IT'S EVERYWHERE



*It's all smiles in the summer when sailing with new friends on Shoreline Lake in Redwood City.*

SHORELINE LAKE

the Shoreline Lake center's sailing instructors, says kids' performances improve dramatically with learning teamwork. From his own experience as a 12-year-old learning to sail at Shoreline to his time as a sailing instructor last summer, and now managing the instructors, he has a lot to say about the benefits of youth sailing.

"You would assume you need to teach more content to improve performance of the boat overall," explains Gardner. "But when you teach them teamwork, to teach the kids that are doing well to be more patient, you see immediate performance improvements."

Gardner explains that for some kids, the motivation to perform better helps them to understand they need everyone in the boat to sail successfully. An adult can sail a dinghy on their own. "But the kids who aren't as big or strong really need two to three people working together to operate successfully. You have to facilitate teamwork!"

They also offer private lessons that can be tailored to each student. One of Gardner's students, who is working through communication difficulties and sensory processing disorders, finds private lessons a better fit. They offer a safe place to work through low self-confidence and severe anxiety while learning a new sport. Normally, instructors teach kids capsize and recovery on the first day—but Gardner saw this would be difficult for this sailor, and saved it for later. Last week, she was motivated enough to work through her fears, and on the count of 3-2-1, she did

it. "Her mom spoke afterwards, and said that she is pushing through discomfort instead of avoiding it or freaking out," explains Gardner. "This is true of most sports, that learning and committing, seeing yourself getting better and becoming really good at it, is valuable to everyone. Over the last four months, the boost to her self-confidence has been amazing."

While Shoreline emphasizes the interpersonal skills that are so important, like communication and teamwork, they also have carefully designed a multifaceted approach to instruction.

Christina Ferrari, president of the company managing the center on Shoreline Lake, explains the academic and technical aspects of their youth programming. Their sailing instructors are certified through US Sailing accreditation, and some camps are integrated with STEM programming, physical education, and after-school programs. "It's quality education but outdoors, and fun!" says Ferrari. "We have designed the program to meet the California state school STEM standards, and hope to serve families that value the educational opportunities that are possible with our programs."

Looking back, 2020 and 2021 were some of the busiest years ever. "Families really want their kids to be actively engaged, and not stuck behind a screen all day," says Ferrari. "Out here, you're interacting with a crew,

handling the boats, and outdoors." It's also a local center, serving local kids and families, integrated with schools and recreation departments. "We're working with community and rec departments, and schools that want to develop programming. Some of our programs are integrated into semester-long physical education classes as sailing courses."

Situated centrally, between Silicon Valley and San Francisco, on an enclosed body of water, it's a safe environment for kids to get out on the water. "You can't be drawn out to sea," laughs Ferrari. "It's really nice conditions, consistent breezes where we're located. Besides this, there are just not a lot of places where schools can be set up on the Peninsula, with lakefronts and waterfronts being fairly limited."



SHORELINE LAKE

*Shoreline Lake is for everyone and, over the years, has launched thousands of new sailors.*



# BAY AREA YOUTH SAILING —

Another club in the South Bay, Peninsula Youth Sailing Foundation, enjoys their sheltered spot on the San Francisco Bay. Hanna Miller, in charge of the Learn to Sail programs, says this allows kids to be the ones driving their own success. "We've got alumni sailors at MIT, Hawaii; they're all over!" she comments.



The protected waters and sloughs near Peninsula Youth Sailing are perfect for learning and exploring.



PHOTOS PYSF

PYSF youth sailors travel to Treasure Island Sailing Center for racing.

One of the best parts of learning to sail is developing responsibility. "Parents get them there but the rest is on the kids," says Miller. "They rig, launch, sail — everything is designed so kids are doing as much as they can on their own." The foundation emphasizes this kind of responsibility, even in communication. "For our high school program, we have parent chats and sailor chats separately. It's the kid communicating with us, rather than the parents. They learn communication, and responsibility."

For those kids just starting out, the Redwood City launch ramp is a great spot to learn. You can sail in a sheltered area just off the ramp, or head out into the turning basin. "There are a lot of little canals and places to sail though," describes Miller. She points out how much fun summer sails can be once sailors have learned the basics: "Over summer we have adventure days, sail to Pete's Harbor and swim, or go to West Point. We keep some boats there too. Last day of summer camp is going sailing to West Point,

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# IT'S EVERYWHERE

having lunch, and sailing back. It's so much fun!"

As they get older and start learning about racing for competitions, students get access to the South Bay. That's where the wind and waves pick up, and they



Campers enjoy a Hobie Wave on Lake Merritt in the heart of downtown Oakland.

PHOTOS LAKE MERRITT BOATING CENTER

can train in more challenging conditions. With PYSF, you'll find sheltered learning conditions and more challenging training conditions, making most of the year ideal for being out on the water. However, Miller was quick to clarify, it's the leadership and staff that make their programs great.

"We are not a yacht club, which is a big thing. There is no yacht club to govern; we work out of shipping containers!" she laughs, describing the teamwork necessary to organize the programming, mentioning the director's leadership." Molly Vandemoer is awesome! She's the heart of this program, the reason it's gotten so big and incredible. I love working with her."

For staff, they watch sailors grow and develop over time. It's a steep learning curve at times for these young people to get the hang of teamwork and boat handling. But as Miller says, "It's really cool to see them grow, leave for college, and I just hope that we're making better humans."

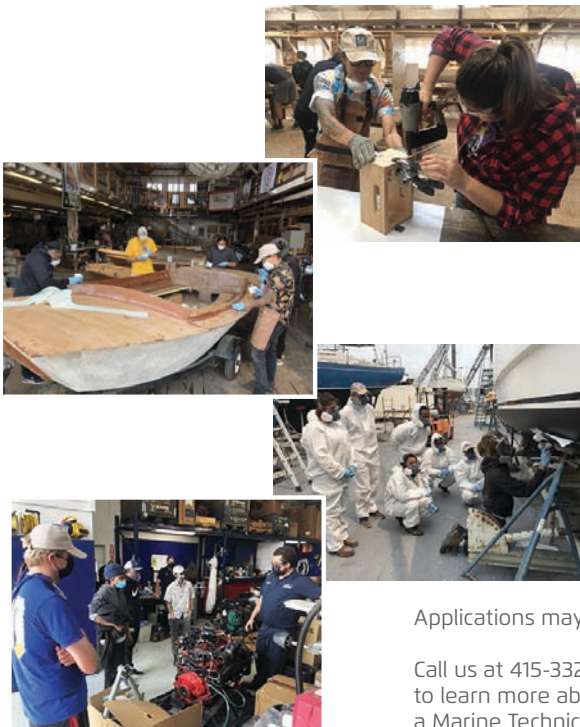
— heather breaux



The Lake Merritt boathouse is homeport for a huge amount of boating activity. Bring the kids.

There are many more great Bay Area youth sailing programs. If you're looking for a complete list of all the Northern California sailing opportunities, visit: <https://www.latitude38.com/feature/san-francisco-youth-sailing/>

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It was the first big race weekend of the year, and I was invited to call tactics on a boat much bigger, faster and newer than my own. Etiquette demanded that I arrive a little before dock time, for this first invite on a new ride, but I was not the only crew waiting at the locked dock gate. Lee Helm was already there.

"You'd think there'd be, like, a lot more traffic through this gate on a Saturday morning," she complained as we waited for someone with a dock key to come along and let us through the gate.

"Good thing we're both here early," I said. "What time is our start?"

"Max, aren't you the tactician for this race?" Lee challenged. "You're supposed to know that stuff cold."

"Got the SIs right here on my tablet," I said.

"Fail!" she scolded. "You should not have to look that stuff up. Same with the VHF channel, the division assignments, the restricted areas ..."

"You're right," I sighed. "But there's time on the way to the start for me to review all the important info in the race documents."

Lee, on the other hand, seemed to be prepared for a critical job interview or a Hollywood movie audition.

"You need to, like, have all that in your head," she insisted. "And the tide charts too. I print them out at 15-minute intervals, from a tide site that customizes the chart for the date of the race."

"No problem," I said. "I marked up my tide book with the times that apply for each chart in the book."

"But only at one-hour intervals," she argued, "and not accurately corrected for today's tide predictions and runoff values. I'll bet you didn't prepare a

scratch sheet, either," she taunted.

"Actually I did print the list of all the boats in our division, and their ratings," I said defensively. "And I even subtracted our rating, so we know the rating differences and the time allowance per mile on each competitor."

"This regatta is scored time-on-time," she moaned. "The time allowances are in minutes and seconds of time allowance per hour, not per mile. Your time-on-distance PHRF ratings are just a crude approximation, and they'll be way off if the wind goes light and we have a slow race."

"Sure," I said, "but the ratings are published as seconds per mile. Those are the ratings we know. They can't expect us to make on-the-fly time-on-time calculations when we have to work through a formula just to find the time-on-time rating."

"That's why you need to make a time-on-time scratch sheet in advance," Lee insisted as she handed me one such scratch sheet. "Here, this is one I made for the beer can series last fall. The first line has the formulas written out, so even if you're rusty at spreadsheets, this has all you need to create a custom scratch sheet on your own."

I examined Lee's handout. "The first few columns are pretty obvious," Lee explained as she began to give a tour of the sheet. "Just sail number, boat name, class, and PHRF rating. Plain text or numeric entries. Then I convert PHRF to TCF or the time correction factor for each rating."

"Wait, that's not the usual formula," I said. "Shouldn't it be 800 divided by PHRF plus 550? You used 650 instead of 800."

"Only because that's what the RC used for this race. It doesn't make any difference; all we care about is the ratio between one boat's TCF and another boat's TCF, and that's not affected by the fraction's numerator. So you can make the numerator anything you want and the resulting time allowance will be exactly the same."

I started to say, "No way!" But fortunately, mathematical logic caught up with my incorrect intuition just in time.

"The 550 is the part of the fraction that counts," she continued. "It means that the PHRF Committee thinks that the number of seconds it takes a boat to sail one mile under average conditions around an average course is PHRF rating plus 550. The numerator just scales all the times and speeds up or down, but the ratios are unchanged."

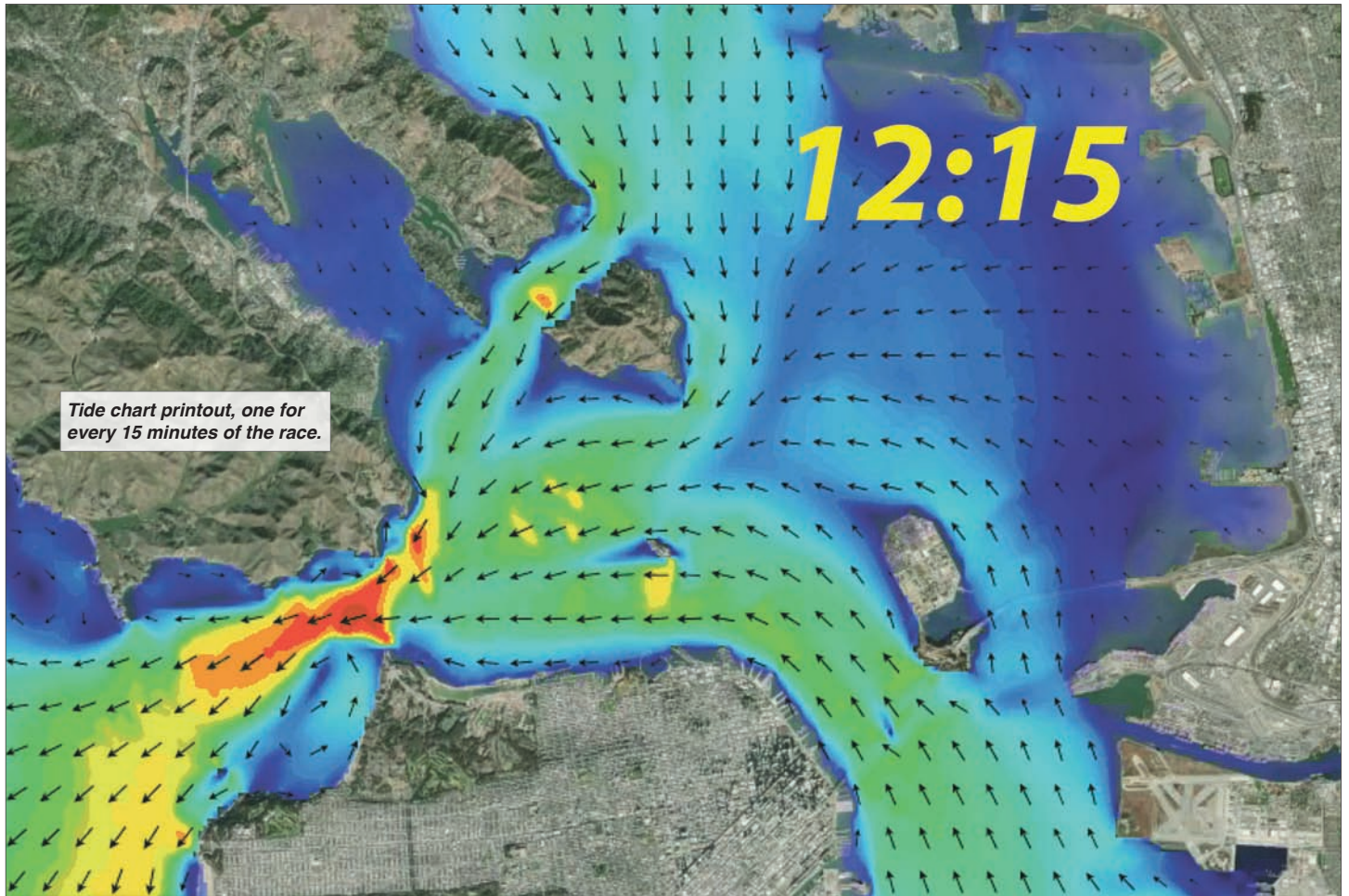
"So the numerator can be anything," I agreed.

"But better to use a larger number in the numerator, for example, 800, because it makes all the corrected times larger numbers and reduces the chances of a tie when it's all rounded to the nearest second. Except, like, some RCs like to adjust the numerator so the TCFs are close to 1.0 in the middle of the division. That way, if for example your TCF is near one, like, 1.01, and another boat's TCF is, like, 1.05, then you know they give you about 4% and you can almost do the math in your head. But if your TCF is 0.81 and the other boat's is 0.85, then it's not close to 4%, it's more like 5%, so the quick estimate is less accurate. I avoid that problem completely by normalizing to the boat's TCF, expressing our boat's TCF as 1.00 and all other TCFs relative

Lee Helm's time-on-time scratch sheet, customized for each event.

Time Allowance Table		Time on Time				seconds/minute or minutes/hour	m:ss/hour	seconds elapsed time for one more second corrected time
sail number	boat name	class	PHRF	TCF	TCF ratio	s.ss or m.mm	m : ss	s.ss
(number)	(name)	(class)	(rating)	=650/(550+F4)	=G4/\$g\$15	=60*ABS(1-H4)	=INT(I4) :=(I4-J4)*60	=1/ABS(1-H4)
2070	Aloha	Big Sled 50	0	1.182	1.016	0.98	0 : 59	61
5	One Prolonged Blast	Hot 43	9	1.163	1.000	0.00	0 : 0	0
186000	Rocketship	Really Hot 35	33	1.115	0.959	2.47	2 : 28	24
543210	All Clear	Furniture 55	60	1.066	0.916	5.02	5 : 1	12
82	War Horse	Lead Mine 45	66	1.055	0.907	5.55	5 : 33	11
14241	Floating Palace	Flat Top 43	96	1.006	0.865	8.08	8 : 5	7
86	Whisky Tango Foxtrot	Broach Coach 37	120	0.970	0.834	9.94	9 : 56	6
24	Wet Spot	Small Sled 24	156	0.921	0.792	12.49	12 : 30	5
3030	Rub-a-Dub	Bleach Bottle 30	186	0.883	0.760	14.43	14 : 26	4
9999	Are We There Yet	Crab Crusher 32	222	0.842	0.724	16.55	16 : 33	4
2222	Hot Rudder Bums	Cheap Old 22	234	0.829	0.713	17.22	17 : 13	3
	reference rating	reference rating	9	1.163				
	TCF = 650/(550+phrf)							
	Corrected Time = Elapsed Time * TCF							





to that."

I could see that the cells in the next column for "TCF ratio" divided each boat's original TCF by the absolute cell reference that contained the "reference TCF." "OK, simple enough up to here," I agreed.

"The rest is just output formatting," Lee explained. "Take the difference between 1.00 and each boat's TCF and multiply by 60 to get seconds of time allowance per minute already on the course. The same number is also minutes of time allowance per hour on the course, coincidentally enough. Then the last two columns add some convenience for the tactician by showing the time allowance in minutes and seconds for

every hour on the course."

"Sure, that would work," I agreed. "But then, if we finish in, say, two hours and 15 minutes and 37 seconds, I have to first get the time allowance per hour, in minutes and seconds, multiply by two for the two hours, and then add the time allowance for 15 minutes, also in minutes and seconds. But that just gives me the time allowance for two hours and 15 minutes even; I still need the time allowance for the 17 seconds to get this exact."

"Right, but it's hardly ever that close. Anyway, that's what the last column is for. It shows how many more seconds of elapsed race time will change the time allowance by one more second. In a division with reasonably close ratings, the change in time allowance for that last minute is usually just, like, a couple of seconds maximum."

"Compare to good old-fashioned time-on-distance," I said. "You know the difference between your PHRF and the other boat's PHRF. There's only one calculation — multiply the seconds-per-mile difference by the official course distance, and you have the time allowance. Exactly. How did we ever get stuck with time-on-time?"

Meanwhile our foredeck crew had

ambled down the gangway with his large sea bag, so now there were three of us waiting for the dock gate to open.

"Look, I found a sail transition chart on the sailmaker's website for our boat. It shows the wind speeds and points of sail for each of our asymm spinnakers. This should clear up some arguments in the afterguard."

"Cool!" said Lee as she looked at the chart. "Meanwhile I'm trying to convince Max here to give up on time-on-distance and get with the time-on-time program."

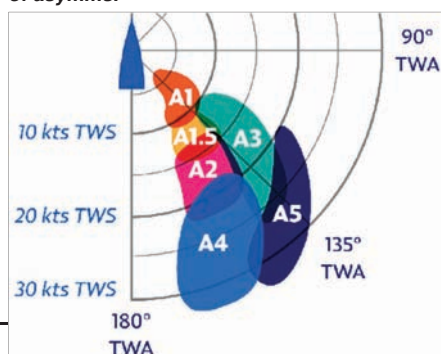
"Yes, time-on-time is better," he opined, "because in a slow race the time margins at the finish are bigger, and time-on-time corrects for that."

"Assuming everyone slows down in proportion, and things don't change too much during the race," I added.

"More often," the foredeck crew explained, "the wind goes light, the fleet spreads out, and then the wind fills in to blow everyone across the finish with the finish times compressed again. When that happens, it gives the little boats a big advantage, because their time allowance keeps building as the clock runs."

"I still like the easy on-the-fly corrected-time estimates and the precise calculation of who won at the finish line," I said.

**Downwind sail Transition Chart for a full quiver of asymms.**





# MAX EBB

*Someone needs to write this app for quick on-board analysis of time-on-time finishes.*

		H	M	S
start time		13	0	0
our finish time		14	30	41
their finish time		14	39	1
their corrected finish time		14	30	40
our rating	168			
their rating	234			

"Back in the old days," recalled the foredeck crew, "most racing was around navigational buoys with known locations, so the course distance was easy to determine. But now every club has mark-set boats and drop marks. So they can't publish the course distance in advance, because they don't know what it is, and that sort of forces us into time-on-time."

"Well, I liked it better that way," I said. "You don't need the windward mark to be dead upwind to have good racing, as long as the first leg isn't a fetch."

"You're just saying that 'cause your eyes are failing and you need to know the lat-long of every mark," Lee joked. "You couldn't find Alcatraz without your GPS."

"At least we still use fixed marks and time-on-distance for pursuit races," I said. "You can't run a pursuit race time-on-time."

"The problem with those," Lee added, "is that the first boats usually have to start before the wind comes up, so when

the big boats start, they blow right by and the small or slow boats are out of it. And like, the opposite happens on weekday evening races: The little boats are left out on the course when the sun goes down and the wind dies."

"What's the fix?" I asked.

"For a pursuit race, start late enough so the wind is already up and conditions are steady during the starting sequence. For evening races, stagger the start so all the divisions finish at about the same time. Basic principle is that the part of the race where some boats are racing and some aren't should be when conditions are steady."

"Not to mention getting all the racers back to the bar at about the same time after those evening races," I said.

"Wait, there's an even better fix," suggested the foredeck crew. "Distance-on-distance handicapping. Works best for a fleet of different one-designs or level classes. Each class or each level rating division has a different windward mark, so faster boats sail a longer course, and everyone's

racing in the same conditions at the same time."

That's when an older guy in a wet-suit pulling an air compressor in a dock cart came down the gangway. He didn't have a gate key either. To pass the time, our foredeck crew explained his vision of distance-on-distance handicapping to the diver.

"I was once in a race for Friendship Sloops back East," he recalled, "where each boat had its own mark to round in what they called 'handicap alley.' Of course y'know everybody still complained about it."

Then the owner of our boat finally came down the ramp with the gate key. Lee showed him her notebook of tide charts, time allowance tables, and the sail crossover chart that the foredeck crew had added to the collection.

"Great stuff," said the owner. "We'll put you in the back of the boat with Max. Max, I might ask you to help tail jib sheets during the tacks."

Next time I'll do my homework.

— max ebb



**DeWitt**

*The next time you are inside the St. Francis Yacht Club, notice the two huge DeWitt paintings behind the entryway desk! This is one of them!*

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# THE RACING

**Midwinter races visited in this edition include those offered by Golden Gate YC, Sausalito YC, Berkeley YC, Encinal YC, Oakland YC, and Monterey Peninsula YC. San Diego's Women's Winter Invitational, some California Dreamin', the return of Box Scores, and some Race Notes float us over the finish line.**

## Hot Soup in San Francisco

On a mostly typical midwinter race day — with not much wind but a lot of current — the Golden Gate Yacht Club sent all divisions in the Manny Fagundes Seaweed Soup Regatta on a 3.4-mile loop along the Presidio. The atypical southeasterly winds on Saturday, February 5, made YRA #6 at Fort Mason the weather mark, with the new Blackaller buoy at Fort Point the leeward mark.

The four PHRF divisions and the Knarr and Folkboat one-design classes started on time and enjoyed a quick ride with the flood to Fort Mason. With port roundings, boats button-hooked the buoy, set their chutes and headed for the beach.

The building flood kept most boats close to shore, with dips out and around the start/finish line at the X buoy and Anita Rock. The new Blackaller buoy is a great improvement and can be picked out against the shoreline clutter much more easily.

At Blackaller another button-hook port rounding generated a few shouts, but, in the spirit of midwinter racing, no protests. As the long, for the race, downwind leg against the current evolved, the early wind began to disappear. Boats in the slower fleets sat almost motionless after getting around Blackaller, with the flood flushing them back toward the finish line. Eventually light wind from the northeast began to appear and finally filled in enough to make it a race.

Most PHRF 1 and 2 boats finished in around an hour, but the slower PHRF and one-design boats took almost two hours to sail the course. Only three starting boats failed to finish.

Mark Kennedy's Melges 32 *Nuckelavee* took first place in PHRF 1. Dave MacEwen's J/90 *Lucky Duck* placed first in PHRF 2. *Serenade*, Hank Easom's Sabre Spirit 36 finished first in PHRF 3. In PHRF 4, Brent Crawford's Freedom 36 *Swan* took first. In the one designs, Dick Swanson's Knarr *Eos* and Peter Jeal's *Polperro* won.

The series will continue on March 5 and conclude on April 2, a make-up for the January race postponed due to COVID. See [www.ggyc.org](http://www.ggyc.org) and [www.jibeset.net](http://www.jibeset.net).

— pat broderick

## Hot Chili in Sausalito

On Sunday, February 6, with almost identical wind and current, the fourth Sausalito YC Chili Midwinter Race got underway. SYC used a dropped-mark course from near Point Cavallo (Sausalito) to near Peninsula Point (Belvedere). A twice-around for the two spinnaker divisions created a 4-mile course, and a once-around for the non-spinnaker division made for a 2-mile race.

The wind was northeasterly in the high single digits at the noon start but soon began to fall. The windward temporary mark was set close, a few hundred yards north of Peninsula Point, with Belvedere Island cutting almost any breath of northeasterly to near zero. The countercurrent at the lower end of Richardson Bay caused many boats to make the port rounding but then get pushed farther into the wind hole north of the mark.

A close rounding with an immediate 180° tack back toward the leeward mark paid off for those boats that could manage it. For the unfortunate boats bobbing around north of the mark, waiting and hoping for wind was painful. There was even less wind for the slower non-spinnaker boats.

A light westerly finally filled in, allowing boats parked at the windward mark to begin sailing back down to the leeward mark. With the wind shift that leg became a reach.

The two spinnaker divisions sailed

a second loop in slightly better wind, except at the windward mark again, which was now in the lee of Wolfback Ridge behind Sausalito across Richardson Bay. Again, a direct course to the finish line paid off for boats that managed to find wind.

The faster spinnaker division took between two and three hours, and the slower spinnaker division took nearly 2.5 to 3.5 hours to sail the 4-mile course. The non-spinnaker division sailed between an hour and 2.5 hours on their 2-mile course.

Cam Hutton's J/100 *H Pod* finished first in Spinnaker A, Pat Broderick's Wyliecat 30 *Nancy* came in first in Spinnaker C, and George and Tom Perot's Tartan Ten *QE3* won in the non-spinnaker division.

The series will conclude on March 6. See [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

— pat broderick

## Hot Pizza in Redwood City

This piece started off on the decks of Sequoia YC, in the ring of friends, a gorgeous sunset in mid-70 degrees, with some pizza and a cold one. The occasion: post-race evaluation for the fourth round of our Winter Series. The participants: racers of the best kind — sailors. The instigator: our rear commodore, Hans Spanjaart, asking if I wanted to write about the race.

Let's rewind the time a little, so I can give a better picture of what was leading up to this. We all knew there was a race this weekend. We were all getting ready to do it right the week before: We did the appropriate boat-prep work and bragged about it just a little to our friends and colleagues. It was the fourth race of the series, with 33 registered boats — it had to be a good one. And words of hope were secretly murmured: "Please let there be wind. Just a little wind. Just enough to race."

The previous couple of races were all so light on wind, many of us on that



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February's racing stories included:

- How to Crew Aboard a SailGP F50
- Berkeley Midwinters • US Sailing Awards
- Rolex Yachtsman and Yachtswoman of the Year Shortlist Announced
  - A Bit of San Francisco Bay Yacht Racing History
  - More Olde Timey Yacht Racing
- Scenes from the Three Bridge Fiasco
  - More Flamingo FUNd Race
- Preview of March races, and more.



*The first mark in the Flamingo FUNd Race on February 11 was within shouting distance of restaurants on the beach at Barra de Navidad. For our report and many more photos from the race and the week of fundraising activities, turn to pages 66-70.*



LATITUDE / CHRIS



**Left:** Flamingo FUNd race committee volunteer Bella Wisniewski uses a laser rangefinder to gauge the distance to the signal boat before setting the (pink flamingo-adorned) pin end of the start-finish line. **Right:** Race winners Rick Antles and Susan Zuelke of the New Zealand-built Cavalier 45 'White Raven' with event organizers Linda Bello-Ruiz and Elinore Craig at Marina Puerto de la Navidad.

deck have admitted to checking the wind-predictor apps every couple of hours to see how much breeze we'd get.

The predictions were scary: gusts of 2 to 3 knots. We don't joke around with those numbers.

The sun was out on February 12, and it looked like a warm day. Winter sailing on San Francisco Bay is a magical phenomenon when in the middle of February people need to remember to use enough sunscreen, and when shorts and T-shirts feel too hot. Try selling that to our friends in New York

and we will sound spoiled. And I am sure we can all agree that weather-wise we totally are.

Our race committee was cautious about the wind. The course was set short: two rounds of one-mile sausages. On the day of the race, we had boats of all sizes and ratings lined up by the start line: from a small but fierce Open 5.70 through 30-something-foot-long cruisers to purpose-built 'big' boats.

Everyone was cautious not to get over early on the start line, washed down by 1.5 knots of current and only hopes for

wind. "I'd rather be two minutes late than 30 seconds early today," mantras echoed in the heads of the skippers.

And as if the universe could hear our sailors' wishes, the wind picked up just as the start sequence finished for the last fleet. Nobody was over early, and little by little everyone managed to get underway and get steerage. The race was on! As we felt a little more of the fresh breeze on our skins, our boats got powered up for a proper light-wind race. One of them even measured a gust of 9 knots at the top of the mast.

After the first rounding of the windward mark, a colorful bouquet of spinners popped out of their bags, and the fleet separated into two. Boats with symmetrical kites went straight, VMG-



# THE RACING

SARA PROCTER



ANNIE ELLICOTT



Light-air winter racing in California sunshine, from San Diego to Monterey to Redwood City to Sausalito. Clockwise from top left: SDYC Women's Winter Invitational; Mercurys hosted by Monterey Peninsula YC (see Box Scores); the Open 5.70 'Spirit' in the South Bay; a slow-mo mark rounding in Sausalito.

MIKE FIALA / JACK MCALEER



MALINI BAKSHI

boats chased speed toward the sides just to meet again at the leeward mark for a second round. Head up, trim, sail well, tack well! Round the mark again, hoist the kites and sail as fast as we can toward the finish line.

As the last boats crossed the finish line, some of the bigger boats hung around to offer the small ones a tow, a friendly gesture that tells so much about the true nature of these races. We compete, we race hard, we yell, "Star-board!" loudly, but at the end of the race we're all friends.

After the boats were back at the harbor and the salt washed off, we gathered in the open air on the deck of the yacht club, talked over pizza and drinks about the race, joked with one another, and waited for the final PHRF-corrected numbers to arrive.

To see the numbers, check Jibeset at [www.jibeset.net](http://www.jibeset.net). To learn more about Sequoia YC, see [www.sequoiayc.org](http://www.sequoiayc.org). The final race in the Winter Series will be held on March 12.

— marton neher

## Encinal YC's Jack Frost

On February 5, a decent little breeze

was blowing out of the east-northeast north of Treasure Island for the 11:30 start of A fleet, giving hope that a quick Jack Frost race was in store. By the time the D fleet was on the line, the wind had begun dying. With a 2-knot current running through the course, boats were barely making the start. The E fleet approached the line only to be swept back, and the Santana 22s, Fleet F, were unable to make their start line at all. When none of the Santana 22 fleet had been able to start after 10 minutes, and boats were floating backward across the start line and, if they had made it past the committee boat, the finish line, Race 5 of the series was abandoned for all boats. Everyone was called back only to wait fruitlessly for wind to fill. At 1:30, racing for the day was abandoned. A makeup race will be offered on Saturday, April 2.

The next day in the series will be March 5, with two races scheduled. See [www.encinal.org](http://www.encinal.org) and [www.jibeset.net](http://www.jibeset.net).

— margaret fago

## California Dreamin'

This edition of *Racing Sheet* has so far featured regattas all sailed in light air. (And at times we might need to put

'sailed' in air quotes.) The California Dreamin' Grade 3 match-racing event on January 29-30 stuck to the theme. Light breeze prevailed in San Diego for the first of three events. Sailing in SDYC's J/22s, seven teams completed one round robin. Nicole Breault of St. Francis YC, with her crew of Molly Carapiet, Karen Loutzenheiser and Julie Mitchell, went undefeated for the win.

StFYC will host the next event in the series on March 5-6, again in J/22s, and Long Beach YC will provide their fleet of Catalina 37s for the conclusion on March 19-20.

— latitude / chris

## Women's Winter Invitational

Twenty-four teams from around the US and Mexico made their way to San Diego on February 12-13 for two days of competitive sailing in the 2022 Women's Winter Invitational (WWI). Hosted by San Diego YC, the J/22 regatta invites yacht clubs from all over the country to apply to send their best all-women teams for a series of racing in La Playa Cove. This year, more than 80 talented women competed in a total of 58 races, but only one team took home the bragging rights for





**Top:** Jack Frost midwinter attempted race on February 5, left: Zhenya Kirueshkin-Stepanoff's Flying Tiger 'CentoMiglia'; right: Tim Roche's J/92 'Zaff'. **Bottom:** Berkeley YC Midwinters on Saturday, February 12, left: Ben Tallarigo and family's Santa Cruz 27 'Sunshine Express'; right: Ross Groelz's Express 27 'Eagle'. Find final standings in Box Scores. The series concludes with a Winners' Race.

first overall.

Coming from right up the I-5, California YC sent team members familiar with the San Diego racing scene, skipper Simone Staff and crew Beka Schiff and Melia Grasska.

"Our team was incredibly consistent this weekend," said Staff. "We wanted to try and have an average of second or less throughout the entire event, and we succeeded. Besides staying consistent, our goal was to keep our heads out of the boat during each race, as you really need to connect the puffs in the La Playa venue and reset when we did poorly. During the finals, we had two terrible starts, but by having that mindset, we were able to stay in the zone and work our way back through the fleet.

"The all-women aspect is incredible because even though each team is here to win, every single woman there is so supportive of every other team. These women push you to your limits as a sailor, while still being able to hit the dock and enjoy a nice cold mimosa and a few laughs," she finished.

As the defending champions, Cal YC has secured their invitation for the 2023 running of the regatta.

J/22 fleet manager Kris Zillmann started the Women's Winter Invitational five years ago with the hope to establish a prominent regatta for women sailors. Since then, the WWI has seen significant growth, with teams traveling from as far as New York, Hawaii and Mexico.

"A lot of female sailors out there need avenues to gain experience and make connections. I hope to see all the women who competed, and in the sailing world, help support events like this by attending and even hosting some of their own. It feels really good to see them all come together and have their way with our water," commented Zillmann.

The regatta format is a round-robin-type event, with 24 teams racing in the 12-boat fleet of J/22s. The teams rotate boats after each of their races. Each race has a four-team fleet start, with the object being to sail as many races in Stage 1 as time and wind allow for the first day and the first half of Day 2 of the regatta. Each race lasts about 10 minutes. The teams round giant inflatable flamingos, which stand-in for 'normal' windward and leeward race marks.

At a specified time on Day 2, the top 12 teams are split into the Gold (1st-6th

place) and Silver fleets (7th-12th place). Stage 1 finalists carry over a race win total bonus into the final to acknowledge their overall performance in the Stage 1 races. Each fleet sails up to three races to complete the regatta.

San Diego had summer-like weather that week. Santa Ana winds brought the warm weather without compromising the sea breeze. Racers saw 9-12 knots of wind for most of the races, making for great sailing and great spectating right off the SDYC docks. For teams spending their winters in northern US states, the opportunity to sail in San Diego in February is only one of the perks of the regatta. And for others, the challenge of mild winds in Southern California can be an experience of its own.

Eliane Fierro, the skipper for the Aca-pulco YC team from Mexico, applauded the camaraderie and competition of the WWI. Fierro has sailed at the Olympic level and brings experience to the course. "This event invigorates my spirit at every level! Connecting with old friends, getting to know new friends, meeting the young talent that beat us — it ignites my desire to train a team and come better prepared to race," said Fierro.

Finishing the regatta in second place was New York YC skipper Emily Maxwell. In third was Newport Harbor YC's Carolyn Smith.



# THE RACING



**Oakland YC's Sunday Brunch race on the Estuary February 6. Above: Ghaida Zahran's Harbor 25 'Sashay Away'. Right: fleet action. The series continues on March 6 and 20. See [www.jibeset.net/OYC000.php?RG=T009276018](http://www.jibeset.net/OYC000.php?RG=T009276018) to check standings or to sign up.**

After the racing and intensity on the water, teams were invited to a typical San Diego fiesta on the club's front deck Saturday night, with a Grateful Dead tribute band and plenty of tacos.

"The mood onshore is casual and lighthearted, but you can see people get serious as soon as they step into the boat, and the intensity only escalates until the last boat crosses the line," commented Zillmann. "Unless you own your own boat and can manage to campaign it, the opportunities to keep excelling in the sport are too few for too many, so every regatta is approached as a valuable opportunity to make the most out of your team's time and to enjoy it. Having watched some really great racing this past weekend, I hope that more women

come to sail and leave to live life more intensely."

See more at [www.sdy.org](http://www.sdy.org). Find Sara Proctor's photos from the sun-drenched event at <https://saraproctor.smugmug.com/2022-SDYC-Womens-Winter-Invitational>.

— casey coffin

## Race Notes

At the Miami **West Marine US Open Sailing Series** on January 21-23, US Sailing Team members Ian Barrows (USVI) and Hans Henken (Coronado, CA) came out on top in the 49er skiff fleet with an impressive score line, finishing first in all but one race. In the small Nacra 17 class, racing was tight and tactical. US Sailing Team athletes

Sarah Newbury Moore (Miami, FL) and David Liebenberg (Livermore, CA), who are campaigning for Paris 2024, came in first with 8 points.

Burrows and Henken advanced to the **US Sailing Team's Tier 1** after placing fourth at the Skiff and Nacra World Championships in Al-Mussanah, Oman. Daniela Moroz (Lafayette, CA) was added to the team due to her victory at the 2021 Formula Kite World Championships.

Moroz also made the shortlist for **US Sailing's Rolex Yachtswoman of the Year** (an honor she's won twice previously). Also on the shortlist is Nicole Breault of San Francisco. She's the 2021 US Sailing Women's Match Racing Champion and is ranked as the top female match racer in the US and third in the world. In

## REGATTAPRO/SYC WINTER ONE DESIGN. (6r, 1t)

J/105 — 1) **Godot**, Phillip Laby, 10 points; 2) **Russian Roulette**, William Woodruff, 14; 3) **Maverick**, Ian Charles, 16; 4) **Kincsem**, Joerg Esdorn, 17; 5) **Jam Session**, Adam Spiegel, 23. (22 boats)

J/88 — 1) **Ravenette**, Brice Dunwoodie, 7 points; 2) **Pelagia**, Sergey Lubarsky, 9; 3) **Butcher**, Dave Corbin, 12. (7 boats)

MOORE 24 — 1) **Firefly**, Joel Turmel, 7 points; 2) **Mooretician**, R. Patterson/P. Schoen/E. Ryan, 7; 3) **Topper II**, Conrad Holbrook, 15. (11 boats)

J/24 — 1) **Evil Octopus**, Jasper Van Vliet, 9 points; 2) **Downtown Upoar**, Darren Cumming, 12; 3) **Frogflips**, Richard Stockdale, 12. (7 boats)

J/70 — 1) **Orange You Glad**, Brian Mullen, 11 points; 2) **Rampage**, Tom Thayer, 13; 3) **1FA**, S. Sellers/H. Turner/G. McDonald, 15. (8 boats)

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

## BYC MIDWINTERS, SATURDAY SERIES (3r, 1t)

PHRF <84 — 1) **'io**, Antrim 27c, Buzz Blackett, 2 points; 2) **Mintaka 4**, Farr 38, Gerry Brown, 6; 3) **Arch Angel**, Antrim 27, Bryce Griffith, 6. (7 boats)

PHRF 87-116 — 1) **WYSIWYG**, Olson 30, Hendrik Bruhns, 2 points; 2) **Sea Star**, Cal 39,

## BOX SCORES

Bob Walden, 4; 3) **Yankee Air Pirate**, Olson 30, Donald Newman, 5. (7 boats)

PHRF ≥117-164 — 1) **Heart of Gold**, Olson 911s, Joan Byrne/Axel Menhert, 2 points; 2) **Chomp!**, Etchells 22, Eric Tecza/David Janinis, 3; 3) **Sunshine Express**, SC27, Ben Tallarigo 5. (6 boats)

PHRF ≥168 — 1) **Chesapeake**, Merit 25, James Fair, 2 points; 2) **Phantom**, J/24, John Gulliford, 4; 3) **Chloe**, Rhodes Swiftsure 33, Cully Cobb, 7. (4 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will & Julia Paxton, 2 points; 2) **Eagle**, Ross Groelz, 4; 3) **Abigail Morgan**, Ron Kell, 6. (17 boats)

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

## BYC MIDWINTERS, SUNDAY SERIES (3r, 1t)

PHRF <112 — 1) **Yankee Air Pirate**, Olson 30, Donald Newman, 2 points; 2) **Inspire**, J/105, Inspire Sailing, 4; 3) **Minimax**, Melges 20, Lance Kim, 3. (5 boats)

PHRF 114-168 — 1) **Chomp!**, 2 points; 2) **Frogflips**, J/24, Richard Stockdale, 4; 3)

**Sunshine Express**, 6. (7 boats)

PHRF ≥171 — 1) **Strange Magic**, Islander Bahama 30, Mark Werder, 2 points; 2) **Antares**, Islander 30 MkII, Larry Telford, 3; 3) **Mad Max**, Santana 22, Megan Dwyer, 6. (5 boats)

ALERION 28 — 1) **Zenaida**, Fred Paxton, 2 points; 2) **Last Dance**, Bruce Munro, 4; 3) **Resilience**, Kersey Clausen, 4. (6 boats)

EXPRESS 27 — 1) **Hot Sheet**, David Wick, 2 points; 2) **Dianne**, Steven Katzman, 4; 3) **Motorcycle Irene**, 6. (8 boats)

DOUBLEHANDED — 1) **Just a Hare**, Wylie Wabbit, Marcos McGee, 2 points; 2) **Kwazy**, Wylie Wabbit, Colin Moore, 3; 3) **'io**, 6. (7 boats)

SINGLEHANDED — 1) **Surprise!**, Alerion Express 38-1, Bob Johnston, 2 points; 2) **Hedgehog**, Olson 29, David Herrigel, 5; 3) **Dura Mater**, Cal 2-27, Jackie Philpott, 7. (10 boats)

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

## MPYC PERRY CUP (12r, 3t)

MERCURY — 1) **Fast Break**, Randy Smith, 22 points; 2) **Mojo**, Austin Book, 29; 3) **Death & Glory**, Mark Chandler, 29; 4) **Stars**, Jim Bradley, 31. (16 boats)

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





in addition to match-racing, she sails the StFYC-flagged J/105 *Arbitrage* with her husband, Bruce Stone — doublehanded and fully crewed — and serves as tactician.

Among nominees on the men's shortlist is Erik Shampain of San Diego YC. He was part the winning Congressional Cup and San Diego Lipton Cup teams.

Canada will field a team for **SailGP**'s third season. They announced that Kiwi skipper Phil Robertson will be in

*Left: The Nacra 17 podium at the West Marine US Open Sailing Series in Miami, left to right: Carson Crain and Caroline Atwood (2nd); David Liebenberg and Sarah Newberry Moore (1st); Ben Rosenberg and Cali Salinas (3rd). Crain and Salinas are members of StFYC; Liebenberg belongs to (and grew up sailing at) RYC. Right: Sarah Newberry Moore and David Liebenberg on the bear-away just after the windward mark.*

the driver's seat of the team's foiling F50 catamaran. Robertson skippered the Chinese team in Season 1, and he's currently helming the Spanish entry in Season 2. He'll help build the new team from scratch.

Mercury sailor **Lyn Hines**, an excel-

lent *Latitude 38* contributing photographer, went to the hospital with a medical emergency and passed away unexpectedly on February 15. Our condolences to his wife Odile, family, friends and fellow fleet members.

— *latitude / chris*

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# CHANGES

**W**ith reports this month on *Petrichor*'s strange glowing encounter; *Azimuth*'s ongoing trek eastward to a new homeport in Chesapeake Bay; *Roxxy*'s new owners and their plans; and a locker full of **Cruise Notes**.

## **Petrichor — Catalina 36 Sean Kolk and Kate Schnipper Mysteries of the Deep Oakland**

Scott of *Azimuth* was pointing out the constellation Gemini when he glanced down from the stars into the flat, glisten-



**Sean and Kate on the hill above Puerto Balandra on Isla Carmen.**

ing waters of V-Cove on the north side of Isla Carmen, and noticed several bright blue-green lights spiralling in the water.

"What the ... are those? Glowing jellyfish?!" Our combined crews, rafted-up in the narrow refuge with bow and stern anchors keeping us away from the cliffs, jumped up from our seats — our bellies still full from the Ottolenghi-inspired peach and raspberry cake with boat-homemade yogurt that concluded a Christmas dinner — and peered over the side. Audrey, our resident free-diving instructor and sealife expert, peered into the dark mirror of a sea around us, and observed: "Not jellyfish, they're spreading

**The Christmas cake on 'Petrichor' was inspired by noted Israeli chef Yotam Ottolenghi.**



out. They look like blooming algae, or some kind of worm."

The seven of us, five from *Petrichor* and two from *Azimuth*, continued to stare, awestruck by the abundance of flowering, bean-like creatures emerging from the depths, zipping around on the surface and trailing fairy dust, with each trail of phosphorescence slowly fading.

We had sailed down from Oakland two months earlier, joining the Ha-Ha along with Ashley and Scott on *Azimuth*, their Pearson 365, which also sailed out of Oakland. After Cabo, we motored directly up to Loreto with uncruiser-like speed (two days), and put in at Marina Puerto Escondido, to make it easier to leapfrog back and forth to Oakland for work.

This particular adventure was the culmination of *Petrichor*'s return over the holidays to meet up with *Azimuth*, and bring down some water tribe friends to adventure in the Sea of Cortez. We spent the days exploring the islands, paddleboarding, and free diving at every anchorage; hiking steep ridgelines; and hand-making fettuccine, bagels, shakshuka, or "rando tacos."

"Well, we don't have reception now, but this is unique," declared Audrey. "I'll take some photos and look up what this could be later on."

Then the moon rose, and as quickly as they had arisen, the glowing water spirits dissipated. We tucked in for the night, with conversations of what it meant to have a fulfilling life, stories of murder mysteries from the '90s, and what cats might think of the Mexican glowing beans.

We all woke at 2 a.m. to a jarring, rocking motion. Sean went to the cockpit to find Scott was already at the lines of the bouncing, rafted boats. "Let's add another spring line, and switch these here ..." After a flat two days, the northern swell was suddenly funnelling into the aptly named V-Cove, and as much as we trusted our anchors, it was going to be a long night. Then came another opinion from our side: "Let's leave now before this gets worse." Our sleepy crew just nodded their heads. A few tons heavier and more stable, *Azimuth* decided to stay and hunker down.

Ashley and Scott kept a watchful eye as we loosened the lines on *Petrichor* and hauled



in our G40 rode by hand (need to stay strong somehow). We managed to depart the cove without tangling our anchors, motoring into the swell, and setting off to the better-protected Puerto Balandra, a couple of hours away.

Despite the uncomfortable swell abeam, the starry sky and bright moon reminded us of the night watches of the Ha-Ha. We regaled our guests with stories



# IN LATITUDES



without anchor lights also made thousands of fish jump from the water where the light fell. Just before dawn, *Azimuth* arrived. After 'the night of the long swell' kept building in the cove, they'd had



enough, too. In a bit of added drama, they bravely had to retrieve their stern anchor doublehanded in their dinghy.

The message from Audrey came in a few days after the crew had all departed: The rare bioluminescent event we had seen were fire worms (*Odontosyllis phosphorea*). Fire worms have a glowing mating ritual that occurs one to two days before a quarter moon, 30-40 minutes after sunset, and that lasts only 20-30 minutes. There are no well-documented videos online of what we saw. What are the chances ...?

Oh, what mysteries the ocean holds!

— Kate 12/28/21

Instagram@ksnipp

**Azimuth — Pearson 365**

**Ashley Gremel and Scott Racette**

**Hellos and Goodbyes**

**Oakland/Sausalito**

After saying goodbyes to *Petrichor* and other boats from the Baha Ha-Ha, we

**Ashley, Scott and Cypress the cat feeling the need — the need for speed!**

*V-Cove is a snug stop, except in a northerly swell. Above left: Homemade fettuccine dries in the cockpit. Center: Raft-up dinner. Right: Who knew spelunking (by dinghy) would be part of cruising? Inset: Fire worm — even Columbus reported seeing these things do their strange mating dance. Top right: 'Azimuth' and 'Petrichor' rafted at Isla Carmen.*

of the windy and sleepless nights of Leg 1 from San Diego to Turtle Bay. Jen — one of *Petrichor's* crew and solo sailor of her *Baba 30*, dreaming of the Ha-Ha 2022 — became so inspired by our unexpected night watch, she decided to extend her

trip a week to crew with *Azimuth* on the four-day crossing from Loreto to Puerto Vallarta.

As *Petrichor* arrived in Puerto Balandra in the dark at 5 a.m., our spotlight to check for boats



ALL PHOTOS PETRICHOR

ALEGRIA CREW



# CHANGES

crossed the Gulf of California, a 506-mile trek from Puerto Escondido to Banderas Bay. We headed south toward La Paz,



Scott and Ashley are taking the long, scenic route to Chesapeake Bay.

motoring in light breeze, intending to jog southeast to cross the Sea when the predicted NNW wind arrived. We enjoyed a relaxed watch of four hours on, eight hours off with our friend Jen in the rotation. The first 18 hours passed calmly while we motored south to reach the wind and, once found, Scott turned off the iron lung under the tiny light of a new moon.

Ironically, due to a recent hull cleaning, we made such good time that instead of a nice broad reach, we ran into the tail end of a nasty southerly system with 25- to 30-kt winds and a confused swell on the nose. We bashed through that for about 20 hours before deciding to heave to outside Altata to await the 180-degree windshift predicted by FastSeas for the last hours of 2021. (We considered going into shore there, but decided to skip its tricky channel entrance in the dark.)

This was the unanimous low point and best decision of the passage. Within two hours, the new wind had arrived from

*Cypress on watch.*



the NNW and we were underway again on a comparatively comfortable broad reach in still-confused seas. What followed was some delightful bluewater sailing due south.

A brown booby landed on our radar and stayed the night. Our cat, Cypress, didn't like this much, but couldn't figure out how to secure her territory in the rolling seas. We cruised into La Cruz around daybreak, napped, and celebrated the successful crossing and arrival of 2022 onshore before parting ways with Jen.

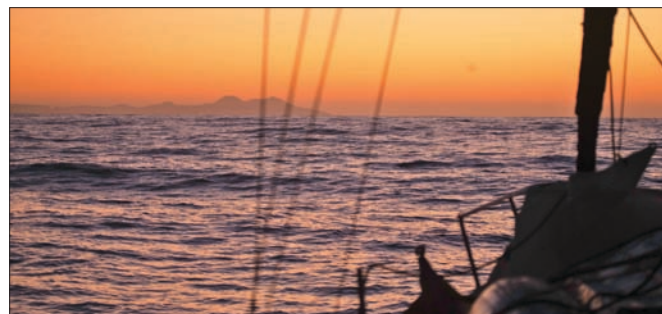
While in La Cruz, we reunited with Katie and Mike, friends from racing in San Francisco Bay before they took the big left turn in 2018 aboard *Alegria*. We had a blast asking them newbie questions, comparing notes, and sailing down to Barra de Navidad. Highlights included a Wednesday night race in Banderas Bay, bring-your-pet-to-the-beach day, pool time, whale sightings, synchronized spinnaker runs, and the famed jungle river dinghy cruise in Tenacatita.

Saying goodbye was becoming a regular part of the routine. Friendship anywhere can be transitory and is best when lived in the moment. Boats heading in different directions make this all the more clear. But in cruising, "goodbye" is more like "until we meet again." There's something unparalleled about pulling into a remote anchorage and seeing a familiar face.

Days go by easily, fixing food and maintaining the boat, venturing ashore or to shallows, and connecting over the gumption, skill, and luck that got us to another anchorage down the coast.

Our next move was a 216-mile passage to Zihuatanejo. This included our first sighting of the Southern Cross constellation, a parade of dolphins, and a tasting of my first boat-made kombucha batch. We spent nearly the whole way wing-on-wing, passing easy miles under the keel. We anchored in the bay and picked up Tyler, a friend who was detouring from an overland trip to Mexico City. One of his goals for 2022 is to learn to sail, and we were all too happy to lend a hand.

After purchasing a big straw hat for Tyler, schlepping jerry cans of diesel around town in a dock cart, and having breakfast at a hole-in-the-wall spot, we hit the open seas to Acapulco. Two whales and a whale-watching boat joined us for the departure, and we spotted a large container ship around sunset. We watched a movie after dark and arrived in Acapulco midday. As the temps crept above 100 degrees, we funneled our creativity into new



ways of making shade or breeze.

Pulling our home of six years into a new place feels like a magic trick every time, and I love the obstacle courses we run to make it happen. Provisioning, port captain check-ins, dinghy landings and docking all break the usual tourist script of food and lodging, and we are rewarded with a wider view of a place.

The guidebooks we have on board mentioned that Acapulco is not a frequent stop for cruisers due to limited dockage and facilities. This city certainly has seen ups and downs with the whims of tourists' plans, but for us this place focused



# IN LATITUDES



'Azimuth' (right) and 'Alegria' head south together. Top left: Approaching Puerto Angel at sunrise. Top right: Whales and dolphins provided some entertainment halfway between Tenacatita and Barra de Navidad.

around a waterfront was a favorite stop. The *malecon* was bursting with color and culture in the form of rollerblading kids, skateboarding teens, a mariachi band filming a music video, and tremendous street food. The marina had availability among the bustling local charter businesses and a rooftop pool to boot.

The sail to Puerto Angel was dubbed the wildlife tour — jumping manta rays, dancing dolphins, and a blue whale that nearly swam under our boat. We ate a

few of my homemade yogurt and granola bowls to avoid turning on the stove in the heat, logged many hours on our spinnaker, and anchored with the *pan-gas* in Puerto Angel for a good night's sleep before carrying on to

La Crucecita.

Here we wait for the notorious Tehuantepec winds to subside long enough for a 250-mile passage with "a foot on the beach." At time of writing, there is no window in the seven-day forecast, so we have declared this the midway maintenance point and have plans to explore ashore for our one-year wedding anniversary. Several other boats are queuing up here as well, and it's been fun to pool our errands, weather forecasts, and plans. The Panama Posse has been an indispensable wealth of knowledge and community, especially as we roam farther from the cruiser hotspots of the Sea of Cortez and Banderas Bay. Several of the boats here are part of the rally, and are familiar names from the weekly group call, chat, and party spearheaded by Captain Deitmar Petutschnig.

Sailing from San Francisco to Chesapeake Bay in a season makes this neither a delivery nor a cruise. We hustle to catch weather windows and relax when the wind is elsewhere. Moving at five miles per hour around a continent is the strangest, most rewarding and challenging thing I've experienced in my 30 years.

— Ashley 2/7/22

<https://sailingazimuth.com/>

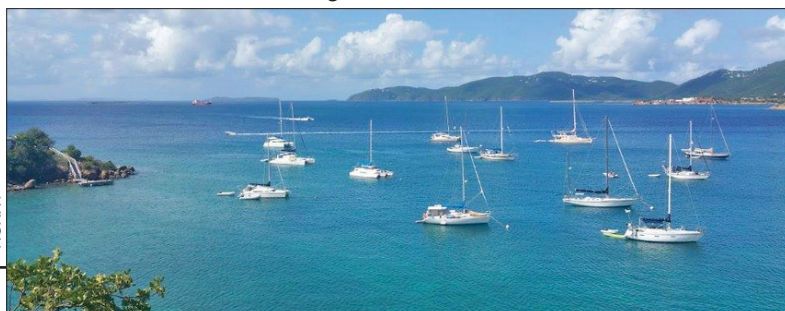
## **Roxy — Beneteau 52 Kelly Carr and Dennis Roquet A Perfect Match Friday Harbor**

After two marriages in 40 years and raising four daughters and two stepsons, I found myself on *match.com* — and found myself a sailor! Thankfully, Dennis Roquet (two marriages, two grown kids) discovered that *match.com* has a horrible return policy, so he's stuck with me!

After four years of living on Dennis's 48-ft powerboat *Sea Bear* in Friday Harbor, one morning he said, "We ought to sell this boat and go sailing." Having never been sailing, and done very little travel due to my life as a stay-at-home mom, I surprised myself and said, "That sounds like a great idea!" Yikes!!

(Fortunately, Dennis has a 1,600-ton

'Roxxy' is currently anchored off Honeymoon Beach at Water Island — smallest of the four US Virgins.



ALL PHOTOS AZIMUTH

ROXXY



# CHANGES

Coast Guard master's license and has sailed and captained boats all over the world.)



**Kelly and Dennis — the 'Rocket' is back sailing again!**

We put *Sea Bear* up for sale in June 2021, thinking it would take a few months or maybe even a year to sell. However, the first person the first day bought the boat. Now basically homeless, our finding a sailboat became a priority. But not just any boat, I was informed. It had to be just the right one.

Dennis also suggested that the best plan might be to start in the Caribbean, go through the Panama Canal, and explore Central America and Mexico while slowly making our way back to Friday Harbor. (Or maybe leave the boat in Mexico as a "sailing condo." We haven't gotten that far in the discussion yet.) He said Fort Lauderdale has always been a great place to buy and sell a boat.

So we started our search — appropriately enough, in a Ford Expedition — mid-July. We drove cross-country from the San Juans to Savannah, Georgia, then headed south through Florida to Key

**'Roxxy's name resulted from a rearrangement of letters in the original name.**



West. We saw many tired boats along the way and talked with many brokers. They informed us that most of the inventory sold in June. One broker told us he had just received two offers and neither of the potential buyers had even seen the boat.

Our search took us on through Punta Gorda, the Carolinas, and up to Annapolis. Then back to Seattle and down to San Diego. In those three weeks we had driven through 25 states, visited countless marinas, and ended up without a boat. Frustrated and disappointed, we decided to take a break for a month.

Once refreshed, we renewed our search on the internet and ended up finding a boat in Grenada, on the hard for the hurricane season. The owner, Max, lived in St. Thomas. After talking with him, we felt we had finally found the boat we were looking for. He agreed to bring the boat to St. Thomas in October, and we quickly made plane reservations to the USVI.

The boat was a blue Beneteau 52 'owners version,' never chartered. She'd been around the world once and had a brand-new engine. Everywhere he looked on the photos, Dennis liked what he saw. I was happy he was happy.

Then, a week before we were due to fly down, Max called and told us he had just received a "sight unseen, as-is, where-is" offer. He asked what he should do. Dennis — who also worked many years as a yacht broker — told him to take the offer. He suggested having the guy wire the money into Max's account within two weeks.

Well, needless to say, I was devastated! I cried for two days and sent Max an email saying that I thought *Oryxx* was the perfect boat for us. But I would never ask Dennis to buy a boat sight unseen, and asked Max if anything went wrong with this buyer to please keep us in mind! (And who knows? Maybe the buyer hadn't even asked his wife yet if it was OK to buy a boat.)

We made arrangements to fly down anyway and continue boat shopping in the BVI — including boats that were coming out of charter from places like the Moorings in Tortola.

A few weeks later, we were driving to the airport to catch our flight to the Caribbean and my iPhone lit up with a call from Max. "Are you still interested?" he asked. Turns out the buyer and his wife flew to Grenada and after five minutes on the boat the wife said, "It's way too hard to travel here from Canada and I am not interested in doing this again!" And they left!



Of course we were still interested! We made plans to meet him in St. Thomas after he brought the boat over. Once aboard, we fell in love with her and bought her! (Insert a happy dance here!) The only change we made was to rearrange the name from *Oryxx* to *Roxxy*, after my mom and best friend, Roxy, who had passed away too many years ago.

We flew back to Washington and started packing up all of our stuff. And therein lies a tale. We had an address to mail our boxes to in St. Thomas, so I took three average-size boxes to UPS and was quoted \$750 to ship them! After I picked my chin up off the ground, I went home, repacked



# IN LATITUDES



ALL PHOTOS ROXXY

**Sistership of 'Roxxy' underway. Above left: You can never have too much ventilation. Center: Kelly shows off her chandelier made of a lingerie-drying rack (Joanna would approve). Right: Some of the many boxes delivered by the Post Office — and there were lots more where those came from.**

everything in four large flat-rate boxes, and shipped them via USPS for \$21.50 a box — a total cost of \$86. It was such a huge price difference we ended up packing 27 more of the large flat-rate boxes and shipped way more stuff than we'd intended to. We were able to save money not only on shipping but also on having to rebuy the items we were going to have to leave behind! That included tools (lots of tools), shackles, lines, and much more boat gear that Dennis thought he was going to have to replace. I was happy to be

able to mail bedding, pots, pans and of course my clothes, and way more shoes than I was supposed to. The total cost was \$667. All of it arrived fine, as did 15 orders from Amazon, all of which arrived unscathed.

One of our biggest shocks in our boat search — besides the overpriced

fixer-upper boats that were on the market — was the price of COVID tests. We spent more on COVID tests than we did on air-fare! Things are still tough in the BVI for tourists. They are not allowing any charter boats from the USVI to visit, and a private yacht can only stay for 30 days.

Our plan was to start our cruising in the Caribbean, but there are so many restrictions, and the BVI are making us jump through so many hoops — not to mention the astronomical cost to leave our boat there for hurricane season — that we have changed the itinerary. We now plan to sail to Panama in April, leave the boat there for hurricane season, and head up the West Coast in the fall.

Sailing in the Caribbean has been quite the adventure for this small-town girl from Anacortes. Dennis has been patiently teaching me the ropes on daysails and short trips. The experiences I've had already make for some great cocktail-hour stories. Like getting the halyard line stuck underneath the winch when Dennis was way up the mast in the bosun's chair; accidentally dropping my vacuum cleaner overboard; and going an entire month without being able to do laundry. Or when we ran low on groceries and ate rice and beans three days in a row.

When we're not sailing or working on the boat, we play Mexican Train, Skip-Bo and gin rummy. I got creative one day and made a chandelier out of a hanging lingerie-drying rack! And I will never get tired of the magical beauty of an early morning sunrise, or snorkeling right off the boat with turtles and stingrays. And then at the end of the evening, enjoying a glass of wine while enjoying the magnificent sunsets, and the joy of knowing I get to do it all again tomorrow.

— Kelly 2/4/22

## Cruise Notes

- The Cruising Club of America's Blue Water Medal for 2021 was awarded to Ginger and Peter Neimann for not one, but two circumnavigations — in the high latitudes at both the top and bottom of

**Ginger and Peter converted their first boat, 'Marcy', from a schooner to a sloop.**



PETER AND GINGER NEIMANN



# CHANGES



PETER AND GINGER NIEMANN

the world. From 2006 to 2010, their first boat, the 47-ft cutter **Marcy** (converted from a schooner to a sloop) took them westabout from Seattle and past the great capes. In 2017, they set out again aboard **Irene**, a 52-ft Herreshoff ketch — this time eastabout — transiting the Northwest Passage (the 30th US-flagged vessel to do so) and staying totally in the Northern Hemisphere, never once crossing their earlier track. As with so many other cruisers, all plans went out the window

*'Irene' in the Northwest Passage. Inset: Peter and Ginger in Scotland.*

while they were in Turkey in 2020, when the pandemic hit. From there, the adventure became almost Orwellian. Given the option to ride it out aboard in Turkey; leave the boat and fly home; or take off and take their chances, they chose the last. They crossed through Suez, bound for Indonesia — only to be denied entry after two months and 6,000 miles of non-stop sailing. Nearby Singapore let them

stay, but they couldn't leave the boat. All told, they were at sea or on a mooring without visas or permission to land for eight months and 8,720 nm. They were finally able to get visas and allowed ashore in Japan. They crossed their outbound track at Dutch Harbor, Unalaska, on June 23, 2021, just before midnight.

• John Stanton was planning on doing the 2017 Ha-Ha on his Dana Point-based Hunter 30 **Pure Grace**. But a few months before the rally, he got word that, after 10 years on the waiting list, he was in the #1 spot for a larger slip. "I really wanted to go to Cabo, but I was already feeling pinched in the Hunter 30," he says. "So I scuttled the idea of doing the Ha-Ha that year and started shopping for a bigger vessel."

He found her the next spring up in Sausalito in the form of a Hunter 356 that he eventually renamed **Wild Grace** (ex-Belle Amie).

Back in the new, larger slip in Dana Point, Stanton sailed locally and set his sights on the 2021 Ha-Ha. All was going well until early October when — while working to get ready — he took a fall and



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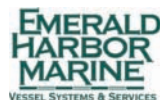


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**John Stanton departs the Bay aboard the new-to-him 'Wild Grace' in 2018.**

dislocated his shoulder. "The ER took good care of me, but I realized I wasn't going to be seaworthy for a while." So he canceled the Ha-Ha plan a second time.

He did make it to San Diego (by car) in time to man the barbecue for the Ha-Ha kickoff party.

"I'm finally back to sailing condition," he says. "And looking forward to the Ha-Ha this fall." We're hoping the third time's a charm for John and crew.

• The Rothermel/Neville family — Jeff, Naomi, Gwen (16) and Mary (14) — are among those fortunate enough to enjoy the Ha-Ha together, but unfortunate

enough to have to get back home to 'real life' after it's over. So on the Sunday after their Aerodyne 38 **Wilderness** arrived in Cabo, Naomi and the girls were on a plane for home — and Jeff was upping anchor for his solo bash back to King Harbor.

In the early going, light winds and frequent tacks made for good upwind progress. Jeff took the opportunity to practice hoisting the staysail, which had not been deployed for almost 15 years. Meanwhile, Naomi and friends were following the boat's progress on PredictWind.

The third day, "There was a fair bit of speculation why the boat stopped moving," says Naomi. Turns out the jib head strap failed, and the jib doused itself onto the foredeck. Luckily this happened during the day in light winds, and Jeff packed it up and stowed it below. Out came the staysail again. In the still-light breeze, *Wilderness's* SOG slowed significantly.

Things improved on day five when the wind picked up — but it soon petered out again. Admirably, Jeff used the engine only when it was dead calm.

By day six, he finished the last of the

fresh fruit. On day seven, he ran out of propane. "Oops," remembered Naomi, "we forgot to fill the tank before leaving



**Jeff, Mary, Gwen and Naomi of 'Wilderness', somewhere in the wilderness.**

Cabo," adding, "He immediately texted me for cold brew coffee recipes."

"In the middle of the night on day eight, Jeff arrived back in our berth in King Harbor and promptly went to sleep," she says. The family are looking forward to some easy sailing around Catalina when the weather warms up.

• "Experience is a harsh teacher," noted former Pittsburg Pirates pitcher Vernon Law. "She gives the test first and the lesson afterwards."



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# CHANGES IN LATITUDES



**Philosopher/skipper  
Dennis Roquet.**

We were musing on such things with old friend Dennis Roquet recently. If you've read all the way through *Changes*, you've met Dennis and Kelly of **Roxy** already. As for that 'experience is a hard teacher' stuff, he noted that if you pay attention, sometimes you can get the lesson by observing someone else 'take the test.'

For example, on all his boats, 'Rocket' installs a 10- to 20-foot length of line between the bitter end of the anchor chain and wherever the rode is made fast in the chain locker. That's so, in an emergency, you can cut the anchor loose with a knife instead of trying to cut the chain or undo it from inside the boat. He has done this ever since a boat he remembers only as a Newporter 40, anchored in Isla Isabela back in the '80s, got caught on a blow and the skipper (whose name he also does not remember) couldn't get the anchor up or down, and he couldn't get to the shackle that held the bitter end below deck. The fellow reportedly tried to cut through the chain with an angle grinder but kept get-

ting shocked. Eventually, the chain sawed down through the hull and the boat sank.

As for navigation, DR likes all the new electronic stuff. "I need all the navigation help I can get." On the other hand, "When I got hit by lightning in the San Blas Islands and everything fried, I was glad I had old-school celestial to fall back on."

And even when electronics started appearing, it was beneficial to observe someone else's issues with them before diving in. "My friend Jimmy Hollywood was one of the first ones I knew who tried out the early electronic navigation equipment. In the early '70s, he and his wife were sailing their 40-ft wooden ketch *Calypso* around the world. Getting ready to make his landfall in Tahiti, he was up on deck with his sextant and his new NC-7 navigational calculator. A seagull flew over and dropped a white plop right on the keyboard. All the lime green numbers faded to black. It never recovered."

What are some of your 'lessons hard learned'?

• Barra de Navidad's **Cruise-In Week** (*Fiesta De Veleros*) and the **Zihuatanejo Sailfest** returned bigger and better than ever last month. You can read about the former in an article by Christine Weaver elsewhere in this issue. Sailfest happened the last week of February, too late to include in the March issue. We hope to have a better-late-than-never wrap-up in April.

• "We are very happy to formally announce that we have just completed the last big project on our list, and are packing away our tools (for now). It's time to cast off and set sail for adventure beyond the horizon!" writes Marissa Neely of the Cheoy-Lee 41 **Avocet**. (You may recall an article last year about how she and hubby Chris fit a new toerail to the boat.) "In May of 2022, we'll be cruising the Channel Islands, then heading north to our homewaters of Monterey and San Francisco Bay before sailing south to Mexico in October." You can follow their progress at [www.svavocet.com](http://www.svavocet.com).

• Finally, a heartfelt "Happy Birthday" to Warwick **'Commodore'** Tompkins — cruiser, racer and friend — who turned 90 on the 26th. Many more, Commodore!

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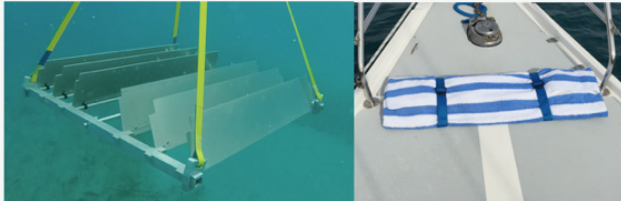
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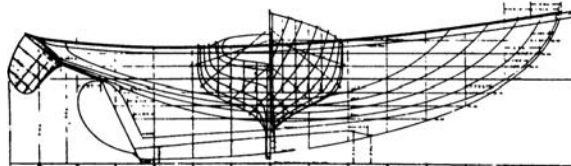
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**9.5 FT WOODEN DINGHY 1963?** Built by Ragged Ass Boatworks in Washington State. Excellent condition. Beautiful! Includes 1 pair of oars, cover and cradle. \$3,000. Sausalito. [tzerrer@icloud.com](mailto:tzerrer@icloud.com) (970) 903-1948



**14 FT FOILING SKEETA 2021.** A family medical emergency has forced me to sell my unused foiling Skeeta. Equipped with both rigs for all Bay Area conditions, she's the flying skiff of your wildest dreams. Skip the line, buy local. \$14,000. Alameda. [lexband@leftcoastsailing.us](mailto:lexband@leftcoastsailing.us) (303) 909-2963



**10 FT ACHILLES 310 LSI-E AND OUTBOARD 2021.** Perfect condition. Hypalon construction. Many accessories included: electric pump, anchor, OCS suckers. Full description of rigging on 103 CS Travel electric outboard and carrying bags at [www.totomarine.com](http://www.totomarine.com). Boat \$2,300. Motor additional \$2,350. \$2,300. CA Central Coast.



**12 FT MAINE PEAPOD 2020.** Brand-new. Epoxy/wood construction. Arch Davis design. Includes trailer, sail, cover & oars. \$10,000 OBO. Carpinteria. [carpdory@gmail.com](mailto:carpdory@gmail.com) (720) 250-8060



**11.5 FT WHITEHALL WESTCOAST 2005.** This is the ultimate, purest sailing and rowing dinghy. Meticulous craftsmanship with every accessory available at the time. Sailing rig, bronze centerboard, sculling insert with rolling seat, three sets of beautiful sculling oars. Used only three times since new, always covered. Custom cradle. Teak and fiberglass. \$18,000 OBO. Ventura, CA. [Scotthomerepair2@gmail.com](mailto:Scotthomerepair2@gmail.com) (805) 689-0984

## 24 FEET & UNDER SAILBOATS

**22 FT SANTANA 22 #619 1972.** Fresh-water boat, sailed and raced at Millerton, Huntington, and Yosemite lakes. Four-stroke Honda 4hp. Two-speed Lewmar main winches. Tandem-axle Shock trailer, set up to enable complete bottom painting on trailer. Upgraded chainplates, rigging, outhaul, and backstay. Set up for singlehanding. Many sails including two spinnakers. \$6,000. Merced, CA. [daniel.scarbery@gmail.com](mailto:daniel.scarbery@gmail.com) (559) 269-4015

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



**14 FT CRAWFORD MELONSEED HULL #359 2005.** 'Sweetpea,' my father's true love, sails like a dream. Sadly, my dad has aged out of sailing and has kept this beauty in his garage for 10 years. We want to sell to someone who will appreciate this sprit-rigged sailboat with trailer as much as my father and I have. 13.8ft, positive flotation, teak coaming, teak floorboards, spruce spars, tanbark sail, bronze fittings, custom bag for rudder, tiller, spars and ensign, mooring cover too. 'Sweetpea' has always been stored indoors and is in excellent condition. For more information and comp prices, see website. \$9,800. Oakland, CA. [jenniferbloom4@gmail.com](mailto:jenniferbloom4@gmail.com) [www.melonseed.com](http://www.melonseed.com)



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**24 FT MOORE 24 1980.** Hull #93. New standing rigging, new halyards, new front hatch, new tiller, sprayed-on antifouling bottom paint 2/21. Nav lights, solid trailer, Nissan outboard. Ready for offshore racing. Includes a full set of sails. \$10,000. Richmond Yacht Club. tsoutham@gcigc.com (408) 592-0832 www.tinyurl.com/aaf8xtvm



**22 FT STAR 1963.** Glass hull, good condition. Multiple sails, good condition. 2 whisker poles. Elvstrom bailers. Current 2022 registration. Trailer with spare tire. \$2,500 OBO. Richmond, CA. stefroche916@gmail.com (916) 303-0459

**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



**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

## 25 - 28 FEET SAILBOATS



**27 FT CAPE DORY 1978.** Carl Alberg-designed "classic plastic". Very well maintained; great boat for the Bay. Top Yanmar inboard diesel. Sails in very good condition, 90% & 150% headsails. Hock Stack Pack for main. Raymarine 200 Tiller Pilot, Bruce 22lb anchor with 40 ft chain & 200 ft 1/2" rode, Fortress and Danforth anchors as well. VHF, Garmin 175C GPS, EPIRB, Avon Redstart with Honda 2hp 4 stroke, PFDs and all sorts of other goodies. \$15,500. Sausalito, CA.



**27 FT CATALINA 27 1976.** Outboard model with Mercury 15hp long shaft. New in last 4 years: North racing jib and mainsails, interior and cockpit cushions, tiller pilot. Harken roller furler, spinnaker and pole. Newer boom. Garmin chartplotter, wind and depth instruments. Shore power, stove, microwave, holding tank, manual fresh water, etc. No other C27 boat has had more money poured into it! \$6,900. San Mateo. mark@gg401k.com (650) 868-8882



**28 FT STROMSTAD SWEDISH KINGS CRUISER 1960.** This is an historic boat, a sloop rig sailing cruiser built in 1960, Sweden. She has sturdy construction of African Mahogany over bent oak frames with copper rivets and bronze bolts. Beautiful teak deck and interior. Artwork painted on the lockers and galley. Yammer diesel with 40 hours. Mainsail, 4 headsails and a spinnaker. Winch handle and pocket. Brass bell, emergency flares, fire extinguisher Oil cabin lamps, manual horn, tool kit including original parts. History of haul outs since the sixties and surveys, the last in 2021 (\$40,000). \$15,000 OBO. stromstadslloop@gmail.com



**25 FT VANCOUVER 25 OFFSHORE 1984.** 1984 Vancouver 25, full keel pocket cruiser double ender. Roomy 6'3" headroom. Beta Marine repower (100 hrs), like-new sails and standing rigging, Fleming wind vane. Schaefer furler, manual windlass, VHF, GPS, solar, Engel refrigeration, propane stove, sleeps 4. Transferable slip. Could use a few cosmetics, but ready to sail today. \$15,999 OBO. Alameda, CA. lazystar@aol.com (650) 701-6452



**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



**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

**28 FT SLOOP, 1972.** 28ft sailboat made by Cheoy Lee, with 18hp Yanmar diesel. New bottom paint, 10ft Avon tender with 8hp outboard. Please call. Ask for Ralf. \$18,000. (707) 965-2051

## 29 - 31 FEET SAILBOATS



**30 FT HUNTER 1980.** Looking for new home for sturdy, sound 1980 30-ft Hunter sloop. Sound hull and engine that just needs a bit of project work ... Sails, dodger, rigging need update. Comfortable open cabin. Owned since 1989 and time to move on. Email to get more photos and arrange viewing. \$7,800. South Beach Harbor, S.F. rarzone@gmail.com

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**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 battens main and 110% jib. New running rigging with proper sail shape controls including flat traveler and new solid vang. Good dodger and canvas with new mainsail cover. Well maintained 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



**29 FT CASCADE SLOOP 1976.** One owner, good condition, many upgrades plus overhauled engine and electrical system, Monitor windvane and mast tabernacle. Commercial grade 16,000 lb trailer can be towed without permits. See web site for photos. \$15,000. Portland, OR. bobbiebl@q.com (503) 621-3520 www.tinyurl.com/f2e3fszm

**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



**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. \$10,000 OBO. Sausalito. jewett.katie@gmail.com (415) 847-9146



**30 FT CATALINA 30 TALL RIG 1983.** Turnkey. Recently upgraded and beautifully maintained. Universal 25hp diesel 392 hrs. New 14 gal fuel tank, fuel sensor, gauge and fuel lines. Self-furling jib, spinnaker w/sock – good shape. Big V-berth forward, aft double bunk and settee at midships – sleeps 6. Beautiful teak interior with fresh upholstery and curtains. Propane stove and oven, icebox, hot/cold water with dual sinks. Electric marine toilet and shower. Dual battery charger. New LED lights. Stern perches, cockpit cushions, Hard-top dodger. New running rigging, lifelines, backstay. Hauled Feb 2021. Freshwater boat until this year. All the hard work done, get in and go. \$24,000. SF Small Craft Marina. Mattmalan86@gmail.com (916) 956-3606 www.tinyurl.com/u97pxjblw



**31 FT VAN DE STADT BLACK SOO 1968.** ULDB 'Starbuck' 27.5 LWL 4500lbs. Symmetrical and asymmetrical spinnakers. ATN Spin sock. New Tohatsu 3.5. X5 and ST2000 autopilots. GPS w/AIS. E-rudder. Solar. 95AH Lithium battery. Double-axle trailer. \$6,000. buckingham@sonic.net (415) 647-7387

## 32 – 35 FEET SAILBOATS



**33 FT RANGER 1977.** Mainsail almost new, furling jib OK, spinnaker good, but the Atomic 4 is not running; an electric engine would be ideal. I have sailed this boat for 30 years and it is in solid condition. Although the boat is in lower harbor it has a tabernacle mast. Slip can be sublet for 6 months. \$6,500. Santa Cruz. ranger1977sail@gmail.com (831) 713-8066

**32 FT PEARSON VANGUARD 1965.** Solid boat in turnkey condition. Barebones re-fit completed 2017. New: Awlgrip paint inside and out, engine/trans, sails, furler, custom hard dodger w/solar, plumbing, wiring, electronics, windvane, windlass, refrigeration, stove and much more. \$34,900. San Carlos, Sonora, MX. stargo32.5@gmail.com (541) 613-6374



**32 FT BENETEAU 323 2006.** Clean and well maintained. Two berths, 1 head with shower. Full galley with propane cooktop, fridge, microwave. New Garmin radar/chartplotter and AIS in 2021. Complete bottom refinish and paint last winter. Autopilot and all other wind/depth instruments. Multiple sails: 3 mains, 2 jibs all in good shape, newest main still in bag waiting to use. Flexofold 3-blade prop plus spare 3-blade fixed prop still on board. Yanmar engine with approx. 875 hrs. Dodger and all canvas in excellent condition. Windlass and self-draining anchor locker. Walk-through transom to swim step with rotating helm. Great boat fully set up for easy singlehanded. Fun to sail, easy to dock. Perfect Bay/Delta cruiser, weekend coastal cruiser. \$75,000. Santa Cruz. scottlaskey8@gmail.com (831) 334-2890



**34 FT IRWIN CITATION 1983.** Turnkey, well maintained Mexico/Cortez veteran, cruise-ready and loaded with new gear. Lying in transferable liveaboard slip. Yanmar 20 hp diesel, 3-blade prop, Adler Barbour fridge/freezer, 4 new batteries, battery charger, SS arch with 200W solar, kayak racks, new davits, West Marine 9-ft Hypalon dinghy, new Suzuki 2.5 hp outboard, Xantrex inverter, Raymarine autopilot/depth gauge, Lofrans windlass. Email for full specs, gear list, photos. \$26,000. San Carlos, Sonora, MX. perlasailboat@gmail.com (602) 639-3477

**32 FT SABRE 32 1984.** The Sabre 32 is a beautifully designed and excellent-quality sailboat. We have returned to the UK after 15 years living in San Francisco and sailing the Bay, and hence the boat is for sale. Regularly cleaned and maintained and in fair condition commensurate with its age. V-berth, aft cabin, very nice saloon, teak interior, two-burner stove and oven. Reliable Westerbeke engine recently overhauled. Sails beautifully and a much-loved friend. \$29,995. Clipper Yacht Harbor, Sausalito. jonathan@killip.com



**32 FT FUJI 32 KETCH 1976.** Beautifully designed and built sailboat. This is not just a capable cruiser but a super-fun daysailer that can handle the toughest conditions the Bay can dish out. The boat has new standing and running rigging, mast and spreaders overhauled, new thru-hulls, electrical wiring, prop and bearing; all port lights and hatches have been removed and rebagged, the wood has been professionally restored. 34 hp Yanmar with less than 400 hrs, Racor filters, and Aquadrive thrust bearing, which reduces vibration when motor-ing. The deck is solid with no soft spots or spider cracks, and the hull is built like a tank, but sails like a much lighter boat. Call for details. \$28,000. Alameda. dorgain@gmail.com (541) 490-2631



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the latest episodes of *Latitude 38's* new podcast.





**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



**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



**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! \$39,500. La Paz, BCS, MX. danger@rof.net (970) 379-1466



**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 SPARKMAN & 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. \$55,000 OBO. Ventura, CA. Thepaslm27@mac.com (760) 458-7213

**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

## 36 – 39 FEET SAILBOATS

**39-FT FREYA, 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



**39 FT CAL 39 1980.** Why bother sailing down to Mexico when you can just fly? 'Kukui' is already there and sailing the Sea of Cortez. She is fast, fun, reliable, comfortable, and safe. She comes fully equipped including a 12-ft Achilles with outboard that hangs on a stainless steel arch. Perfect for full-time cruising. She spent most of the last 12 years in San Francisco Bay and the Delta. She is a classic beauty with a Yanmar 55hp, refrigeration, radar, chartplotter, windlass, custom-made mattresses, and ground tackle that allows me to sleep under almost any conditions. Totally redone about 20 years ago with no expenses spared. Great boat with too many strong points to include here. Email. \$62,000. Sea of Cortez, MX. gary.greule@gmail.com



**37 FT CHOATE 1978.** 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. stagestop@saber.net (707) 391-8542



**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



**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



**39 FT MARINER 1985.** Perry originally intended this design for the "Westail 39". Then Fairweather picked up where Westail left off with the Westail 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 Selden mast, Raymarine marine auto helm Depth, wind, speed - wind direction, heat and ac. 125g water, 65g fuel, NEW 20g holding. \$76,000. San Francisco. whackel@yahoo.com (510) 410-5401

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**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), Blue-tooth 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

**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

## 40 – 50 FEET SAILBOATS



**42 FT TA SHING TATOOSH 1982.** 'Dharma Girl' exudes care and pride of ownership. This Robert Perry-designed performance sloop features a masthead rig, fin keel, skeg-hung rudder, and keel-stepped mast. She is quick, comfortable, and easily managed by a cruising couple. The interior is finely crafted teak woodwork throughout. No teak decks. Well equipped for cruising with: 675 Ah AGM battery bank and solar, Spectra watermaker, Frigoboat freezer/refreezer, Icom SSB, and Hydrovane. 55 hp Westerbeke (4,000 hrs) with self-feathering prop. Achilles aluminum-hulled RIB w/Tohatsu outboard. \$105,000. La Paz, BCS. svdharmagirl@gmail.com www.tinyurl.com/27bzeuvv

**40 FT PASSPORT 40 1987.** Price firm. In good condition. Ready to go. Fill the tanks and take to the Delta this summer and Mexico in the fall! Too much equipment to list so email me for a full description of 'Krissy2'. Serious buyers only. No brokers. \$100,000. adcster@gmail.com (650) 619-7214



**45.5 FT CAL 46 1968.** Needing to sell our much-loved sailboat after the unexpected death of my husband from COVID six months ago. Many upgrades over the 33 years he had her including new custom-made aluminum fuel tanks; plexiglass pilot house windows in place of original glass; new rigging; roller furling for jib and genoa; new heads with holding tanks, including VacuFlush; sails in very good condition; reconditioned 4-236 85hp Perkins engine; roomy main salon; great liveaboard. \$30,000. Mazatlán, Sinaloa, MX. gillianglantz@yahoo.com +52 (699) 277-3768



**43 FT MASON 43 1985.** 'Sapphire' is beautiful and well maintained, currently in Mexico and ready to start your cruising adventure. Owner can provide additional photos and equipment list upon request. Exterior teak is in excellent condition with covers, new dodger, bimini and cockpit cushions, mast, boom, spinnaker pole restored in 2021, new compression box, new Frigoboat refrigeration, low hrs on Yanmar 4JH5E, Northern Lights generator, new SS 45-gal fuel tank, and much more. Spare parts included. The current owner has continuously maintained and updated the vessel. Buy her in Mexico and pay no US sales tax. She is totally cruise-ready. Don't miss out on this beautiful bluewater cruiser. \$160,000. Mazatlán or Puerto Vallarta, MX. sailsapphire@gmail.com 011-52 (315) 108-4457



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



**47 FT ENDEAVOUR 43 1980.** Cutter ketch rig with extra 155 headsail, spinnaker, and storm staysail. The boat has been our home since 2010. All systems have been rebuilt or replaced in the last five years. Truly ready to go. A very comfortable cruising boat with 6.5-ft headroom, and 14-ft beam. Genset, washer/dryer, air conditioning. New SSB radio and modem with email capabilities, new watermaker, cockpit glass changed one month ago. Ready for you to move aboard. \$125,000. La Paz, Baja, MX. woodpile151@gmail.com (808) 275-6592



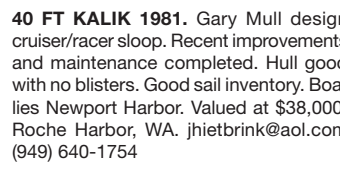
**45 FT OMEGA 45 1980.** Peterson/Formosa 'Kelaerin' is a proven circumnavigator. Stout boat. Well cared-for by owners of 31 years. Full keel with cutaway forefoot. New mainsail, headsail 3 years old, Tough Ford Lehman diesel engine 80 hp rebuilt in 2018 with 300 hrs. Mast repainted in 2016 and fully 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



**46 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. \$100,000 Reduced. Long Beach, CA. jimwaide@gmail.com (949) 838-5880



**43 FT SERENDIPITY 43 1981.** Two boats, \$9500 price reduction, must sell! Beautiful Doug Peterson Serendipity 43 racer/cruiser, direct descendant of his famous SORC-winning yachts. Puffin (ex-Samiko, Santa Cruz, CA, purchased from original owners in 2018) came off her molds in 1981, underwent final assembly, interior install, and outfitting in 1992, then finish-out and official launch in 1993. She offers complete cruising: 2 cabins, main salon, galley, nav station, and two heads; and competitive racing layouts: sail inventory, rig, winches, running rigging, deck, and cockpit; powered by reliable, Westerbeke marine diesel. With her successful Monterey Bay racing record and coastal cruising history, care and ongoing maintenance, and now \$9500 price reduction, Puffin is a great boat at an unbeatable price! \$40,000 \$9,500 Price Reduction!. San Pedro, CA. orcamike@hotmail.com (505) 934-8779



**40 FT KALIK 1981.** Gary Mull design cruiser/racer sloop. Recent improvements and maintenance completed. Hull good with no blisters. Good sail inventory. Boat lies Newport Harbor. Valued at \$38,000. Roche Harbor, WA. jhiethbrink@aol.com (949) 640-1754



**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



**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.** PRICE REDUCED 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, tools, and gear. \$249,000. La Paz, MX. juniper@latitude23.net www.tinyurl.com/49d5uycf



**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

## POWER & HOUSEBOATS



**38 FT MEDITERRANEAN 38 FISHING BOAT 1988.** Great fishing boat or cruiser. Repowered in 2004 with twin 370 Cummins diesels. Full electronics, GPS, depthsounder, radar. Inflatable dinghy with davit. See at Spud Point Marina in Bodega Bay. \$75,000. Bodega Bay, CA. marklern1234@gmail.com (650) 207-2543



**35-FT WARNER YAWL, 1939.** Low hrs Yanmar diesel. NEW: worm drive steering, SS fuel tanks, solar panels, air head, Simrad plotter and more. Completed extensive boatyard overhaul. Master Mariner race winner, Transpac vet. \$11,000. Owl Harbor. sagiebeer@gmail.com (206) 384-1175

## MULTIHULLS

**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

**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



**28 FT PMC RUNABOUT - MONOHULL 1992.** -Owned for 14 years with custom trailer built in 2015. Great Delta and Bay boat with 540 bbc - 4.5 factory bored. All roller rocker drivetrain - Merlin heads. All hardware for hd use. B&M - PMT 2 speed trans. Latham power steering. Gil exhaust. SSM#3 outdrive. Rolla-4 Blade Cleaver prop. Drop out seats. No head, no galley. 85-gal fuel tank. Runs like a champ! \$26,500. Santa Cruz, CA. sst90@earthlink.net (831) 479-1595

## 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



**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



**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



**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

**USE YOUR MONEY WISELY.** Well maintained, 2002 Beneteau 473. We are looking for a third partner. Two-stateroom version. Sail-ready. Save some Money, share costs. We are using it for our Sea of Cortez Adventures. Call Ted. \$50,000. Loreto Presently. ted@californiameridian.com (805) 305-0517



**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



**55 FT TRIMARAN, HORSTMAN-IN-SPIRED 1989.** REALLY MUST SELL!!!! Majestic comfortable liveaboard, 62 LOA X 27 W. New-ish sails: Norseman System main; furling genoa. Achilles dinghy w/ outboard. 800W solar, Outback VFX2812. 15kW Westerbeke generator. Perkins motor, needs replacement. Small fridge, large freezer. Watermaker, needs hookup and new filters. 2 kayaks, Brownie's Hookah, fishing equipment. 3 heads. Sleeps 6+. Custom SS lifeline, large brass portholes in V-berth, teak table in large covered cockpit. Custom deck box. Needs haulout. \$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



**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



**27 FT ARTEKNO H-BOAT 1980.** Time-share available for exceptionally well maintained 1980 Artekno H-Boat. A joy to sail with small crews or single-handed. Berthed at the Santa Cruz Harbor. Cost: \$475/month. See website for more information on H-Boats. <https://h-boat.org/en/> (831) 818-4769. [proge@berkeley.edu](mailto:proge@berkeley.edu)

## 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](mailto: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](mailto:johnlikas@hotmail.com) (415) 994-8185 [www.emerycove.com/](http://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](mailto:twagner@redwoodcityport.com) (650) 306-4150 [www.redwoodcityport.com/marina](http://www.redwoodcityport.com/marina)

## CREW

**LOOKING FOR OFFSHORE TRIP IN MAY.** One to two weeks. I have lots of coastal experience and Caribbean Island hopping as skipper. One offshore trip as crew. I bring lots of positive energy, yet most people also consider me a pretty laid-back, mellow guy. I have basic diesel skills, but lots of electrical and plumbing experience. I also have a painful amount of two-stroke experience. I'm a Stanford-trained emergency doctor, so I have medical skills should the need arise. I can also help you set up your medical kit. I'm 47 years old and an avid crossfitter so I'm in pretty good physical shape. Happy sailing. Cheers! Santa Cruz. [ngreenonmd@gmail.com](mailto:ngreenonmd@gmail.com) (831) 917-93894

**ADVENTURE SAILING.** Join us for an ocean passage in 2021. [andy@sailingbiz.com](mailto:andy@sailingbiz.com) (707) 953-0434 [www.sailingbiz.com](http://www.sailingbiz.com)

## 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.

## JOB OPPORTUNITIES

**FLEET SERVICE SPECIALIST NEEDED IN SAUSALITO.** Modern Sailing School & Club is hiring Fleet Service Specialists in Sausalito, a world-renowned sailing venue and an ideal place to learn about the marine industry. Our staff enjoys leisure sails together, employee celebrations and BBQs, discounts on marine supplies, complimentary ASA courses, sailing clinics, healthcare benefits, PTO, and other educational opportunities. The Fleet Services Specialist coordinates with all members of the Fleet Team to maintain a highly reliable, safe and attractive fleet of sailboats. The Specialist will also help ensure our customers, boat owners, and instructors are satisfied with the level of care we take with our fleet. This position is full-time and requires working at least one weekend day per week. Sausalito, CA. [careers@modernsailing.com](mailto:careers@modernsailing.com) [www.modernsailing.com](http://www.modernsailing.com)

**MARINE MAINTENANCE AND REPAIR PERSON.** Spinnaker Sailing in Redwood City is looking for someone to assist in the maintenance and repair of our fleet of 30 sailboats. Should be familiar with sailboat rigging, ship's Systems, outboard motors, light electrical, plumbing and Diesel engine service. Consider either part time or full time. Pay rate commensurate to experience. Call rich at 650 363-1390 or email [Rich@spinnakersailing.com](mailto:Rich@spinnakersailing.com). Redwood City, CA. [rich@spinnakersailing.com](mailto:rich@spinnakersailing.com) 650 363-1390 [www.Spinnakersailing.com](http://www.Spinnakersailing.com)



**MARINA MANAGER.** Oakland Marinas. The Marina Manager handles all aspects of marina operations within budgetary guidelines in an efficient, cost-effective and creative manner, and is responsible for improving the marina's guest services level, performance, efficiency, and profitability. Marina Manager will be an excellent leader and provide the highest level of customer service in a friendly, helpful manner while accurately responding to the customers' needs. Projects a professional company image through all types of interaction. Please email résumé. Oakland. [jhayes@almar.com](mailto:jhayes@almar.com) [www.almar.com](http://www.almar.com)

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**TWO HARBORS HARBOR DEPARTMENT POSITIONS AVAILABLE.** Positions available! Two Harbors Harbor Department, on the west end of Catalina Island. Looking for experienced boat operators for seasonal harbor patrol positions (March – October). Harbor patrol assigns and facilitates the use of 700+ moorings on the west end of Catalina Island and assists with transporting passengers to and from shore. USCG license required for passenger transport, seasonal mooring included for patrol personnel with liveaboard vessels. Inquire at website. [Jrconner@scico.com](mailto:Jrconner@scico.com) (310) 510-4254 [www.tinyurl.com/wheb7kvn](http://www.tinyurl.com/wheb7kvn)

**RIGGING/SPlicing IN LAKE TAHOE AREA.** Rigging/sailboat service business in Lake Tahoe looking for someone who can splice lines, rig boats, sell hardware and deliver outstanding customer service. Looking for someone eager to learn, be a problem solver and work independently. Lake Tahoe Area. [pete@tahoesailboatsservice.com](mailto:pete@tahoesailboatsservice.com) (530) 386-0434

**FULL-TIME SALESPERSON IN NORTHERN CALIFORNIA.** Marine Wholesale Inc. is a wholesale-only marine parts, equipment, and supplies distributor, located in Tempe, Arizona serving the marine industry for over 30 years. Marine Wholesale is one of several warehouses servicing the Western states, under the Englund Marine umbrella. Representing over 200 different vendors. We have grown to become one of the most trusted and reliable marine parts distributors in the Southwest. The Tempe location services customers in AZ, CA, CO, NM, NV, UT, WY on a daily basis. Currently, we are hiring for a full-time salesperson in Northern California. The area includes, but is not necessarily limited to, San Francisco, Marin, Sonoma, Napa, Solano, and Lake counties. Northern California. [pgaitan@marinewholesaleinc.com](mailto:pgaitan@marinewholesaleinc.com) (602) 243-5885



**SUMMER CAMP INSTRUCTOR.** Spaulding Marine Center is looking for an enthusiastic camp sailing instructor to join our summer program this year. Duties and skills would include sail instruction, some woodworking skills, powerboat/tender skills, first aid/CPR, and the ability to organize and run a fun-filled camp. Camps start in June and continue through August (5 days a week) in Sausalito. Sausalito, CA. [education@spauldingcenter.org](mailto:education@spauldingcenter.org) (415) 332-3179 [www.tinyurl.com/yckusamm](http://www.tinyurl.com/yckusamm)

**HARBORMASTER MARIN YACHT CLUB.** Marin Yacht Club is recruiting an experienced person to fill our Harbor-master position. Please send résumé to our Port Captain, Bill Minahen at the email listed in this ad. San Rafael, CA. [minahenconstruction@gmail.com](mailto:minahenconstruction@gmail.com) (415) 990-3246 [www.marinyachtclub.com](http://www.marinyachtclub.com)

**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](mailto:info@101surfsports.com)

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## ADVERTISERS' INDEX

AB Marine ..... 39 <a href="http://www.ab-marine.com">www.ab-marine.com</a>	Cruising Yachts ..... 71 <a href="http://www.cruisingyachts.net">www.cruisingyachts.net</a>	Harken ..... 61 <a href="http://www.harken.com">www.harken.com</a>	Lind Marine ..... 23 <a href="http://www.lindmarine.com">www.lindmarine.com</a>
ATN ..... 93 <a href="http://www.atninc.com">www.atninc.com</a>	Defender Industries ..... 19 <a href="http://www.defenderus.com">www.defenderus.com</a>	Helmuts Marine Service ..... 44 <a href="http://www.helmutsmarine.com">www.helmutsmarine.com</a>	List Marine Enterprises ..... 35 <a href="http://www.listmarine.com">www.listmarine.com</a>
Bay Maritime Group ..... 13 <a href="http://www.bay-ship.com">www.bay-ship.com</a>	Denison Yachting ..... 107 <a href="http://www.denisonyachtsales.com">www.denisonyachtsales.com</a>	Heritage Marine Insurance ..... 44 <a href="http://www.heritagemarineinsurance.com">www.heritagemarineinsurance.com</a>	Makela Boatworks ..... 95 <a href="http://www.makelaboatworks.com">www.makelaboatworks.com</a>
Berkeley Marina ..... 20 <a href="http://www.cityofberkeley.info">www.cityofberkeley.info</a>	DeWitt Studio ..... 78 <a href="http://www.jimdwitt.com">www.jimdwitt.com</a>	Hood Sails ..... 27 <a href="http://www.hoodsails.de/en/">www.hoodsails.de/en/</a>	Marina Bay Yacht Harbor ..... 38 <a href="http://www.marinabayyachtharbor.com">www.marinabayyachtharbor.com</a>
Berkeley Marine Center ..... 39 <a href="http://www.berkeleymarine.com">www.berkeleymarine.com</a>	Downwind Marine ..... 70 <a href="http://www.downwindmarine.com">www.downwindmarine.com</a>	Hotel Coral & Marina ..... 79 <a href="http://www.surfnet.com/coral/">www.surfnet.com/coral/</a>	Marina de La Paz ..... 95 <a href="http://www.marinadelapaz.com">www.marinadelapaz.com</a>
Boat Yard at Grand Marina, The 16 <a href="http://www.boatyardgm.com">www.boatyardgm.com</a>	Doyle Sails ..... 30 <a href="http://www.doylesails.com">www.doylesails.com</a>	Hydrovane ..... 93 <a href="http://www.hydrovane.com">www.hydrovane.com</a>	Marina El Cid ..... 95 <a href="http://www.elcid.com">www.elcid.com</a>
Brisbane Marina ..... 74 <a href="http://www.brisbaneca.org/marina">www.brisbaneca.org/marina</a>	EWOL ..... 60 <a href="http://www.ewoltech.com">www.ewoltech.com</a>	Inspire Sailing ..... 45 <a href="http://www.inspiresailing.com">www.inspiresailing.com</a>	Marina Village ..... 18 <a href="http://www.marinavillageharbor.com">www.marinavillageharbor.com</a>
Bruntons Propellers ..... 42 <a href="http://www.bruntons-propellers.com">www.bruntons-propellers.com</a>	Fisheries Supply Co. .... 45 <a href="http://www.fisheriessupply.com">www.fisheriessupply.com</a>	Jeff Brown Yachts ..... 11 <a href="http://www.jeffbrown-yachts.com">www.jeffbrown-yachts.com</a>	Mariners Insurance ..... 32 <a href="http://www.marinersinsurance.com">www.marinersinsurance.com</a>
Canvas Works ..... 26 <a href="http://www.thecanvasworks.com">www.thecanvasworks.com</a>	FlopStopper ..... 95 <a href="http://www.flopstopper.com">www.flopstopper.com</a>	Keenan Filters ..... 28 <a href="http://www.ktisystems.com">www.ktisystems.com</a>	Modern Sailing School & Club .. 33 <a href="http://www.modernsailing.com">www.modernsailing.com</a>
Club Nautique ..... 24 <a href="http://www.clubnautique.net">www.clubnautique.net</a>	Gianola Canvas Products ..... 38 <a href="http://www.gianolacanvas.com">www.gianolacanvas.com</a>	Kissinger Canvas ..... 41 <a href="http://www.yelp.com/biz/kissinger-canvas-concord">www.yelp.com/biz/kissinger-canvas-concord</a>	Napa Valley Marina ..... 10 <a href="http://www.napavalleymarina.com">www.napavalleymarina.com</a>
Compass Canvas ..... 43 <a href="http://www.compass-canvas.com">www.compass-canvas.com</a>	Grand Marina ..... 2 <a href="http://www.grandmarina.com">www.grandmarina.com</a>	KKMI - Full Service Boatyard ... 108 <a href="http://www.kkmi.com">www.kkmi.com</a>	NAVTEC ..... 64 <a href="http://www.navtechhydraulics.com">www.navtechhydraulics.com</a>
	H&M Marine / Beta Marine Engines / Hirschfeld Yachts ..... 42 <a href="http://www.betamarinewest.com">www.betamarinewest.com</a>	La Paz Cruisers Supply ..... 95 <a href="http://www.lapazcruiserssupply.com">www.lapazcruiserssupply.com</a>	New Found Metals ..... 61 <a href="http://newfoundmetals.com">newfoundmetals.com</a>



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## ADVERTISERS' INDEX – cont'd

Newport boat models ..... 35 <a href="http://www.newportboatmodels.com">www.newportboatmodels.com</a>	Sailrite Kits ..... 29 <a href="http://www.sailrite.com">www.sailrite.com</a>	Spaulding Marine Center ..... 75 <a href="http://www.spauldingcenter.org/">www.spauldingcenter.org/</a>	UK Sailmakers ..... 35 <a href="http://www.uksailmakers.com">www.uksailmakers.com</a>
North Sails ..... 25 <a href="http://www.northsails.com">www.northsails.com</a>	Sailutions ..... 34 <a href="http://www.sailutionsusa.com">www.sailutionsusa.com</a>	Spectra Watermakers ..... 92 <a href="http://www.spectrawatermakers.com/us">www.spectrawatermakers.com/us</a>	Ullman Sails San Francisco & Monterey Bay ..... 36 <a href="http://www.ullmansails.com">www.ullmansails.com</a>
Outboard Motor Shop ..... 61 <a href="http://www.outboardmotorshop.com">www.outboardmotorshop.com</a>	San Francisco on the Bay ..... 65 <a href="http://www.sfonthebay.comlist-38">www.sfonthebay.comlist-38</a>	Summer Sailstice ..... 31 <a href="http://www.summersailstice.com">www.summersailstice.com</a>	Vallejo Marina ..... 37 <a href="http://www.vallejomarina.com/">www.vallejomarina.com/</a>
Passage Nautical ..... 5 <a href="http://www.passagenautical.com">www.passagenautical.com</a>	San Juan Sailing ..... 40 <a href="http://www.sanjuansailing.com">www.sanjuansailing.com</a>	Svensden's Bay Maritime Group .... 14.15 <a href="http://www.bay-ship.com">www.bay-ship.com</a>	Vallejo Yacht Club ..... 37 <a href="http://www.vyc.org">www.vyc.org</a>
Pineapple Sails ..... 3 <a href="http://www.sailmaker.com">www.sailmaker.com</a>	Sausalito Yacht Club ..... 41 <a href="http://www.sausalitoyachtclub.org">www.sausalitoyachtclub.org</a>	Swiftsure Yachts ..... 22 <a href="http://www.swiftsureyachts.com">www.swiftsureyachts.com</a>	Ventura Harbor Boatyard ..... 95 <a href="http://www.vhby.com">www.vhby.com</a>
Punta Mita Beachfront Condos. 105 <a href="http://www.latitude38.com">www.latitude38.com</a>	Schaefer Marine ..... 33 <a href="http://www.schaefermarine.com">www.schaefermarine.com</a>	The Moorings ..... 21 <a href="http://www.moorings.com">www.moorings.com</a>	West Coast Multihulls ..... 71 <a href="http://www.westcoastmultihulls.com">www.westcoastmultihulls.com</a>
Quantum Pacific ..... 85 <a href="http://www.quantum.com">www.quantum.com</a>	Seacoast Marine Finance ..... 71 <a href="http://www.seacoastmarine.net">www.seacoastmarine.net</a>	TMM Yacht Charters ..... 70 <a href="http://www.sailtmm.com">www.sailtmm.com</a>	Westlawn School of Yacht Design ... 65 <a href="http://www.westlawn.org">www.westlawn.org</a>
Raiatea Carenage Services ..... 94 <a href="http://www.raiateacarenage.com">www.raiateacarenage.com</a>	Seattle Yachts ..... 17 <a href="http://www.seattleyachts.com">www.seattleyachts.com</a>	Towboat US ..... 33 <a href="http://www.boatus.com">www.boatus.com</a>	Westwind Precision Details ..... 45 <a href="http://www.boatdetailing.com">www.boatdetailing.com</a>
Richard Boland Yacht Sales ..... 106 <a href="http://www.richardbolandyachts.com">www.richardbolandyachts.com</a>	Society of Accredited Marine Surveyors/SAMS ..... 40 <a href="http://www.marinesurvey.org/">www.marinesurvey.org/</a>	Trident Funding ..... 4 <a href="http://www.tridentfunding.com">www.tridentfunding.com</a>	Whale Point Marine Supply ..... 12 <a href="http://www.aceretailer.com/whalepoint">www.aceretailer.com/whalepoint</a>
Richardson Bay Marina ..... 65 <a href="http://www.richardsonbaymarina.com">www.richardsonbaymarina.com</a>	South Beach Harbor ..... 6 <a href="http://www.sfport.comsouthbeachharbor">www.sfport.comsouthbeachharbor</a>	Twin Rivers Marine Insurance ..... 95 <a href="http://www.boatinsuranceonly.com">www.boatinsuranceonly.com</a>	Whiting and Associates ..... 95 <a href="http://www.norcalmarinesurveyors.com">www.norcalmarinesurveyors.com</a>
Richmond Boardwalk ..... 43 <a href="http://www.richmondboardwalk.com">www.richmondboardwalk.com</a>			Yachtfinders/Windseakers ..... 106 <a href="http://www.yachtworld.com/yachtfinders">www.yachtworld.com/yachtfinders</a>
Rubicon Yachts ..... 7,8,9 <a href="http://www.rubiconyachts.com">www.rubiconyachts.com</a>			





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