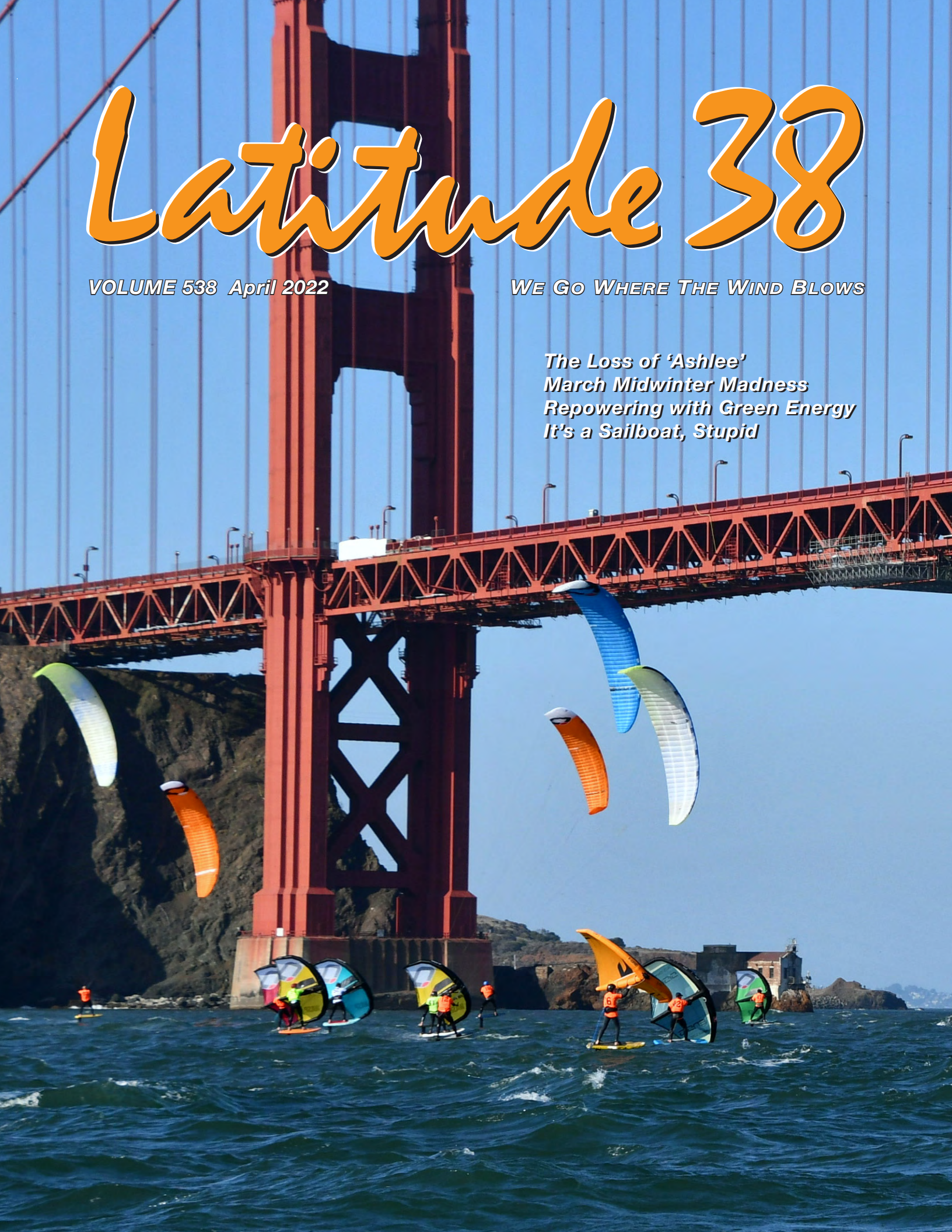


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VOLUME 538 April 2022

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CONTENTS

subscriptions	6
calendar	10
letters	22
loose lips	46
sightings	48
the loss of 'ashlee'	58
April midwinter madness	62
repowering with green energy	66
max ebb — it's a sailboat, stupid	70
racing sheet	74
world of chartering	82
changes in latitudes	86
classy classifieds	96
advertisers index	104
brokerage	106

Cover: Summer winds add kites, wings, boards
and foils to San Francisco Bay's sailing scene.
Start of 2021 Ronstan Bridge to Bridge.

Photo: Latitude/John.

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we go where the wind blows

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Apr. 1 — April Fools Day.

Apr. 2 — Northern California Dockwalker Training, online, 10 a.m.-12:45 p.m. Free. Info and registration, https://dbw.parks.ca.gov/?page_id=29230.

Apr. 3-24 — Keelboat Sailing, South Beach Harbor, San Francisco, noon-5 p.m. Sundays, weather permitting; RSVP in advance. Free. BAADS, www.baads.org/sailing.

Apr. 6-27 — Wednesday Yachting Luncheon, via YouTube, 12:30-1:30 p.m. StFYC, www.stfyc.com.

Apr. 7 — Celestial Navigation with Paul Kamen, Corinthian YC Speaker Series. Practice with sextants, 5:30 p.m.; discussion, 7 p.m. Reservations recommended, speakers@cyc.org.

Apr. 7-10 — International Ocean Film Festival, Cowell Theater, Fort Mason, S.F. Info, www.intloceanfilmfest.org.

Apr. 9 — Spring Fling, Svendsen's Marine, Alameda, 9 a.m.-5 p.m. Vendor booths indoors & outdoors, raffle prizes, DJ music, food truck. Latitude 38 booth party, 3-5 p.m., with beer from Alameda Island Brewing. Free. Info, 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.

Apr. 14, 16, 19 — Emergency Steering Clinic, via Zoom plus on-the-water south of Yerba Buena. BAMA, info@sfbama.org.

Apr. 16 — 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>.

Apr. 16 — Boarded! Pirate Adventure, San Diego Maritime Museum, 10:30 a.m. or 12:45 p.m. Learn pirate skills under sail, hunt for treasure. \$10-\$60. Info, www.sdmartime.org.

Apr. 16 — Full Pink Moon on a Saturday.

Apr. 16 — Southern California Dockwalker Training, Silver Gate YC, San Diego, 10 a.m.-12:45 p.m. Free. Info and registration, https://dbw.parks.ca.gov/?page_id=29230.

Apr. 17 — Easter Sunday.

Apr. 22 — Earth Day.

Apr. 22-23 — Sailing Science Center exhibition, Bay Model Visitors Center, Sausalito. Info, www.sailingscience.org.

Apr. 23 — USCG Auxiliary Boat America Training, online, 8 a.m.-5 p.m. Can qualify graduates for the CA Boater Card. \$30 includes book, exam and certificate. Register by 4/16. Doug, (510) 295-7430 or doug_beckstein@yahoo.com.

Apr. 23, May 12 — Northern California Dockwalker Refresher Training, online, 10-11:30 a.m. Info and registration, https://dbw.parks.ca.gov/?page_id=29230.

Apr. 24 — Opening Day on San Francisco Bay. Theme: San Francisco Bay — Leading the Way. Blessing of the Fleet, Raccoon Strait, 10:30 a.m.-12:30 p.m. Parade, Cityfront, noon. Free. Info, www.picya.org/event/opening-day-on-the-bay.

Apr. 25, May 2, 9 — Crew Class, Sequoia YC, Redwood City, 6-8 p.m. Introduction to crewing on a race boat. Info and registration, www.sequoiayc.org/crew-class.

Apr. 28-May 1 — Boats Afloat Show, Lake Union Piers. Seattle. Info, www.boatsafloatshow.com.

Apr. 30 — Northern California Dockwalker Training, Oakland YC, 10 a.m.-12:45 p.m. Info and registration, https://dbw.parks.ca.gov/?page_id=29230.

April 30 — Opening Day on Lake Yosemite. LYSA, www.lakeyosemitesailing.org.



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CALENDAR

May 7 — Northern California Dockwalker Training, Sacramento Marina, 10 a.m.-12:45 p.m. Info and registration, https://dbw.parks.ca.gov/?page_id=29230.

May 8 — Mother's Day.

May 8 — Haydn Voyages Folk Beats concert with the Hausmann Quartet, Maritime Museum of San Diego, 2:30 p.m. \$10-\$60. Info, www.sdmartime.org.

May 14 — Southern California Dockwalker Training, online, 10 a.m.-12:45 p.m. Free. Info and registration, https://dbw.parks.ca.gov/?page_id=29230.

May 14 — Opening Day on the Strait, Benicia Marina, 10 a.m.-10 p.m. Decorated boat parade, blessing of the fleet, vendor booths, live music, food & drink, kids' games. BenYC, www.beniciayachtclub.org.

Racing

Apr. 2 — Doublehanded Lightship. IYC, www.iyc.org.

Apr. 2 — Jack Frost concludes. EYC, www.encinal.org.

Apr. 2 — Redwood Cup #5. SeqYC, www.sequoiayc.org.

Apr. 2 — Commodore's Cup. BVBC, www.bvbc.org.

Apr. 2 — Don Wan Regatta. TYC, www.tyc.org.

Apr. 2 — Andy Byrd Race. CPYC, www.cpyc.com.

Apr. 2 — San Francisco Cup. StFYC, www.stfyc.com.

Apr. 2 — America's Schooner Cup Charity Regatta, San Diego. Silver Gate YC, www.americasschoonercup.com.

Apr. 2, 9, 30, May 14 — Spring Series in Stockton. SSC, www.stocktonsc.org.

Apr. 2, May 7 — South Bay Interclub #1 & #2. Info, www.jibeset.net.

Apr. 2, May 7 — North Bay Series. VYC, www.vyc.org.

Apr. 2, May 14 — Mercury Series. EYC, www.encinal.org.

Apr. 2-3 — Opti Harken #2 (youth). SFYC, www.sfyf.org.

Apr. 3, May 15 — Shorthanded Sunday Series #1 & #2. YRA, www.yra.org.

Apr. 8-10 — Etchells Midwinters West Regatta. SDYC, www.sdyf.org.

Apr. 9 — Doublehanded Farallones Race. BAMA, www.sfbama.org.

Apr. 9 — LLYC Midwinters conclude. Matthew, (415) 235-8187 or mjbflagmaker@gmail.com.

Apr. 9 — Spring Regatta. SeqYC, www.sequoiayc.org.

Apr. 9 — Commodore's Regatta. SCYC, www.scyc.org.

Apr. 9-10 — Rollo Wheeler Regatta. Buoy races on Saturday and a pursuit race on Sunday. BYC, www.berkeleyyc.org.

Apr. 9-10 — Resin Regatta. SFYC, www.sfyf.org.

Apr. 9-10 — Spring Fest for J/105, J/88, J/70, J/24, Knarr and Folkboat classes. StFYC, www.stfyc.com.

Apr. 10, May 15 — Sunday BBQ Pursuit Races. SBYC, www.southbeachyachtclub.org.

Apr. 10 — Estuary Cup. EYC, www.encinal.org.

Apr. 13-16 — Ficker Cup, Long Beach. LBYC, www.lbyc.org.

Apr. 16, May 14 — Singlehanded/Doublehanded Races. BenYC, www.beniciayachtclub.org.

Apr. 16 — Spring One Design #1. SCYC, www.scyc.org.

Apr. 16 — Summer #1. SeqYC, www.sequoiayc.org.

Apr. 16 — Behrens Memorial Regatta. TYC, www.tyc.org.

Apr. 16 — Big Dinghy Regatta. RYC, www.richmondyc.org.

Apr. 16 — Bunny Bash Match Race Invitational. StFYC, www.stfyc.com.

Apr. 18-23 — Congressional Cup in Long Beach. LBYC, www.thecongressionalcup.com.

Apr. 23 — OYRA Lightship Race. YRA, www.yra.org.

Apr. 23 — Singlehanded No-Trophy Race, South Bay. SSS, www.sfbaysss.org.

Apr. 23 — Sadie Hawkins Race for female skippers. IYC,



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www.iyc.org.

Apr. 23 — Twin Island. SYC, *www.sausalitoyachtclub.org.*

Apr. 23 — El Toro Bullship Race from Sausalito to San Francisco. RYC, *www.richmondyc.org.*

Apr. 23 — Commodore's Regatta in Half Moon Bay. HMB-YC, *www.hmbyc.org.*

Apr. 23 — Anniversary Cup. SFYC, *www.sfyyc.org.*

Apr. 23 — Intralub pursuit race. StFYC, *www.stfyyc.com.*

Apr. 23-24 — Camellia Cup. FLYC, *www.flyc.org.*

Apr. 24, May 15 — Baxter-Judson Series Races. PresYC, *www.presidiyachtclub.org.*

Apr. 29-May 1 — Yachting Cup. SDYC, *www.sdycc.org.*

Apr. 30 — Trans Folsom. FLYC, *www.flyc.org.*

Apr. 30-May 1 — Great Vallejo Race. Race to VYC on Saturday, raft up, party, and race back on Sunday. YRA/VYC, *www.yra.org*, *www.vyc.org* or *www.jibeset.net.*

Apr. 30-May 1 — USMRC Qualifier in J/22s. StFYC, *www.stfycc.com.*

Apr. 30-May 1 — PCISA High School Silver PCCs. EYC, *www.encinal.org*

Apr. 30-May 1 — Cinco de Mayo. Santa Barbara SC, *www.sailsbsc.org.*

May 6-8 — New 150-mile Bluewater Bash ocean race. YRA, *www.yra.org.*

May 7 — Anne McCormack Women's Invitational. SFYC, *www.sfycc.org.*

May 7 — Cinco de Mayo Race. TYC, *www.tyc.org.*

May 7 — Frank Ballentine Race. CPYC, *www.cpyc.com.*

May 7 — Santana 22 Team Races. SCYC, *www.scyc.org.*

May 7 — Intralub #1. RYC, *www.richmondyc.org.*

May 7 — Point Dume Race. DRYC, *www.dryc.org.*

May 8 — Club Laser Championship in Monterey. MPYC, *www.mpyc.org.*

May 13-15 — Moore 24 PCC. SCYC, *www.scyc.org.*

May 14 — OYRA Duxship Race. YRA, *www.yra.org.*

May 14-15 — Elite Keel. SFYC, *www.sfycc.org.*

May 14-15 — Elvstrom/Zellerbach for one-design dinghy classes. StFYC, *www.stfycc.com.*

May 14-15 — Spring Regatta on Lake Yosemite. LYSA, *www.lakeyosmitesailing.org.*

May 14-15 — Etchells Orca Bowl. SDYC, *www.sdycc.org.*

May 15 — Singlehanded/Doublehanded #3. SeqYC, *www.sequoiayc.org.*

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BAY VIEW BOAT CLUB — Monday Night Madness. Spring: 4/4, 4/18, 5/2, 5/16, 5/30, 6/13. BVBC, *www.bvbc.org.*

BENICIA YC — Every Thursday night 4/7-9/29. Dan, (707) 319-5706, *www.beniciayachtclub.org.*

BERKELEY YC — Every Friday night 4/8-9/23. Mark, (214) 801-7387, *www.berkeleyyc.org.*

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

CORINTHIAN YC — Every Friday night 4/8-9/2. CYC, (415) 435-4771, *www.cyc.org.*

COYOTE POINT YC — Sunset Sails, every Wednesday 4/6-10/12. CPYC, (650) 773-6414, *www.cpyc.com.*

ENCINAL YC — Spring Twilight Series, Fridays: 4/8, 4/22, 5/6, 5/20, 6/10. Chris, (650) 224-3677, *www.encinal.org.*

GOLDEN GATE YC — Fridays: 4/28, 5/13, 5/27, 6/10, 6/24, 7/8, 7/22, 8/5, 8/19, 9/9. GGYC, *www.ggyc.org.*

ISLAND YC — Spring Island Nights: 4/15, 4/29, 5/13,

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LAKE WASHINGTON SC — Every Thursday night 5/5-10/27. LWSC, www.lwsailing.org.

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OAKLAND YACHT CLUB — Sweet 16, every Wednesday 4/27-6/15 & 7/6-8/24. OYC, www.oaklandyachtclub.net.

RICHMOND YC — Every Wednesday night 4/6-9/28. RYC, www.richmondyc.org.

ST. FRANCIS YC — Knarr, Folkboat & IOD classes, every Wednesday, 4/27-8/24. Thursday Night Kites: 4/21, 5/5, 5/19, 6/2, 6/23, 7/7, 7/21, 8/4, 8/18, 9/1. Windsurf Course, Friday nights: 5/13, 6/10, 7/15, 8/12. Wing & Windsurf Slalom, Friday nights: 5/27, 7/1, 7/29, 9/2. StFYC, www.stfyc.com.

SANTA CRUZ YC — Every Tuesday & Wednesday through 11/2. SCYC, www.scyc.org.

SAUSALITO YACHT CLUB — Spring Sunset Series, Tuesday nights: 5/3, 5/17, 5/31, 6/14. Dan, (415) 577-5602, www.sausalitoyachtclub.org.

SEQUOIA YC — Sunset Series every Wednesday night: 4/13-10/5. SeqYC, www.sequoiayc.org.

SOUTH BEACH YC — Friday nights: 4/15, 4/22, 4/29, 5/6, 5/20, 5/27, 6/3, 6/17, 6/24, 7/15, 7/22, 7/29, 8/5, 8/19, 8/26. SBYC, www.southbeachyachtclub.org.

SOUTH LAKE TAHOE WINDJAMMERS YACHT CLUB — Every Wednesday night 6/8-10/5. Steve, sdkatzman@yahoo.com, www.tahoewindjammers.com.

SPINNAKER SAILING OF REDWOOD CITY — Every Wednesday night 4/13-9/7. Info, www.jibeset.net.

STOCKTON SAILING CLUB — Every Wednesday night 6/1-8/24. SSC, (209) 951-5600, www.stocktonsc.org.

TAHOE YACHT CLUB — Laser Spring Series, every Monday 5/30-8/29. Keelboats, every Wednesday 6/1-8/31. Dan, (530) 583-9111, www.tahoeyc.com.

TIBURON YACHT CLUB — Every Thursday night 5/12-9/1. Mariellen, (415) 606-2675, www.tyc.org.

TREASURE ISLAND SC — Vanguard 15 fleet racing, every Thursday night, 4/14-TBA. V15 team racing, every Tuesday night, 4/19-TBA. V15 Fleet 53, www.vanguard15.org.

VALLEJO YC — Every Wednesday night 4/6-9/28. Mark, (916) 835-2613, www.vyc.org.

In the Tropics

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

May 25-28 — Tahiti Pearl Regatta in French Polynesia. Info, www.tahitipearlregatta.com.

July 1 — Shaka Challenge starts, Los Angeles to Honolulu, for singlehanders and doublehanders. PSSA, www.pssala.com.

July 1-3 — Tahiti-Moorea Sailing Rendez-vous. Info, 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. 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.

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CALENDAR

April Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
4/02Sat	0053/5.7	0659/0.2	1329/4.9	1854/1.2
4/03Sun	0119/5.6	0738/0.0	1420/4.6	1928/1.8
	LOW	HIGH	LOW	HIGH
4/09Sat	0029/3.4	0529/4.6	1303/0.4	2103/4.2
4/10Sun	0142/3.1	0644/4.6	1401/0.3	2136/4.4
	LOW	HIGH	LOW	
4/16Sat	0549/0.0	1222/5.0	1746/1.1	
	HIGH	LOW	HIGH	LOW
4/17Sun	0015/5.9	0631/-0.5	1316/4.9	1823/1.5
	HIGH	LOW	HIGH	
4/23Sat	0507/5.3	1221/-0.5	2003/4.6	
	LOW	HIGH	LOW	HIGH
4/24Sun	0059/2.9	0629/5.0	1328/-0.4	2053/4.9
	LOW	HIGH	LOW	
4/30Sat	0603/-0.3	1245/4.6	1745/1.7	
	HIGH	LOW	HIGH	LOW
5/01Sun	0004/5.8	0639/-0.5	1335/4.5	1820/2.2

April Weekend Currents

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

date/day	slack	max	slack	max
4/02Sat	0224	0506/2.0E	0836	1142/2.5F
	1506	1736/1.6E	2036	2342/2.8F
4/03Sun	0254	0536/1.9E	0918	1230/2.4F
	1600	1824/1.4E	2112	
4/09Sat	0136	0424/1.1F	0736	1018/0.8E
	1454	1906/1.9F	2230	
4/10Sun		0036/0.7E	0242	0530/1.2F
	0854	1136/0.9E	1548	1942/2.0F
	2306			
4/16Sat	0106	0348/2.1E	0712	1024/2.5F
	1342	1612/1.6E	1906	2230/3.0F
4/17Sun	0130	0418/2.2E	0748	1106/2.6F
	1436	1700/1.5E	1948	2306/2.9F
4/23Sat	0036	0336/1.8F	0636	0936/1.6E
	1400	1748/2.4F	2124	2336/0.9E
4/24Sun	0200	0454/1.7F	0800	1100/1.5E
	1506	1842/2.6F	2212	
4/30Sat	0106	0354/2.2E	0736	1048/2.6F
	1412	1636/1.4E	1924	2230/2.7F
5/01Sun	0136	0424/2.1E	0818	1136/2.6F
	1506	1724/1.3E	2006	2306/2.4F

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

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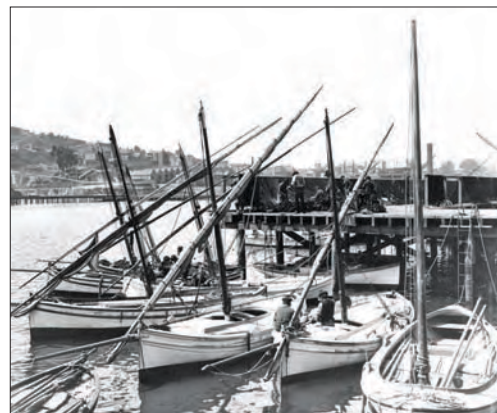
LETTERS

⇅ OUR RECENT STROLL THROUGH OLD-TIMEY SAILING IN SAN FRANCISCO

When I first arrived in San Francisco at the end of 1960, the Wharf looked very much like it does in these old pictures [from the March 2 *Latitude*: *Sailing History From the Wulzen Family Albums*].

I remember the *paisanos* sitting on the wooden pier mending their nets. Their boats were mostly Monterey fishing boats designed after the feluccas — double-ended, low freeboard, awash decks and Hicks single-cylinder slow rpm engines with dry exhaust.

As they putt-putted, the exhaust sometimes



DH WULZEN JR

The San Francisco felucca fishing fleet circa 1898, not long before they began to be converted from sail to motor-powered propulsion.

came out as a smoke ring. You could buy a Dixie Cup of bay shrimp with red dressing and a small piece of sourdough for \$0.75 (which I thought at the time to be just about the right price, but not really inexpensive). The only tall ships that I remember were berthed at the Maritime Museum, where I spent hours.

The superior sense was the aroma of the fish/crab/bread/seawater, and the sounds, especially the Italian and Portuguese languages. It was a busy, thriving, early 20th century fishing village, and there was plenty of salmon and crab around.

George J. Shea

⇅ THE FISHING SCENE IN THE '70s, AND A WISH FOR THE NEXT GENERATION

I fished out of Fisherman's Wharf in the mid- to late '70s, and by then, it was party boats on the front row, and a few commercial boats (us) on the back row.



DH WULZEN JR

Bay Area traffic in the late 19th century.

I love the sailing ships pictured in the background [in the photo to the left], and since those vessels that have survived are mostly school and research ships, I wish that young people could have the opportunity to sail on these kinds of vessels. The co-operation, skill

set, and confidence learned lasts a lifetime.

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LETTERS

WE ASKED OUR READERS QUESTIONS ABOUT SOME OLD RACING PHOTOS

If you look closely at the bottom right corner of the photo [below], you will see the name Joe Rosenthal, who was the photographer who took the famed picture of soldiers raising the American flag on Iwo Jima. He was the S.F. Chronicle's sports photographer before WWII; he got his job back after the war, and one of his beats was Bay yacht racing.

Jack Schmale, then a member of the Golden Gate Yacht Club, who wrote the story attached to the photo, also owned a Farallon Clipper, named *Patita*, which he raced for years.

Schmale's sole beat was all the yachting activities on the Bay in the '40s, '50s and '60s. (Yes, yacht racing was important enough for the *Chronicle* to dedicate a full-time reporter). *Patita* is still around, and was the subject of a *Latitude 38* story not too long ago.

Bill O'Connor
Mandala, Islander 28
Sonoma

Bill — Thanks a million for that. Bill was commenting on the February 4 'Electronic Latitude: A Bit of San Francisco Bay Yacht Racing History. Check out the July 2020 issue for the story Wednesdays with *Patita*.

IN THE HEYDAY OF PRINT JOURNALISM

You could check with Kimball Livingston about why the *Chron* stopped covering yacht races. As the Sausalito Cruising Club race director, I'd phone in the results to the rewrite desk as soon as they were hand-calculated. The call took 20 minutes with 60+ boats, and it was a long-distance call.

Many unusual boat names had to be spelled, as well as last names, of course. They'd be printed in a day or two — in agate type (squint!). Many boats didn't know how they did until they read the paper. In the 1970s, there were still some woodie classes, but also many early plastic boats: Cal 20s (and other Cals), Coronado 25s, Columbias, Tritons (and other Albergs), Islander Bahamas, and of course, Santana 22s. A 'big' boat was 30 feet, and a 'bigger boat' was 35.

Club races were up to Clipper, where the street light was on the corner, then out to a temporary mark beyond the anchor-outs, then around Cone Rock, around the dry docks, finishing at "the barge."

Pat Broderick
Nancy, Wylicat 30
Sausalito



The front page of the San Francisco 'Chronicle's' 'Sporting Green' on May 10, 1954. Two Farallon Clippers, 'Debit' (left) and 'Pam', had run aground, and a relatively unknown photographer — who was responsible for one of the most iconic images in American history — captured the tranquil scene.

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49 Outremer	2011	\$777,000	32 Nordic Tug	2006	\$245,000
46 Ker	2006	\$249,000	32 Nordic Tug	1993	\$148,000
44 Hylas	1989	\$93,000	32 Beneteau 323	1993	\$75,000
42 Passport	1981	\$129,000	31 Tashiba	1988	\$89,500
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LETTERS

OLD FRIENDS FIND EACH OTHER ON 'LECTRONIC LATITUDE

It was fun seeing Barre Stevens and Jack Schmale's name. In those days, everyone knew everyone on the Bay. Jack was a friend of my dad, Harry Jacobs. Thanks, Bill O'Connor. Is that you, my old friend?

Suzi Jacobs Beatie

Yes Suzi — it's me. What a treat to hear from you!

Bill O'Connor

MORE SLEUTHING ON BLACK-AND-WHITE PICTURES

This photo [below] looks like the sailboat *Angelita*, winner of a gold medal in the (I'm guessing) 1920 Olympics in Los Angeles. *Angelita's* winning skipper then went on to invent the swim flipper after a trip to the South Pacific, where he saw natives attach leaves to their feet. *Angelita* is now in Newport, Rhode Island.

William Podzon



FRANK WULZEN

Readers believe this boat to be the 8-Meter 'Angelita', which is seen anchored on a windless San Francisco Bay, sometime before color film was invented.

Thanks to William for comment on the February 2 'Electronic Latitude: San Francisco Bay Sailing Photos Found in the Attic, which started this historical thread.

The 8-Meter *Angelita* was the first American boat to win an Olympic medal, but in the 1932 games in Los Angeles, according to the website www.classicyachtinfo.com, which said that *Angelita* also competed in the 1936 Olympics in Kiel, Germany. "In 1982 she was discovered in a shed in Santa Cruz, California, in derelict condition, and restored," Classic Yacht Info said, "*Angelita* also served as the flagship for the 1984 LA Olympics."

A FAMILIAR VIEW

That picture [below] looks like the Corinthian YC anchored in front of the club. In those days, CYC did not have berths, as they do now. Small boats were kept up on the lower deck, near the hoist (which is still there), and larger boats were all anchored offshore. Everyone had dinghies to get to their boats.

On the left, there appears to be a Bird Boat — several Birds were anchored there over the years (*Polly* and *Robin*, I recall). In the '50s, I grew up sailing a Mercury with my father, which we kept on the CYC dock and raced in the old SBYRA. This picture predates that a little, but it is still a very familiar view to me after 70 years. Our earliest



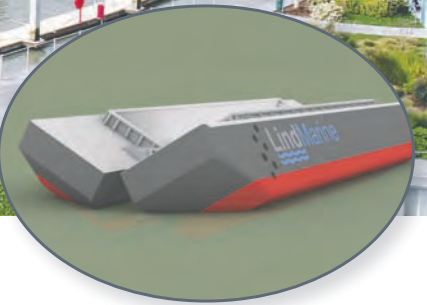
FRANK WULZEN

The unmistakable façade of the Corinthian Yacht Club in Tiburon.

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LETTERS

images are the ones that stick!

Bill O'Connor

De facto Maritime Historian for this *Letters*

↑↓ S.F. MARITIME NATIONAL HISTORICAL PARK PASSES VISITATION MILESTONE

Good for the National Park Service for keeping alive the museum that marine historian Karl Kortum founded, for learning something of ship husbandry on the job over the years after the Feds' dismal initial efforts in the late 1980s to early '90s. To not mention Kortum, and his right-hand bro Harry Dring, and the legions of volunteer craftspeople and civic leaders and the few employees who built the museum in the first place, seems churlish.

It should be noted that San Francisco's Maritime Museum had been open long before 1988, and it was the hard and inspiring work and leadership of Kortum, and brigades of volunteers for more than three decades before then, that brought the San Francisco Maritime Museum into existence.



THE CULTURAL LANDSCAPE FOUNDATION

The San Francisco Maritime National Historical Park is one of those places you might have walked by or even visited a thousand times without considering how much time, money and dedication it took to bring it into existence. Its abundant features are a crown jewel of the Bay. Don't forget that boats can anchor in Aquatic Park. (Search the 'Latitude' archives for details.) Sure, the anchorage is a little rolly, and you're going to want to lock up your dinghy on the beach, but you're within walking distance of the heart and soul of San Francisco.

Volunteers — including some of the Bay Area's finest craftsmen from Stone's yard and elsewhere, union steelworkers, electricians, pipe-fitters, Red Stack tugboat crews, and even San Francisco *Chronicle* reporters — built that museum with their hands or promoting donations, and are responsible for the museum ships now in San Francisco. The square-rigged ship *Balclutha*, the lumber schooner *C.A. Thayer*, and all of the significant vessels the Park Service acquired in the late '80s were brought to the City and rather well-preserved or restored — as best as meager budgets allowed.

After Kortum died, the California State Parks folks took over the museum and failed miserably to keep the vessels healthy. Realizing it was in over its head in expensive, demanding ship preservation, the state turned the museum and vessels over to the National Park Service, which also initially failed to heap glory upon itself on the ships' behalf; but the NPS seems to have grown and learned. Like many who worked with Kortum and Dring, I tuned out news of the museum years ago, as it was too depressing.

Now it appears the Park Service has learned a few things,



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LETTERS

seeing as the museum vessels remain afloat, testaments to the great Age of Sail and a more recent maritime history vital in California's past. The NPS deserves our thanks for that!

Brooks Townes
Pacific Northwest

Brooks was commenting on the February 23 'Lectronic with the same name as this letter.

↑↓ **HE SAILED TO MEXICO WITH THE BAJA HA-HA AND NEVER LEFT**

We are friends of Robert and Rosy. [Robert Hansen, who sailed to Mexico in the 2007 Baja Ha-Ha, and never left, is the subject of the February 11 'LL with the same name as this letter. Rosy, his wife, is a Barra de Navidad local.]

We met Robert at Alameda Yacht Club, where we were all members, and had so many great memories of those local S.F. Bay sailing days. Fast forward: My husband and I traveled down to visit Robert and meet Rosy, who are such a loving couple, and so ingrained in their community in Barra. Their amazing restaurant *Barra Galeria de Arte* is really just the icing on an incredible life of giving back to their community. We can't wait to return.

Patty Silva
Lucy, Beneteau 361



Planted like a flag from an explorer claiming a land for queen and country, Robert Hansen hung the Baja Ha-Ha 2007 burgee that brought him to his forever home.

Alameda

↑↓ **THIS WAS NOT THE PLAN**

I sailed in the 2011 Ha-Ha, and I'm still here (currently in La Paz). This was not the plan.

There was no plan — however, I did not think the journey would end here. I still don't, but it's been 11 years! The Sea of Cortez has an allure akin to the Sirens of the Odyssey without the tragic results.

Jack Gill
Azure-Té, Ron Holland 43
Sausalito/La Paz

↑↓ **THIS IS WHY YOU SHOULD NEVER LEAVE**

It was about two years ago we started our bash to San Francisco. We departed Zihuatanejo and headed up the coast. The worst of it — 15-ft seas and 30-knot winds — was along the Baja peninsula and up through Big Sur. We had to pause in Santa Barbara for four days due to heavy winds. We motored almost the entire way.

We made it under the Golden Gate Bridge five weeks later, and vowed to never do it again!

Craig Russell
Aquarius, 40-ft Jeanneau,
Emeryville
Six-time Baja Ha-Ha alumnus

Craig — "The worst of it was along the Baja peninsula and up through Big Sur." So, basically the entire way? It's just

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LETTERS

another reason why sailors never leave Mexico.

↑↓ **WE CONTINUE LAST MONTH'S DISCUSSION: WHO SHOULD PAY FOR COAST GUARD RESCUES?**

I don't think we should pay for rescues. A requirement like that would lead to bad outcomes. We do pay the Coast Guard via our taxes, and have the option for private-company tow insurance. I've twice participated in the Singlehanded Transpacific Race ('82 and '88), and appreciated the support and briefings that [the Coast Guard] gave us at the time.

On a trip down the coast 18 years ago in a fishing trawler I owned at the time, I asked the Coast Guard in Grays Harbor, Washington, about the bar conditions. They responded by sending out their boat and escorted me in, and they closed the bar after we got in. They were a bunch of great guys who invited us over to their station. Later on the same trip, I called the Coos Bay CG station, which provided a similar service — and also closed the bar after we got in. Their procedure was to position their boat behind me to break the incoming waves.

About seven years ago, I was crew aboard a trimaran that had a hole in one of the amas; we were about 250 miles west of San Francisco, and the response from the Coast Guard command on Treasure Island was outstanding. They diverted a container ship to our location; the crew provided us with Gumby suits. That night, one of the big CG cutters arrived and stood by. Our skipper was concerned they would order us off, but as the seas were moderating and we were sailing toward our destination with four experienced crew, they allowed us to proceed.

To compare emergency services, the lifeboat service in the UK provides rescue and is manned by volunteers and funded by donations. After crossing the Atlantic in 2000 on my boat *Rolling Stone*, we asked for assistance entering Howth, in the Irish sea, at 0-dark-30. I expected assistance by radio, but they told me to stand by. Twenty minutes later, two inflatables roared up; four guys jumped aboard, took the tiller, and brought the boat into the harbor. It was pitch-black and a difficult entrance. We never passed a lifeboat collection container without depositing money.

Robby Robinson

Dolores E., converted commercial fishing boat

↑↓ **SAVE YOUR BOAT FOR A FEW BEERS**

In principle the RNLI [Royal National Lifeboat Institution, which is on duty in the UK and Ireland] will save lives for free but charges for saving a boat.

In the latter case, the volunteer lifeboat crews technically charter the boat from the RNLI, and then charge the owner of the boat they rescued for their own benefit and to pay the expenses. However, this is very seldom applied to recreational yachtsmen.

Needless to say, rescued yachtsmen generally buy the lifeboat crew a few rounds in the local pub once everything has been secured and both crews have dried out.

Butch Dalrymple-Smith

Naval architect

(Crew aboard *Sayula II*, winner of the first Whitbread Round the World Race in 1973-74)

↑↓ **RESPONSIBILITY INSTEAD OF THE RIGHT**

When we kids were on our very first sailing lesson, the old-salt instructor (he was probably 25 years old) told us — even before we made our first tack in that old Lightning — that "we sailors" are responsible for ourselves on the water.

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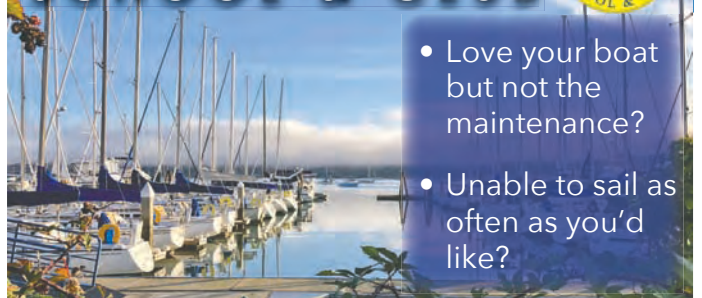


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LETTERS

We cannot ever depend on anyone else in an 'ole stinkpot' to come out to save us. Forever, each of us is personally responsible to get back to the dock ourselves. To be rescued is a "failure!" In my 65 years of sailing, that risk of failure has been enough to keep me and my crews safe.

That said, most boat insurance carriers include an amount for emergency towing services in their policies, one way or another. (Not Coast Guard services, but private towing.) Check with your agent or carrier. Many private towing services also do a fabulous job going above and beyond keeping the boating public safe.

I also have to respectfully disagree that we have a "right" to be rescued on the taxpayers' dime! Why should folks in Iowa or Montana have to pay for my problems or mistakes on the water in Florida or New Jersey? I think folks ought to be charged for the services they use/need.

Jack Karabas



US COAST GUARD

The Coast Guard rescued six people from a 79-ft schooner off the coast of California in October 2021. The vessel was said to be taking on water; one of the crew had a suspected broken arm and head injury. When searching for images for this thread (in early March), we found at least 10 separate news stories about Coast Guard rescues.

Jack — It does seem silly that a taxpayer might shell out money for something they never use, but that is the nature of our social contract. We've all kicked in for things that we haven't directly utilized, like infrastructure in other parts of the country, or our taxes have been used for things that we do not want, like war.

As a reminder: Last month, an overwhelming majority of readers stated that they do not believe sailors should have to pay for rescues, simply because it might lead to more loss of life, and perhaps, more risk to rescuers coming to the aid of people who waited until the bitter end to call for help. And as a reminder, we've spoken with search and rescue experts who have unequivocally said that sailors should not hesitate to call for help if they believe their life is in danger.

Our readers also emphasized the guiding ethos of personal responsibility among sailors, and we think that most people were taught similarly, and would agree with you, Jack, that a rescue is a kind of failure.

↑↓ **DON'T THINK, SEND IT!**

I have been rescued by Coast Guard during a fishing charter where I was captain. The starboard engine caught fire, and the crew hit it with an extinguisher, but it did nothing. I remembered safety training where it was taught that it's better to get out a Mayday than to wait too long. I made the Mayday soon after my shoes were melting and we were



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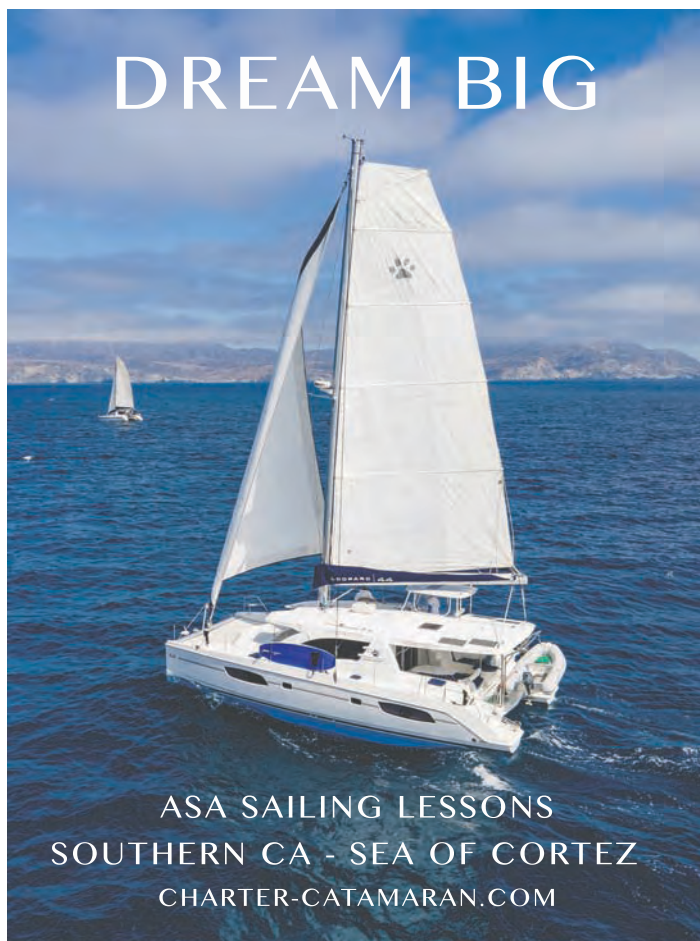


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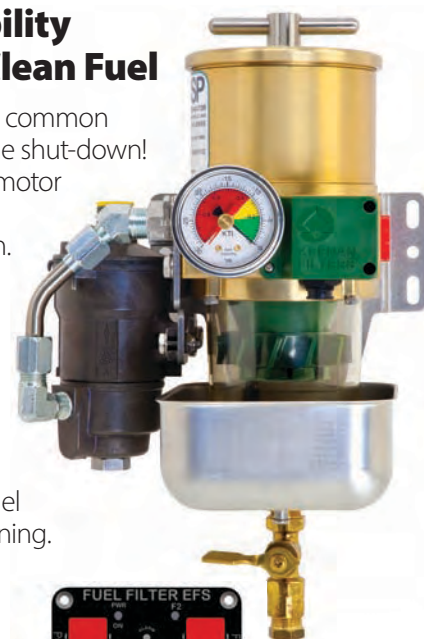
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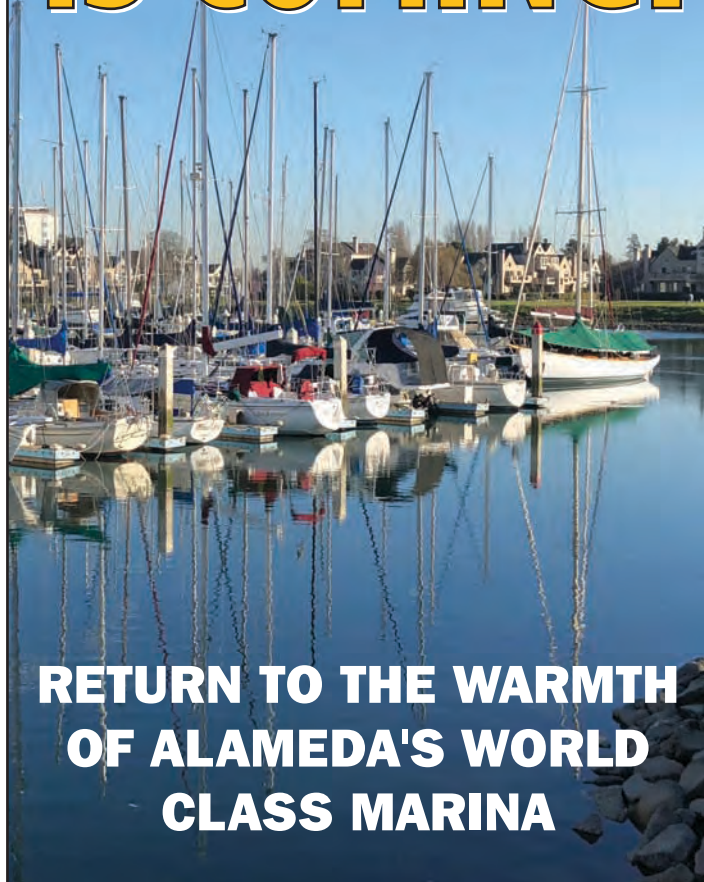
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LETTERS

in the water. Don't think, send it!

Murphy Sackett
San Diego

↑↓ **A LAND-BASED EQUIVALENT?**

Here in New Hampshire, one can purchase what is known as a "Hike Safe" card for \$25 a year, which covers you from the potential cost of most rescues. Considering that a rescue in the mountains could be for something as innocuous as a bum knee or ankle, or as major as a broken leg or worse, that is pretty cheap for what is a very enjoyable activity that does have some risk.

It does get a bit more complicated when considering boats offshore and Coast Guard rescues.

Andrew Howe
East Coast

↑↓ **WHY AREN'T SAILORS REQUIRED TO BE LICENSED?**

In the US, we do not allow people to legally drive without sufficient knowledge, training, experience and good equipment. Motorists are required to carry insurance for accidents that may occur.

If someone is ignorant enough to go to sea without sufficient knowledge, training, experience and good equipment, then yes, have them reimburse rescuers.

Ann Christine Krieg
Planet Latitude

↑↓ **A LAW AGAINST STUPIDITY?**

In Arizona, we have a stupid-motorist law that if you do something with your vehicle that was deliberately unsafe, for example trying to make a crossing on a road that says "Do not cross while flooding," and you do it anyway, then you are responsible for paying for the rescue. Maybe a similar law could be put in place for stupid boaters.

Ty Gill

Ty and Ann — Not to split hairs, but what are we calling stupid? Leaving a thru-hull open, or a hatch? How about forgetting some basic but critical piece of maintenance that led to a breakdown? And what of experience? Don't forget that Dustin Reynolds barely knew how to sail when he left Hawaii, alone, and crossed a huge chunk of the South Pacific. Reynolds, a double amputee, went on to complete a singlehanded circumnavigation.

We are not trying to defend stupidity, negligence, or cavalier risk-taking among sailors, but we're saying that the line between the ignorant and the competent — or the lucky and unlucky — is finer than you might think.

It's tempting to support laws punishing the dim-witted, and to make people pay for their bad decisions, but the "penalties" already exist in any number of forms, be it damage to vessels and property and increased insurance rates, or the embarrassment, shame and regret that follow mistakes. So who comes up with the "stupidity test," and what do we average, extremely fallible Joes say when we inevitably fail?

Maybe a more objective "stupidity" test is to weed out repeat offenders. A Bay Area windsurfer recently told us that they know people who sail beyond their abilities, or in marginal conditions, and call for rescues several times a year.

Maybe we should revise the time-honored rule: The first one is free, the next one is going to cost you.

↑↓ **THE SNEAKY, SCARY WAVES OFF OCEAN BEACH**

I was bringing my new-to-me boat up from Santa Cruz

LETTERS

on Sunday, February 27, and as I was approaching Ocean Beach around 2 p.m., I noticed a USCG chopper circling over a sailboat. I tuned into VHF 16 and listened to the exchange. Seems like a 35-ft sailboat, *Sloop Dog*, had no means of propulsion and was drifting into Ocean Beach. There were two souls on board, but the boat was not taking on water. It was pretty hairy out there, with 15- to 20-ft swells and breakers 2 to 3 miles offshore; I estimate *Sloop Dog* was about a mile offshore when I was watching.

US COAST GUARD/AMY DONALDSON/YOUTUBE



How dangerous are the waves at San Francisco's Ocean Beach? It can get so big and gnarly (sometimes miles out to sea) that it makes for ideal training for the Coast Guard.

The USCG had a 47-ft lifeboat out there trying to get a towline to them. I watched *Sloop Dog* take a big knock-down, almost 90 degrees. The USCG got a towline to them about 10 minutes later and pulled them out. Later, I heard on the radio that Sea Tow was going to pick them up just outside the Golden Gate Bridge.

My boat is now a Californian 48-ft cockpit motoryacht. I was headed to Treasure Island from Santa Cruz, and was about two miles off Pacifica, parallel to the beach. I looked out at Ocean Beach, and saw breaking waves two to three miles offshore, so I headed farther offshore. I ended up more than three miles offshore, yet still had to deal with the occasional breaker. At one point I had to throttle back and let a breaker pass in front of me, then gunned it once it was past. Not a place to be for the inexperienced or a disabled vessel.

Vance Sprock
Satori, Californian 48
Redwood City

Vance Sprock did the Singlehanded Transpacific Race to Hanalei in 2016 aboard his Cal 40 Seazed Asset.

↑↓ WE NOW SHIFT THE TONE TO AN OVERWHELMING CRITIQUE OF THE COAST GUARD AFTER THEY LET ANOTHER VESSEL WRECK ON SHORE

What a glaring lack of training of the Coast Guard's search and rescue crew! My only hope would be an immediate rectifying of this omission by USCG personnel. This should never happen again.

My heart goes out to the fishing community.

Inge Lorentzen Daumer

Inge was commenting on the March 4 'Lectronic Latitude: Fishermen Angry After Another Boat Left to Wreck on Shore. In late February, crabber Ryan Kozlowski, who was said to be an experienced mariner, apparently fell overboard and drowned just south of Tomales Bay. Kozlowski's 42-ft



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wooden boat *Seastar* was found adrift, and other fishermen had attempted to board the vessel to bring it safely to shore, but were ordered off by the Coast Guard. The *Seastar* eventually ran aground near Kehoe Beach and was wrecked. (Fuel and oil leaked as the boat foundered.)

The Coast Guard told us that they were not able to deploy the *Seastar*'s anchor because the boat crew on scene had never seen or used the type of system on board.

By some accounts, there have been as many as three boats within the past year that were "rescuable" but were allowed to wreck ashore near the Point Reyes coastline.

↑↓ INFURIATING

What a shame! Shame on the Coast Guard for ordering the crabber who made it aboard the boat to get off. I assume it was asinine bureaucracy that caused them to do that, rather than let an experienced crabber take the boat safely into port. The Coast Guard claimed that they weren't familiar with how the anchoring system on the commercial boat worked? Again, a shame. You know who is familiar with that? Other commercial crabbers.



CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE

After the '*Seastar*' went aground near Kehoe Beach in late February, the community of mariners is asking if this kind of accident can be prevented.

What an infuriating waste to let F/V *Seastar* run aground! My condolences to the family of the deceased, and to the Bodega Bay crabbing community.

Jocelyn Nguyen
Berkeley

↑↓ NOT AS EASY AS YOU THINK

A chain rode on a windlass can be pretty dangerous, and I might hesitate to let a young Coastie try to figure it out. They are highly trained, but probably didn't grow up around wooden trawlers. Very sad to see a wooden boat get destroyed.

Hardy Wronske
Los Angeles

↑↓ RETHINKING THE ROLE?

A basic rethink of the role of the Coast Guard is in order. They are doing what they have been instructed to do: Save lives and not property. Once lives are saved, why not do what they can to save property?

I wonder if other nations' coast guards follow similar procedures. This is not the first time rescuers were ordered not to interfere by the CG when their assistance might have

LETTERS

prevented a vessel from being wrecked.

MM

MM — Exactly, rethink the role, with input from those involved in incidents.

A few years ago, I was also ordered to "stand down" in Monterey Bay, rather than simply allowed to grab the bow line of a capsized boat (and pull it away from the committee boat). Once the crew was safe, the Coast Guard just declared it a salvage operation, called for a commercial tow, and the boat was basically destroyed.

Not long ago, a Thistle capsized near me, and the response by fire department and Coast Guard was also ridiculous — a quick response of resources, but they just took the crew and let the boat drift onto rocks. When I asked a fire department officer on the beach why they just didn't tow it the couple hundred yards to the boat ramp, he said it was "too risky." (When the boat drifted to shore, I got in and de-rigged and bailed it, and two wingfoilers in wetsuits walked it over to a spot where we could lift it onto their trailer.)

Do we need to form civilian safety patrols because the 'pros' have been so hamstrung by bureaucrats that we can't rely on them for common-sense responses to regular problems? I hope someone with authority is listening, and makes positive changes — we need them!

A week after the Thistle capsized, we were out on a friend's trawler to practice docking, and we got pulled over by the CG. They say their "mission has changed," so I guess frivolous inspections are OK, but preventing property and environmental damage is not.

Jim Gossman
ReGale, West Wight Potter 18
Benicia

↑↓ MIDDLE MANAGEMENT

This sucks, but you have to realize we are Monday morning quarterbacking this. The priority is to find the humans first and foremost. Should the lead Coastie on duty have allowed the fishing boat to be at least kept off the beach? Yes, but sadly, the Coasties are basically middle management and have to work within the protocols put in place by people above them.

Hopefully, this will provide policy changes for the future.
Chris Sullivan

Readers — We hear you. We hear the indignation, and we agree: There has to be a better way. Something like this cannot happen again. Period.

That's all we'll say for now, because we'd like to try to open a dialogue with the Coast Guard about this incident, about what they can and cannot do during a rescue, and about the role citizens/mariners might play in recovering property. Please stay tuned.

↑↓ PROUD TO HAVE BEEN AN ANCHOR-OUT

I am proud to have been raised as an 'anchor-out' because of the experiences I learned from the people I was raised around. So many of those mariners were creative and funny, worked hard, and always looked out for each other. They were great people, and are still my great friends. Of course, a few were making bad decisions and creating trouble for others — no different than any place I have lived around Marin County, including my current residence in Tiburon.

Being an anchor-out living happily and peacefully does require more responsibility than living in a tent city or under




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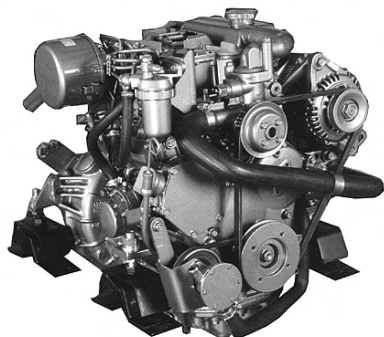
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a freeway (like I see all over the S.F. Bay Area now). If you make a bad decision, you fall over and drown. If you don't look after how you are anchored, you may wash up onto the Tiburon shore and lose what you have. And as an anchor-out, if you are struggling with mental issues, I am guessing having a little more space from your neighbor to deal with your issues can help you live peacefully and possibly help to keep you from making more bad decisions in the future. Any of these positives come from an overcrowded tent city that will just get bigger if the 'anchor-outs' are kicked off the water?

I am also tired of hearing from the media about how washed-up anchor-out boats cost taxpayers (me) so much money to salvage, or that oil has spilled from sunken vessels, or about sewage in the water. Compared to what? All the wasted money our city and state spend on so many other things? Or how much fuel or oil compared to any sunken/damaged tanker or offshore-rig spill? Or major sewage spills that come from people living on the land with a broken county sewer line?



TIM HENRY

A flotilla of anchored boats on Richardson Bay in early November 2021.

I also hate hearing about all the money spent from our politicians with lawyers on both sides, and how people take advantage of these situations. How about spending just a fraction of the money spent by city officials and lawyers to help anchor-outs? Spend money to hire good people who can spend time with anchor-outs, and help them make better decisions, if needed.

I am sure there are lots of anchor-outs that need no help. They are just trying to live peacefully, and there's no better place for them than in a boat on the water. I support the current and peaceful anchor-out community.

Memo Gidley
Basic Instinct, Elliott 1050
Sausalito

Memo was commenting on our three-part 'LL series: The End of the Anchor-Out Era on Richardson Bay, published on February 21, 23 and 25 at www.latitude38.com.

⇓ ENFORCE THE EXISTING LAWS

Lawmakers always think new laws are the answer, but equal enforcement is the answer. We are liveaboards. Our marina provides a free pumpout station (anybody can use it for free), laundry and bathroom facilities with showers, and a place for us to park our cars. We also use a pumpout service that supplies the harbor with a record of when we use them to pump out our black water.

The USCG Auxiliary provides a free service where they inspect your boat for compliance with our local regulations — no penalty, just information. Respectfully, if you cannot

LETTERS

keep your boat in operable condition and compliant with local regulations, you cannot afford to live on a boat on San Francisco Bay. You are neither a bohemian nor a mariner. You are a scofflaw and an environmental pirate. Some might prefer a dinghy ride and a walk to the bus stop, or enjoy lugging fresh water in jugs and bathing in Bay water.

Beatnik, artist, poet or welfare baby, nobody needs to be chased out of anywhere. We certainly do not need more meaningless regulations. Just enforce the existing laws.

Mark L. Wieber
Pinole

GLAD IT'S NOT MY JOB

From my point of view, there are only two legitimate reasons to regulate or prohibit anchor-outs: pollution and navigation hazards.



TIM HENRY

After a major cleanup in 2013, as many as a dozen anchor-outs have returned to the Oakland Estuary. This flotilla is anchored behind Coast Guard Island.

If a boat is dumping its sewage into the Bay or Estuary instead of pumping it out on a dock, it should be removed. Same if it's in danger of sinking because it's not properly maintained, because the fuel, plastics and other synthetic things on the boat will pollute the water when it sinks, and because a sunken boat in shallow water will be a navigation hazard.

I haven't spent a lot of time on Richardson Bay, but I've sailed out of there several times, and some of the anchor-outs looked as if they were going to sink at any minute. Do these anchor-outs pump out their sewage at docks, or just dump it into the water? If they don't have dock privileges, how can they pump out their sewage? Likewise, if a boat is anchored in a manner or place where it's a hazard to navigation, it should be removed.

The housing problem is not a legitimate reason to allow pollution or navigation hazards to exist.

On the other hand, if there is no pollution or navigation hazard issue, I see no reason that people can't anchor out wherever they want. Blanket laws prohibiting anchoring out where the problems of pollution or navigation hazards don't exist is government and/or bureaucratic overreach.

These issues require someone who can balance the right of a boater or liveaboard to anchor out if they're not causing any harm on one hand, with preventing pollution and keeping navigation safe on the other. They also require someone tough enough to do the right thing, even when it will anger someone. I hope that the people in positions of authority regarding these matters fit that bill, and I'm really glad it's not my job.

Jeff Hoffman

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Jeff — Pollution from anchored-out boats on Richardson Bay does not seem to be a serious problem, as data have shown that water quality in Marin has been steadily improving. (There is at least one mobile pumpout company in Sausalito that services anchor-outs for free; a large number of anchor-outs — perhaps as many as 90% on Richardson Bay — are non-operable, non-mobile boats.)

The biggest culprit of sewage spills is, by far, municipalities suffering from aging infrastructure.

↑↓ **AN UNRELATED TESTAMENT TO QUALITY**

The boats that are anchored out are a living testament to the quality of the shipwright, the build quality once available when you bought a new Kettenberg, Cal, Chris-Craft, Catalina, Stone, Rhodes or Grand Banks vessel. That they can float for 40 to 60 years with no maintenance speaks to a bygone era of quality in fabrication. I don't think we will have these problems with many of today's boats.

David Barten
Ikani, Gecco 39
San Diego

↑↓ **INCREASE THE LIVEABOARD RATIO**

It's time for marinas and yacht harbors to increase liveaboards to 20%, and Richardson Bay should always have places for permanent moorings. People can live aboard safely and be responsible to the environment if given the right tools.

Mark Wharton Reid
Sailing and international yacht racing journalist
Grand Rapids, MI

↑↓ **COMMODORE TOMPKINS CELEBRATES 90 SAILING YEARS IN SAUSALITO**

This great man was in my thoughts the last few days, and lo and behold, I found this article through the magic of the interwebs. What a legend!

Tom Van Dyke

Tom was commenting on the February 28 'Electronic with the same name as this letter.

↑↓ **TO THE RESCUE IN TAHITI**

I am one of the many touched by Commodore Tompkins' kindness and skills. On *Flash-girl's* maiden voyage arrival at Papeete in 2005, he recognized my predicament when I tried to Med-moor under sail (with a broken engine), and came to my rescue. Wishing him and Nancy many more. Looking forward to the centennial party.

Jack van Ommen
Fleetwood, Naja 30 kit
Gig Harbor, WA
Winner, Ocean Cruising Club's 2020 Jester Award

↑↓ **HOWDY, AND HAPPY BIRTHDAY**

I met you a couple of times in Cabo. I was delivering boats



Warwick 'Commodore' Tompkins gets a birthday kiss from his wife Nancy on February 27.

LATITUDE / JOHN



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with Sterling Dusty Way, and we were introduced. Dusty spent the next 400 miles up to Turtle Bay telling me stories about you — how you basically rebuilt people's boats on the delivery, and something about varnishing and polishing stainless on your deliveries, as well.

Dusty always told me he liked to informally race you up to Turtle Bay. You were on a Beneteau and we were on the Jeanneau 52.2 *Between the Sheets*.

Dusty says "Howdy!" He's living on a ranch in Montana.

Jeffrey Matzdorff
Planet Earth

⬆️ A ROW DOWN MEMORY'S SHORE

I enjoyed immensely all of Ron Geiger's comments. Particularly, his memories of growing up engrossed with sailing in general, and cruising among our incredible Channel Islands. [Fred is referring to Episode 30 of *Good Jibes*, *Latitude 38's* podcast, with guest Ron Geiger.]

As you know, I was around all those places in those days, too, and, like you, Ron (and, as I am well aware, your brother and sisters), I relish those memories; they seem rather more amazing as years go by. For numerous months, I've been writing my memories of those post-WWII years when the Blue Water Cruising Club was founded, and so many of our club's traditions and cruises were created. (Your dad gets several pages, and you too.) It has been great fun remembering and remembering and remembering.

Thanks for the row down memory's shore.



RON GEIGER

You can hear our conversation with Ron Geiger at www.latitude38.com/goodjibes.

We were playmates every weekend, both around the docks at Fleitz Brothers and at the Island, and close friends as teenagers. Fortunately for both of us, we are still standing and still friends in touch from time to time.

About three years ago, we shared the pleasure of a tour down the island cove by cove from the West End to Avalon on our boat *Holiday*, a Catalina 42. Your brother Richard and his wife were aboard, also. We spent a night in Big Geiger. (Sadly, the tour followed our spreading ashes of my father Paul and another very world-cruised sailor and friend, Sigmund Baardsen.) We all loved our reunion in that place so special to all of us.

Fred Huffman
Holiday, Catalina 42
SoCal

⬆️ AN ODE TO PINEAPPLE SAILS

Flipping through the pages of *Latitude*, I found Pineapple Sails' last advertisement.

Sitting here in Central Oklahoma, where we've lived for 30 years, I reminisce on the first time I met Kame Richards in the late '70s, at the old loft on Embarcadero. I got summarily chewed out by one of his staff for walking across the loft floor in my hard-soled shoes.

Not a regular season or midwinter race would go by without spotting the smiling, mustachioed sailmaker onboard someone's boat, either driving, or giving advice to skippers



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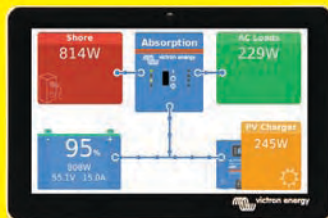
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— helping them be all they could be, with or without Pineapple sails. In the years before I departed the Bay Area, Kame and I made a couple of videos together. I was awed by his sense of wonder, his penchant for discovering new technology, and his willingness to try new, unproven ideas.

At the front office, I found his mate Sally to be eternally cheerful and patient whenever we ordered a sail. I always suspected Sally kept the company on an even keel with her calm approach and superb organizational skills.

Now, 30 years later, as I contemplate returning to the Bay Area to purchase a boat, I doubt I'll ever meet another pair of individuals like the Richards. They will continue to be one of my fondest sailing memories of a former life on the Bay. I wish them well.

Mark Welch
Ethete, Santana 2023
Edmond, OK

↑↓ A WORD FROM EMPLOYEE #2

Since I was at Pineapple Sails at the beginning, I hope I might get in on the ground floor again.

My father, Jim Callahan, brought in a tattered Cox jib off his Coronado 25 *Kinship* shortly after Jake and Kame opened their fledgling loft at Fifth Avenue Marina in Oakland in 1973. They not only repaired it, they hand-delivered it to our home (I don't think they had anything else to do). My dad was impressed. He ordered a new jib, likely among the first sails they ever made. They subsequently made all new sails for us, and we handily won the YRA and Nationals — due, of course to being 'Powered by Pineapples'. It was the beginning of their dominance of local one-design fleets.

Later that year, I became employee #2 after Stanford Fancher, who ran the handwork department for many years. Mine was a summer high school job, but it resulted in many memorable firsts for me in that classic ULDB era, including many interesting and ground-breaking boats of the day. I raced on the first Santa Cruz 27, as well as on *Chutzpah*, Bill Lee's classic two-time overall Transpac winner. Those were wonderful times, and Jake, Kame and Sally were a big part of that scene.

Most importantly, I received an education from Jake, Kame and Sally on how to work hard, play hard, run a small business well through excellent customer service, and how to live a rewarding, honest life by providing the best-quality product and service you possibly can. These are life lessons learned early, which stuck and are still with me.

Happily, I have been able to order Pineapple Sails for every boat I have been involved with since: the Ranger 23 *Nanook*, Moore 24 *Banana Republics*, Rhodes 19 *This Little Piggy*, Soverel 33 *Good and Plenty*, and J/120 *Django*, which we've had for 22 years, and just had our fourth Pineapple main delivered. We expect it will last us a good long time.

Cheers to Pineapple Sails and Kame and Sally!

John Callahan
Django, J/120
San Francisco

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

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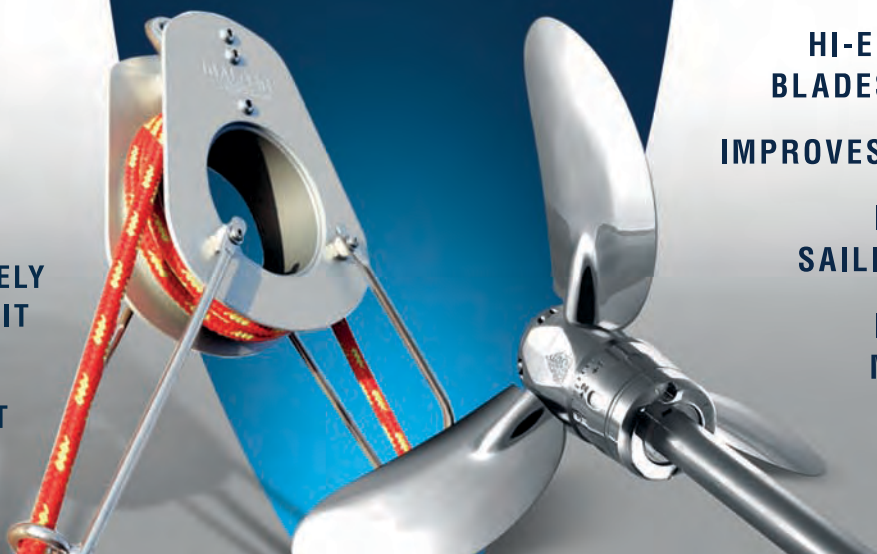
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LOOSE LIPS

The March Caption Contest(!) generated a wide variety of responses. Some comments referred to the origins of the boat in the background — the Coast Guard was a favorite, with others mentioning the Russians. (We vote Coast Guard.) Of course there were the inevitable comments about rail meat, and tacks gone bad. "Skipper! Our roll tack needs a tune-up." — Beau Vrolyk. "I think we have a little too much weight on the port side." — Peter Bennett. And Bob Mirabal gets a mention for, "We'll do anything to avoid a 'safety inspection.'" But we don't want to go overboard with the lead-up, so here's the winner, and the next top 10.



FACEBOOK/VIT BIELAN

"Shoot! I saw that going differently in my head." — Mark L. Wieber.

"I know I said I wanted to get my feet wet; just thought there was another way ..." — Debbie Jackson.

"It's the Coast Guard! Quick, dump the contraband!" — Kent Carter.

"Stay down, they won't see us!" — @beckylaceyelmore.

"... we just LOST THE CHEESE PLATE!" — Jai Whitney.

"Well that could have gone better. Guys, more jibe training next Tuesday!" — Beni Bacon.

"Whew, avoided that driftwood like a boss!" — Dennis Fritts.

"Good thing my first hobby is mountain climbing." — Michele Profant.

"Textbook Coast Guard keel inspection." — Maxwell Thomas Haning.

"The lengths some people go to avoid talking about their car's extended warranty ..." — @latitudesandattitudes.

"Novel way to get some shrimp for the post-race barbie!" — Jen Wilks.

Did you know? A dead horse was the seaman's term for the first month at sea, a month for which he was already paid and spent the money soon afterward. To the seaman, with his money gone, he was working that first month "for free." To mark the end of this "dead horse" month, the crew would make an effigy of a dead horse, beat the thing, and dump it overboard in celebration. To officers on the ship, beating a dead horse described the difficulty in getting the crew to do any extra work during this first month at sea.



45TH ANNIVERSARY TRIVIA CONTEST

1. What was the first full column where Max Ebb and Lee Helm appeared?
HINT: www.latitude38.com/magazine/#1980
2. For Women's History Month: When was Latitude 38's first 'Women's Issue'?
HINT: www.latitude38.com/magazine/#1979
3. Who is on the cover of the second-ever issue of Latitude 38 (spring 1977), and what boat is he sailing?
HINT: www.latitude38.com/magazine/#1977
4. What still-active San Francisco Bay race boat design turns 100 this year?
HINT: It was the first-ever Latitude 38 Boat of the Month, appearing in our first issue.)
5. In what issue does Racing Sheet first appear?
HINT: Sometime in our very first year.
6. What month and year did we publish our 500th issue?
HINT: www.latitude38.com/magazine/#2019
7. What was the first year of the Baja Ha-Ha and how many boats entered? HINT: Check our back issues: www.latitude38.com/magazine
8. What year was the first 'Lectronic Latitude digital newsletter published?
HINT: Have a look in the Wayback machine: www.latitude38.com/lectronic
9. Which two long-time yacht broker advertisers appear on pages 10 & 11 of our 40th anniversary issue?
HINT: Our 40th was celebrated in 2017 and a local painter graced this cover
10. Who was the first sponsor of our first Good Jibes podcast? And which Latitude 38 podcast guest has sailed well over 200,000 miles?
HINT: www.latitude38.com/lectronic/podcast/
11. What online clothing storefront fulfills swag orders for Latitude 38?
HINT: store.pirateslair.com/latitude_38
12. If you lived at the corner of Peterson and Glascock Street in Oakland, what is the closest distribution point you pick up the latest issue of Latitude 38 and get some engine work done with one of our long-time advertiser?
HINT: www.latitude38.com/distribution

Trivia Contest Ends at 5 p.m. April 30. Mail-in submissions must be postmarked by April 30 and mailed to Latitude 38, 15 Locust Ave., Mill Valley, CA 94941. Online submissions must be completed by midnight April 30 at www.latitude38.com/latitude-turns-45.

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SIGHTINGS

restoring a '70s plastic classic

Dave and Kelly Russo bought the Bombay Clipper 31 *Sanctuary* in 2014 in Alameda. The boat was built in 1978 on the East Coast by New Bombay Trading Company. We met up with Dave and Kelly over the winter in Owl Harbor Marina, where they'd taken a slip for a few months. Owl Harbor is on Isleton's Delta Slough, not far from the San Joaquin River.

"We knew it had a blister issue when we bought it," Dave recounted. "In the survey, that became apparent. So we knew at some point we would have to address the blister issue, and we negotiated a price accordingly. Then we kept it in the Bay for a number of years, sailing quite frequently, spending many wonderful nights in Clipper Cove and Aquatic Park as well as other Bay anchorages. The farthest we sailed her was to Monterey.

"The time to address the blister issue came, so we built a trailer and hauled it home in 2018. We sailed/motored it to Ladd's Marina in Stockton to have it pulled from the water and placed on the trailer. First I modified a large powerboat trailer to fit a sailboat. We had to cut all the bunks off that would normally support a powerboat, and then we put in nine adjust-

able uprights so it could sit on its keel and be held in place. It's a triple-axle 15,000-lb trailer. It's actually for sale — are you interested?

"Then I had a trucking company use that trailer to transport it to my shop in Grass Valley." Dave is a retired contractor — skills which no doubt came in handy in modifying the trailer and refurbishing the sailboat. The Russos own a small mini-storage business in Grass Valley.

"I stripped the bottom to bare fiberglass, let it dry out (which took about a year), and repaired many blisters and

delamination. We repainted it, applying several coats of West System epoxy and seven coats of a barrier coat before applying five coats of ablative bottom paint. We built a bunch of shelves and cabinets, and put removable davits on.

"While waiting for the hull to dry out, I completely rewired the boat, pulled the motor and did a ring and valve job, installed a forced-air diesel heater, made a new table, repaired dry rot, etc., etc. I also painted the entire hull and top sides and applied new striping."

Dave and Kelly started sailing in 2013. "We were powerboaters — houseboats, Waverunners, ski boats. The kids moved out; we were looking for another powercruiser, and a friend of ours who was into sailing planted the bug. So we watched every YouTube we could." The first place they ever sailed was near Grass Valley on Scotts Flat Lake, in the forested foothill country of Nevada County.

"We bought a 24-ft sailboat and sailed that, then moved up to this boat. Since then we've had two other trailer-sailers. We have a Hunter 260 that

continued on outside column of next sightings page



THE RUSSOS

what i saw sailing

Starting with our first Delta Ditch Run in 2001, Ann and I spent the next 21 summers on *Marrakesh*, our Express 34, cruising the California Delta. Using the Ditch Run as our delivery, we start our yearly exploring from the Stockton Sailing Club. While this location is on the southeast part of the Delta, over the years we discovered many more northern destinations before finally settling on Potato Slough as our home base. So when I heard there was a new book written about adventures in the Delta, it immediately sparked my interest.

Jackie Philpott writes a nice, easy-to-read book, *What I Saw Sailing in the California Delta*, about four summers of cruising. She uses local landmarks, harbors and personalities to help tell her story in a very pleasant rhythm that keeps you reading. In interviews with harbormasters, 'old salts' and bridgetenders, she keeps you smiling with little tidbits of funny situations. She

Spread: 'Sanctuary' in her winter home on Owl Harbor's J Dock. Inset, top: A before picture, at Dave's shop in Grass Valley. Bottom: Dave and Kelly Russo.



LATITUDE / CHRIS



in the california delta

restoring a plastic classic — continued

we keep at home. We took that to the San Juan Islands last summer, and then last March we took it to Lake Powell. Before that we had a 23-ft Pace-ship sailboat we actually towed all the way to the Erie Canal, did the Erie Canal, and towed it home."

When we saw them, they hadn't yet bent on the sails. "I need to adjust the rigging," Dave added. "We have full canvas, a dodger, cockpit canvas and everything. As far as the mechanicals and the electrical, I think all that's done."

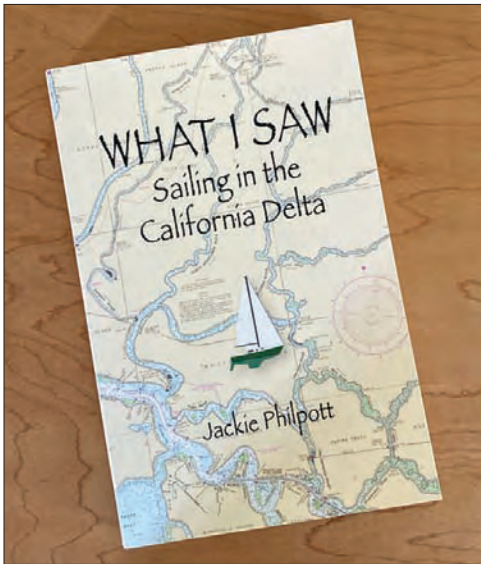
"We're going to hang out here a little bit at Owl Harbor. When I was a kid, my dad used to have a cabin cruiser up here, over at B&W, so I'm pretty familiar with it. Kelly hasn't had much experience here, so we'll give her a chance to do that, but probably sometime this summer we'll end up back in Alameda."

"One of the draws for us to Alameda is that's where we met, at Alameda High School. So when we have it in Alameda, it's like having a condo; we go down whenever we want and hang out in our old hometown."

The couple had originally planned to do the Baja Ha-Ha. "That's still a backburner thing. Seems like society's changing a little bit the last couple years — maybe you've noticed! We'll see how things develop in the next few years. There's a pretty good pull to see the Channel Islands and on farther down."

— chris

LATITUDE / CHRIS



continued in middle column of next sightings page



LATITUDE / CHRIS

south pacific opening up to cruisers

Imagine how you'd feel if you'd worked for years toward the goal of island-hopping across the South Pacific aboard your own boat, when your window of opportunity to chase that dream suddenly slammed shut, leaving you and your boat in an infuriating state of limbo.

That's precisely what happened two years ago when COVID-19 case counts skyrocketed all over the world, elevating the deadly scourge into a bona fide pandemic.

In mid-March 2020, almost every island nation in the Central South Pacific abruptly closed its borders to international yachts, and only now are they finally poised to open up again — effectively signaling to would-be Pacific cruisers all along the West Coast of the Americas that the South Pacific cruising scene might soon return to some semblance of normalcy.

As reported earlier, throughout the pandemic French Polynesia — the first possible South Pacific landfall for westbound passagemakers — has been cautiously letting cruising boats in on a case-by-case basis, despite being officially "closed" to international yachts. But due to the long-established maritime tradition of offering "harbors of refuge" to vessels in need, a veritable logjam of sailboats has built up in the main anchorages

of Tahiti — many of them presumably belonging to absentee owners. Meanwhile, New Zealand, which has been locked up tight since the pandemic began, has long been a favorite cyclone-season (November-to-March) refuge for many international cruisers. And last month the NZ government made a much-anticipated announcement that may lead to a resolution of this logjam conundrum: Late next month, New Zealand will finally open up to "visa-waivered" international travelers, including Americans and Canadians, with yachts to be let in by July, if not sooner.

Not only will this give owners of boats effectively stranded in Tahiti and Fiji (now open also) a prime target for a long, cyclone-season layover outside the tropics, but it will likely revitalize the so-called South Pacific Milk Run. That is, the popular idea of island-hopping west from Tahiti to the Cook Islands, Tonga (both closed now, but expected to follow New Zealand's lead), and Fiji before jumping south to New Zealand or Australia (whose entry rules are also evolving).

This writer caught up with several dozen westbound sailors in late February at three South Pacific Bon Voyage events at Mexico's Vallarta YC, and both Shelter Bay Marina and Linton Bay Marina in Panama. (All were sponsored by the South Pacific Sailing Network and the Pacific Puddle Jump rally, and supported by *Latitude 38*.)

We met a typical mix of cruisers from a dozen nations, including veteran circumnavigators and first-time bluewater passagemakers. Not surprisingly, a common thread among them was a burning desire to end the waiting game, cast off their docklines, and let their South Pacific adventures begin.

One crew that stood out within this disparate cluster of cruisers was Andrew and Jazz Veritas of the 37-ft Prout Snowgoose catamaran *Villa Veritas*. Not only were they a decade or two younger than most (both are in their mid-30s), but these former Bay Area residents seemed to embrace the attitude that whatever challenges the cruising life deals them, they will somehow overcome — and chalk up each challenge, no matter how aggravating, as part of their never-ending cruisers' education — even shearing off engine bolts while trying to repair their vintage 27-hp engine.

continued on outside column of next sightings page

what i saw

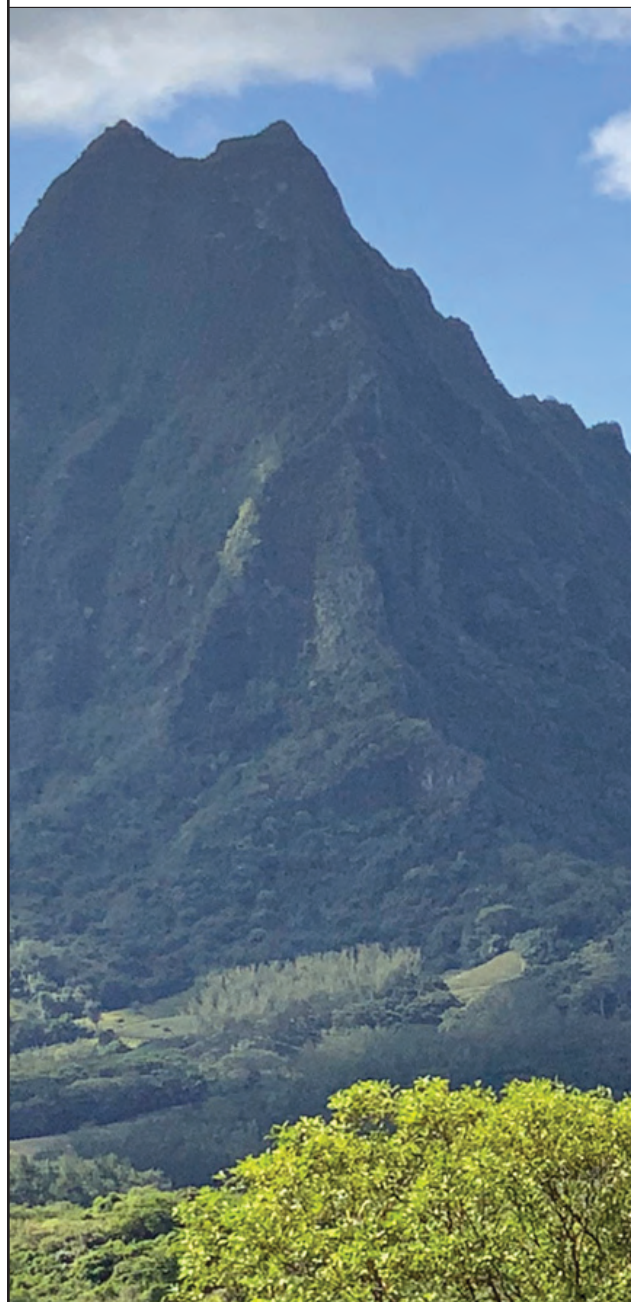
shares her triumphs and failures while moving her Cal 2-27 *Dura Mater* from anchorage to harbor, somehow always landing on her feet. In a very pleasant and positive way, she talks of some harrowing situations that turned out well, with only a story of some time spent in the mud, tree branches and leaves on the deck, and new homes for opportunists in the form of spiders.

The book starts out talking about what she had heard about the Delta and continues on to sailing up the river and back five times. She talks of all the advice she received on transiting Honker Bay and

ANDY TURPIN



Although neither Andrew nor Jazz grew up around the sailing life, they are certainly in it now.



— continued

Pittsburg Slough, going with or against the ebb — they both work, but one of them is wetter.

She tells a nice story about how everyone in the Delta seems happy to be there, happy to help out, and ready to share stories and a beverage during the sunset hours. The Delta is fun! The Delta is forgiving! The Delta creates memories. You need to read this book whether you are new to the Delta, or, like Ann and me, have spent many years tied to a tree watching both daily performances of the sun.

— craig perez

south pacific — continued

With a lot more wanderlust than experience, they bought V.V. in Georgia in 2018, with the intention of taking her to the Bahamas on a honeymoon cruise. The boat had been advertised as a "turnkey vessel." So what could possibly go wrong, right? Well, apparently plenty of things. "We didn't know what we were doing in the beginning," admits Jazz. "No idea!" Nevertheless, after a four-month refit followed by four years of East Coast and Caribbean cruising, *Villa Veritas* is ready to face the Pacific.

We applaud Jazz and Andrew's can-do spirit and their wise approach to experiencing the cruising life. That is, getting 'out there' now, while they are young, fit and energetic, rather than waiting until they are old, gray and creaky, as so many (of us) sailors do.

Find more South Pacific info at www.south-pacific-sailing.com and www.pacificpuddlejumps.com.

— andy turpin



ANDY TURPIN

SIGHTINGS

from apprentice to sailor

SoCal sailor Will Sofrin, who wrote in the March 2022 issue about his sojourns from Marina del Rey to Catalina Island with buddies aboard his Pearson 33-2 Nothin Much, now writes about his entry into sailing via the IYRS marine trade school.

I have never felt more like a fish out of water than I did on my first day at the International Yacht Restoration School (now, IYRS School of Technology and Trades) in Newport, RI. I was 19 years old and one of 10 eager apprentices there to learn how to master the art of wooden boat building. I was one of the younger members of the class, being fresh out of high school. While my childhood friends moved into dorms at their respective universities, I moved into a small basement efficiency apartment and learned how to live by myself in a town I barely knew. Nobody would be helping me. I was on my own.

The two-year program ran year-round, including summers, with each year broken up into three terms and an independent study period during January. We began by learning shop safety fundamentals, followed by a drafting segment for introducing us to design and the related nomenclature. The school had identified the Beetle Cat, a popular Cape Cod-built catboat, to use as the subject for teaching us first-year apprentices the techniques of wooden boat building.

We were paired off into five teams of two for restoring the Beetle Cats. My partner, Mitch, was an eccentric Australian who idolized *The Dukes of Hazzard* and was born on the same day in the same year as I was. We quickly became friends and had tons of fun finding plenty of trouble after school. The bulk of the first term was spent learning how to loft and re-frame our boats. At first, the pace was slow, but picked up as we became comfortable with the basic principles and methods we were learning.

Having really enjoyed the drafting segment, I proposed learning how to design a boat for my independent study project in January. For this, the school hired a yacht designer to work with me, and together we designed a 40-ft-long sloop with a fin keel.

The second term flew by as we hurriedly worked to complete our Beetle Cats in time for the Memorial Day Weekend launching ceremony. I used a short break before the summer term began to continue pursuing my interest in design by interning at MIT. The summer term included sailing lessons, shaping spars, and building a new lapstrake boat for Billy Joel. Additionally, our program director introduced me to America's Cup Charters, setting me up as a fill-in crewmember paid to sail on their fleet of former America's Cup 12-Meter yachts.

By the start of the second fall term, my class had shrunk from 10 to 7 — wooden boatbuilding is not for everyone. By this point, we had learned how to build nearly every element of a boat and would spend the next two terms focusing on scaling up our abilities as we applied our knowledge to larger vessels. We were divided into two crews, each restoring a different boat. One crew was assigned to complete an unfinished restoration of an Eagle Class sloop that rates as an S-Boat. My crew was assigned to completely rebuild a Manhasset Bay One Design, a 21-ft 6-in-long keel racing sloop designed by Olin Stephens in 1928. I had the pleasure of meeting Olin when he visited the school to review our work and discuss the design.

The pace was intense as we pushed to complete the larger boats by the end of the second term. The final term of my apprenticeship would be off-campus, working in a professional setting. For this, I had to write a formal proposal about where I saw myself in the industry, and coordinate with our program director to arrange placement.

By this point, I had fallen in love with sailing and learned about the America's Cup Jubilee being organized for the following summer in England; 2001 would mark the 150th anniversary of the first race for what would become known as the America's Cup. Any and all America's Cup Class yachts from around the world were invited to the event. The attendees would include royalty, past and present America's Cup skippers and crews, and a plethora of celebrities. My ambitions were huge, and the odds

continued on outside column of next sightings page

yes, and what about

Jackie Philpott's book (see previous center column story) will be among the door prizes awarded at the Kickoff for the 14th annual Delta Doo Dah. Plans are still preliminary, but we've tentatively scheduled the Kickoff and Delta Cruising Seminar for the afternoon of Saturday, May 21, at Richmond Yacht Club. As they have for years, veteran Delta cruisers Craig and Ann Perez will lead the seminar.

As this issue goes to press, we're putting the finishing touches on new Doo Dah web pages. Once that project is complete, we'll open registration.

As it has been for the past 10 years, registration will be free. The rally will be largely do-it-yourself, with events scattered throughout the summer that will offer opportunities for sailors to meet and socialize with one another.

Clockwise from here: a completed Beetle Cat; the 12-Meter 'Onawa' sailing; Will and Mitch working with a Beetle Cat in the process of restoration; Will reviewing plans he drew with Olin Stephens.



COURTESY WILL SOFRIN

the delta doo dah?

Among those will be the Delta Ditch Run on June 11, a race from Richmond to Stockton Sailing Club, with a division for cruisers that includes a motoring allowance. There is separate registration for the Ditch Run, and an entry fee. See www.stocktonsc.org/on-the-water/regatta/ddr. This is our favorite race of the year, and registration is already open.

Among sponsors signed on so far to support the Doo Dah is the Vallejo Municipal Marina, a great place to stop on your way to or from the Delta. If you or your business would be interested in sponsoring Delta Doo Dah 14 or donating door prizes, please contact *Latitude's* Nicki Bennett at (415) 383-8200, ext. 109, or nicki@latitude38.com.

Visit www.deltadoodah.com for more info.

— chris

apprentice to sailor — continued

of landing a paid position on a boat were stacked against me. This event would be the Woodstock of sailing, and everybody wanted to go.

I spent six months looking for a spot on a boat, pounding the pavement, knocking on every door, week after week, month after month. Finally, near the end of March 2001, Casey Fasciano, the captain of the 12-Meter yacht *Onawa*, offered me a job as a deckhand. *Onawa* was undergoing an extensive restoration led by Earl McMillen of McMillen Yachts. My new job would mean working at IYRS from 9 to 5 Monday through Friday and then working on *Onawa* from 5:30 to 10 on weeknights and all day on Saturdays and Sundays. It was grueling, but the hard work paid off, as *Onawa* was completed in time to be shipped across the Atlantic for racing.

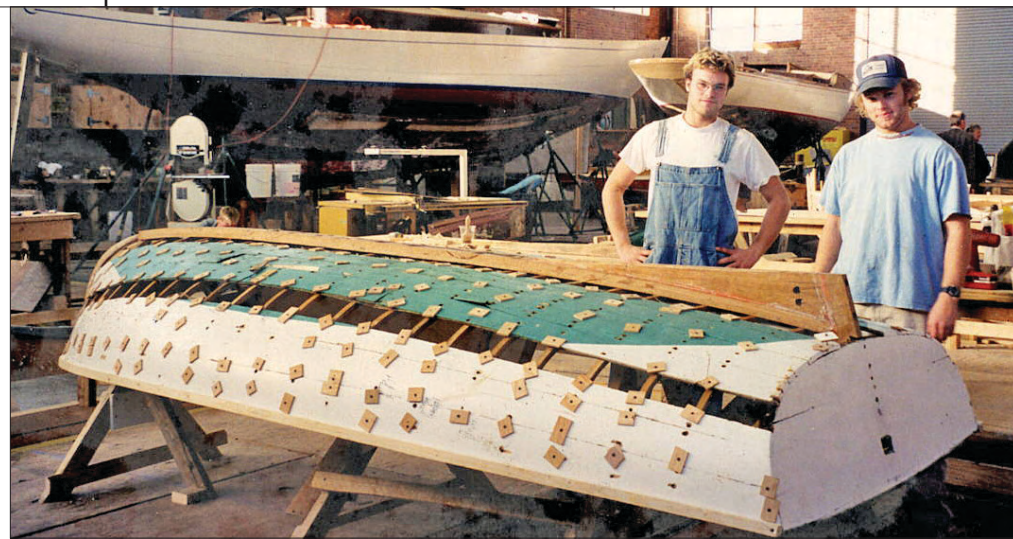
Finishing the restoration of *Onawa* and securing a permanent paid position for her European racing tour was how I completed my apprenticeship at IYRS. My ability to build wooden boats gave me the edge I needed to stand out from other applicants, and paved the way for me to get paid as I traveled the world.

Since my apprenticeship, the IYRS School of Technology and Trades has expanded course offerings to include Boatbuilding & Restoration, Composite Technology, Digital Modeling & Fabrication, and Marine Systems.

— will sofrin



ONNE VAN DER WAL



COURTESY WILL SOFRIN

when dreams go afloat

Of all the boats that float in the imagination or are sketched in notebooks or on napkins, how many actually make it to a naval architect's table, to the boatyard, to the ocean? How many dreams actually float?

In 1977, Barry Spanier was living in a tiny house by a river in the Tahitian jungle, having arrived recently via *Seminole*, his Atkins Ingrid design 38-ft double-ended ferroceement sloop. "She was a fine vessel, [but] she would turn out to be wet and slow. There were endless thoughts of how to do it another way, even to the point of threats to take an axe to the interior and start fresh."

Spanier and a friend spent "lazy hours in deep discussion about making boats with the fewest moving parts, the simplest of everything, and even limited use of metal. So we drew dreams of cargo space, deck living and shallow draft — and 'up-the-river' kind of craft. A junk rig was logical, would be cheap, and could be repaired anywhere with just about anything you could find. There were asymmetrical leeboards, externally like Dutch canal boats. We even fantasized about electric power, or none at all — all a little crazy for 1977. A different boat came to paper, and then lived on as a dream."

On February 28, Spanier and his wife Samantha finally launched the *Rosie G*, a Jim Antrim-designed 42-ft junk-rig, scow-bow cruiser that — save for the leeboards — has retained almost all of the ambitious, clever minimization Barry dreamed of almost 50 years ago. The 28th was also Barry and Samantha's 13th wedding anniversary. "It was a really beautiful day; it went really simply. [*Rosie G*] floated perfectly right on its mark, fully loaded with every single thing we own." Barry and Samantha have landed in Emeryville Marina and hope to sail out the Gate in July, destined first for Maui, Spanier's home of more than 40 years. Eventually, the couple has their sights set on the South Pacific. "We are floating," Barry told us. "And it's been really nice living aboard."

The *Rosie G* is a unique boat blending an assortment of Bay Area maritime mega-talent, involving the aforementioned maestro Jim Antrim, with Cree Partridge overseeing the build at Berkeley Marine Center — which has been specializing in electric-motor installations of late. (Please see our feature story on page 66 of this issue.) Spanier himself also has a wealth of knowledge. He built the aforementioned *Seminole*, which he cruised for years. Spanier went on to be a top windsurfing sail designer. He sold his Westsail 42 *Cornelia* recently, saying that the boat was getting "too young" for the couple.

With a 14-ft beam and 4-ft draft, the simplified design, free of deck clutter and easy to board from a dinghy or from the water, met the Spaniers' requirements the Spaniers were searching for. Perhaps *Rosie G*'s most unique characteristic is her rounded, stubby bow. "The scow bow provides a soft ride, dry decks, long, straight waterlines, massive volume and high stability," Spanier wrote on his website www.reddogyachts.com, crediting J.O. Johnson with the concept. (In the late 1800s, Johnson — a Minnesotan — developed a radical dish design that could skim across the water.) When the new America's Cup design for the AC75 was released prior to the 2020 Match, Spanier noted that the foiling monohull's scow bows guarded against digging into the water when the boats came forward off their foils.

Rosie G's scow bow did add some unexpected difficulties, Spanier told us. "Docking with the scow bow was interesting. When you go to put the thing in the slip, there's no wedge, and you have to kind of wiggle your way in. But my thinking about cruising is that you don't go into a dock or slip — I don't want to just go from one slip to the next." Spanier said the different docking dynamics were among the only negatives in *Rosie G*'s maiden voyage from Berkeley to Emeryville — not bad for a new boat!

Rosie G's other ultra-unique trait is her junk rig and freestanding mast. "There are many who feel this very old but innovative sail plan is superior to the sloop rig," Spanier wrote. He told us that *Rosie G* has one halyard, one sheet and two winches: one manual, one electric.

Barry said that there were still quite a few odd projects to do. "We have a galley; we have a stove that functions. We have two lights, and the rest

continued on outside column of next sightings page

come see us at

It's been a while! In the absence of a big Bay Area boat show this spring (or last spring, or the spring before that...), Svendsen's Marine & Industrial Supply has stepped in to fill the void and bring together the maritime industry and the sailing community.

On Saturday, April 9, Svendsen's will host a Spring Fling at their Alameda chandlery location, 2900 Main Street, near the island's ferry terminal. The show will run from 9 a.m. to 5 p.m., and admission will be free. "This show is a thank-you to the community that supports us," writes organizer Amanda Pangelina-Rodriguez of Svendsen's.

Latitude 38 will be among the many vendors with booths outdoors. You'll find many more exhibitors indoors — too many to list here, but check out the ad on pages 14-15 for all who had committed by press time.



Clockwise from top left: Barry Spanier muses with 'Rosie G's mold in 2019; the new boat is named after the Spaniers' dog, who has since passed; Barry and Cree Partridge had the vibe of old friends; Cree on the day of 'Rosie G's launch; Samantha, Barry and a scow bow; 'Rosie G' finally went from Barry's mind to the water at the end of February.

svendsen's spring fling

You won't find boats in the water at this show; you will find the gear, services and organizations that facilitate sailing. There'll be a DJ, food trucks and raffle giveaways. Gill will be barbecuing.

At the *Latitude 38* booth, right outside the front door of the marine supply building, we'll be selling hats and stainless steel tumblers, and giving away magazines and other freebies. What to do with that stainless tumbler you'll want to buy from us? Drink beer out of it! We're celebrating our 45th anniversary of publication with this issue, so we'll treat visitors to beer from Alameda Brewing Company, and petit fours, from 3 p.m. until 5 p.m. — or until we run out. We'll also have a trivia contest (see the questions on page 47).

We hope to see you there, rain or shine!
— chris

dreams — continued

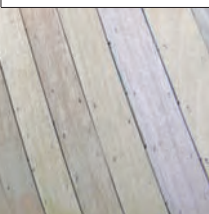
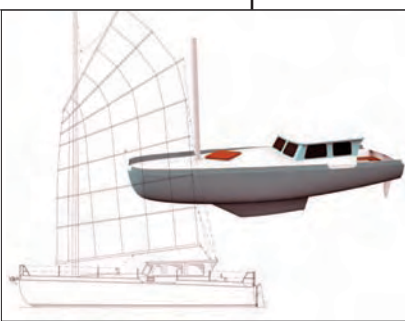
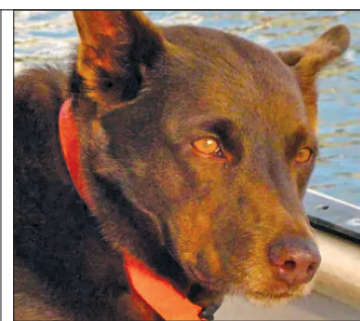
of the time we use headlamps. Stuff is not finished yet, but it's OK. It's a project. Now we're in a position of learning how the boat works."

When we visited the under-construction *Rosie G* in 2019, it seemed as if Barry and Cree Partridge had known each other for years. In fact, they'd only met recently. "We didn't know anything about Berkeley Marine Center," Barry told us. "But Jim [Antrim] said that we should get in touch with Cree, who had built a lot of boats for Jim." Spanier and Partridge had both attended UC Berkeley in the '60s and had mutual acquaintances in the marine trades.

It feels like a very unique experience working with the folks at Berkeley Marine Center — and Cree is involved in all of it in a way that is very hands-on. He's not afraid to pick up tools and grind and bang. It creates camaraderie and respect among his crew. Barry said that he and Samantha fully committed to the build, giving up all nonessential things in Maui. They sold their car and shipped "tools, parts, and bits and pieces," and then went to work. Barry said he was pulling 10-hour days as *Rosie G* neared completion.

"Cree made it possible and enabled us to do that. He admires people who have dreams, and wants to make their dreams happen."

— tim henry



TIM HENRY

PHOTOS COURTESY WWW.REDDOGYACHTS.COM EXCEPT AS NOTED

the unique controversy

As a new development on Treasure Island blossoms into a new 8,000-home neighborhood smack in the middle of the Bay, local governments are bracing for the corresponding surge in traffic, and are looking for ways to curb congestion. The City of San Francisco has proposed a controversial — some would say outrageous — measure meant to both discourage driving to the island and to fund public-transit options, such as a ferry servicing TI.

This \$5 toll to both enter *and* exit Treasure Island would take effect in 2024, and has caused an uproar not just in the sailing community, but also among current residents, businesses and outdoors people of all stripes. The entry-and-exit fee could be especially detrimental to the Treasure Island Sailing Center. "A toll of this magnitude would dismantle the community that we have worked hard to build over the past 20 years," TISC said in a statement.

The idea for the toll seems to have come out of nowhere.

We spoke with a government official closely involved in the initial phases of the development who told us that there was absolutely no mention of a \$5 toll when plans were first introduced around 10 years ago. The City of San Francisco negotiated with the State Lands Commission — the agency tasked with ensuring access to California's public land — to

allow developers to build housing in exchange for improved open spaces, such as a shoreline park and public viewing spots. "At no time in those discussions was there an objective to reduce use," the government official told us, referring to tolls meant to discourage driving. "It's really poorly thought through, and no one can say who benefits or who pays."

Last year, the Bay Conservation and Development Commission also echoed concerns about the mysterious toll. In 2021, BCDC wrote a letter to the San Francisco County Transportation Authority, which is governed by the S.F. Board of Supervisors, saying that when developers applied for their permit in 2016, they did not mention a toll. "This information was not provided at the time the Commission approved [the permit]," the BCDC said, adding that because of the potential for such a toll to affect public use of the shoreline park planned for Treasure Island — and required of the BCDC permit that authorizes its construction — BCDC staff has advised SFCTA that a permit will be required for the tolling program. Clearly, there are details to be worked out at the highest levels.

We have also heard several critics of the proposed toll say that the City of San Francisco "let the developers off the hook" by not securing a long-term, privately funded ferry as part of the TI project. Any major development involves lengthy



FASTRAK

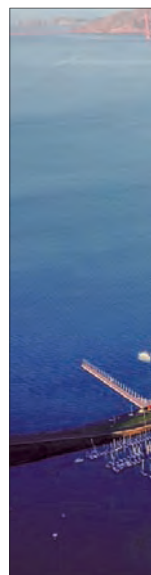
Clockwise from top left: The Bay Bridge, already prone to congestion, is the only road onto or off of Treasure Island; the toll plaza is something of a shit-show during rush hour; an artist's rendering of the new Treasure Island development; the new 48-passenger ferry run by PROP SF; will higher prices discourage drivers?



YELP.COM



PROP SF



over the proposed treasure island toll

negotiations over the terms. The details of the Treasure Island agreement, especially the particulars about whether the ferry would be paid for by developers, taxpayers, or a mix of both, may have changed as different mayors cycled through City Hall, which is a normal part of the development process.

But the final iteration of the deal triggered a lawsuit over environmental concerns. A then-former and now-present San Francisco Supervisor led a lawsuit that "tried to take down the \$1.5 billion commercial and residential development on the grounds that developers and the City skimped on adequate environmental reviews," *San Francisco Business Times* reported in 2014. The suit was eventually quashed, and much of the development is nearing completion. Some 229 new housing units were finished early this year, according to www.sf.funcheap.com.

The proposed toll calls for a \$5 fee to get onto and off of Treasure Island at peak hours during the morning and afternoon commutes; a one-way toll for off-peak hours on weekdays and weekends would cost \$2.50. Access to Treasure Island via car would be free between 8 p.m. and 8 a.m. on weekends, and 7 p.m. and 5 a.m. on weekdays, the *San Francisco Chronicle* reported. Don't forget that there's already a \$7 bridge toll westbound from Oakland, so someone from the East Bay

going sailing out of Treasure Island could potentially pay an astonishing \$17. At present, someone buying a new condo on TI and commuting daily to San Francisco would pay nothing, as there is no bridge toll between TI and the City.

There are numerous exemptions baked into the toll. "Residents who have lived on the island since 2019 will be exempt from having to pay the tolls, though new residents would not be," the *Chronicle* reported. "The tolling plan also includes discounted rates for 'moderate- and low-income' motorists. The tolls wouldn't apply to motorists who make less than 55% of the region's median income." Critics of the toll say there is, at present, no way to implement these exemptions, and that the SFCTA admitted as much in a 2021 meeting.

It's far too easy to cast opposition to the current toll as overarchingly 'anti', be it anti-development, anti-ferry and public transit, or simply anti-solution to what are legitimate and growing problems. The Sierra Club estimates an additional 1.1 million cars will be on the road by 2040.

And you think traffic is bad now.

Latitude 38 is against the toll in its current form, but we recognize the need to address congestion, and to bolster public transportation. With 8,000 residential units, 235,000 square feet of retail space, the "largest expansion of public open space in San Francisco since the creation of Golden Gate Park," according to the developer, and 500 hotel rooms soon to be finished and open for business — and just one road onto and off of the island — the need for options is obvious.

"If there's any place for a ferry, it would be TI — it's a no-brainer," the government official told us. "It's the shortest route, and the population is set to grow exponentially."

In what has been called an "interim service," a 48-passenger, developer-funded ferry line from Treasure Island to San Francisco opened on March 1 and is now running seven days a week, 16 hours a day for the roughly 10-minute run. The current fare is \$5 for a one-way ticket, a fee heavily subsidized by the developer, who is expected to operate the ferry line for "a few years." Eventually, the Water Emergency Transportation Authority, better known as the San Francisco Bay Ferry, will take over the line with 100-passenger vessels.

It's not clear who will subsidize the WETA ferries, nor what kind of boats they may use, though WETA said it's working on a plan to provide public ferry service using a zero-emission vessel. "The question that I have, and that no one will answer, is: How much money do you need to subsidize that service?" the government official told us. (Whether ferry lines are a viable public-transit alternative worthy of public subsidies is an issue unto itself, which we'll continue to explore.)

In 2017, Bay Area voters approved Regional Measure 3, which raised tolls on bridges to fund public-transportation projects; WETA is expected to receive up to \$300 million for one-time projects from RM 3, as well as up to \$35 million per year to operate a region-wide ferry system. Bridge tolls went up again on January 1, but RM 3 has been in court since 2018, and "bridge toll hikes are being held in escrow while the court process plays out," according to the *Daily Cal*. We are paying a toll for something that we have not yet received.

To be sure, we all have skin in the game. We can't do nothing, or be against everything that's proposed. But we call on the San Francisco Board of Supervisors to explain the origins of the toll, and to explain in detail how much a ferry service will cost and who will pay for it. If the bell is to toll, then we ask, "For whom?"

— latitude



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TREASURE ISLAND COMMUNITY DEVELOPMENT

THE LOSS OF ASHLEE — A PERFECT STORM

I could hear the beeping of the autopilot, which was struggling to keep us on course in the big seas and winds. The old Autohelm 6000 had seen better days, and was probably due to be replaced. I decided to hand steer for a few hours to give the Autohelm a break. The seas had not calmed any over the evening, and in fact, appeared larger than the hour before. My wife, Jan, was below trying to sleep. I had intended to wake her to take a watch, but with the autopilot down, I would have had to steer, as she would have been uncomfortable in such big seas.

Big seas! It's such a relative word, but when you drop into a trough and can see only water around you, words lose value and primal instinct dominates. I could feel the boat sliding down the face of the waves and watched the speed pick up: 7, 8, 9 knots. As someone who has grown up sailing on San Francisco Bay and participated in the racing circuit (including the ocean), I was used to big winds and seas. It's very different when it's at night, 40 miles from land and remote from any assistance. So to say I was comfortable would be disingenuous.

Through the helm, I could feel the power of the waves as they impacted on the starboard quarter. I had the jib up and she was pulling with gusto. We were making for La Paz down the Pacific Coast and had intended a leisurely trip, anticipating numerous stops along the way. Unfortunately, early on, the engine had quit. I thought it was likely a fuel filter issue, but the big seas didn't allow me any time to investigate, so we pressed on. That proved to be a fateful decision.

Jan and I have been planning our cruising retirement for several years. We researched, and planned, and ultimately bought a 1975 Cabo Rico Tiburon 36. *Ashlee* was in need of much care, and required more work than was initially thought. The refit took a year. I had the boatyard go through all systems, including the rudder. I didn't remove it, but settled for a visual inspection by a marine mechanic who was comfortable with what he saw. In May, we were ready to depart Oxnard for our voyage south to Mexico.

Weather was calm as predicted, and made for an easy motor in light breeze the entire way to Avalon. We arrived on May 7 and stayed until the 12th, then took off

for Ensenada. We arrived in Ensenada on the 13th and found our slip.

The only drama at that point was when we entered the assigned slip and the engine stalled. I was able to quickly restart it and we pulled into the slip without further incident. Because we had such a long trip ahead of us, I had a reputable mechanic look at the engine. It appeared there was some air in the lines. These were quickly bled, and the engine once again purred like a kitten. As I look back now, it was the first piece of the Perfect Storm.



Jan and Brett in happier times. That's 'Ashlee' he's pointing at in the background.

Our next destination was the anchorage at San Quintin, approximately 100 miles south. Unfortunately, early the next morning the engine stopped, and this time would not restart. The seas were large enough to make working on the engine infeasible. I was not inclined to stop at an anchorage in the event I could not fix the engine and then would be forced to sail off the anchor on a lee shore. Turning around was not something I was comfortable doing, as both the seas and winds had come up, and PredictWind reported larger seas and winds to come, making an uphill slog difficult, if not impossible.

So we decided to keep going, straight through to San Jose del Cabo, where I could get assistance with the engine.

That night the seas rose to the height

when the swell is on the beam. While I'm not prone to seasickness, this constant roll had me hanging my head over the side keeping the fish well fed! Jan was up and she too was feeling very seasick. She had a very difficult time going below due to her constant nausea, and we weren't able to eat much. I did have plenty to drink but, due to my vomiting, I was still dehydrated. Jan eventually became so sick she was unable to help sail the boat, which kept me from getting adequate rest. This was the second piece of the Perfect Storm.

As the day wore on, conditions improved. The motion eased and we were moving fast, averaging 7 knots. I was able to get a little rest, and some hot meals brought me back to life.

On May 19, we passed Campoo de Enmedio and started what would be the leg farthest from land — the third piece of the Perfect Storm. At approximately 2 p.m., we lost steerage. We were on a heading of 150 degrees; about 75 miles from land; seas were 4 to 6 feet; and winds were creeping back into the 30s. With the wind still on our starboard quarter, the main was prevented out to port.

Suddenly the boat pulled hard to starboard and waffled back and forth between maybe 180 and 220 degrees. I made every attempt to steer her back on course, but the helm was not answering — the wheel would turn but had no effect on the rudder.

I dropped the main and rolled out the jib, hoping it would pull us back toward our original heading. I was unsure at this time what was going on with the rudder, but assumed it was the reason we were pulling to starboard.

The wheel would turn but had no effect on the rudder.

of the spreaders and the winds were off our starboard quarter, approximately 30 knots steady, gusting well into the 40s.

We made good time that night, and I steered for most of it. As the sun started to gray the sky to the east, I was able to put the Autohelm back on and get some rest.

That next day saw large swells that continued to roll the boat. The wind had dropped, and we were only seeing about 20 knots. *Ashlee* is a classic, full-keel boat with a round bottom, and while she sails beautifully, she also rolls horribly

The seas continued to rise, and soon the wind was howling again. We were seeing a steady 30 knots of wind and the seas rose from 6 to 8 feet. Working on the foredeck in those conditions was dangerous! Just trying to put the main back in its stack pack required me to move aft and lean over the dodger. This was very precarious and was likely the most dangerous time spent forward of the cockpit.

Unfortunately, the jib made little difference. This was very discouraging. It was getting dark, and the seas seemed to be getting bigger by the minute.

OF UNFORTUNATE EVENTS



COURTESY HOLLAND AMERICA

At that point, we decided to sheet the jib in as far as possible to try to heave to. Although we were still making some way, this settled the boat at about 220 degrees and we were able to get some rest.

The following morning, the seas had calmed, and I was able to see the rudder from the deck. It was positioned hard to starboard, and seemed to be stuck there — even when we were doing 4 knots, it would not move to midship.

I checked the cables and quadrant. They worked as they should, but the rudder would not. We were running out of ideas and had reached the limit of my mechanical understanding of the problem.

We then called our emergency contacts by satellite phone and asked them to contact a tow. We were approximately 95 miles from the closest safe port.

Our contacts reported they reached the Mexican navy, and they were on their way to tow us. I gave up trying to solve the problem and decided to wait for the tow. At around 1 p.m., the VHF came alive and I had good contact with the military

'Ashlee', flag still flying, adrift two days after being abandoned. This (low resolution) photo was taken by the captain of a cruise ship that found her 120 miles south of where the Smiths got off.

vessel. Surprisingly, he told us to gather our clothing in preparation to abandon ship! I told them we had no intention of abandoning the boat, and only needed a tow. The radio operator acknowledged in the affirmative, and I was left thinking they had misunderstood our need.

When they arrived an hour later, they again repeated the command to gather our clothing and prepare to abandon ship. This caused us great despair as we had never given a thought to getting off the boat! I again repeated our need for a tow, but they refused due to more weather coming in. I was told in no uncertain terms that we were to gather our immediate belongings and prepare to board their launch, which I could see was being deployed.

I was distraught! But the wind and waves were already picking up again and staying aboard a disabled sailboat in rough weather held little appeal for either of us. We complied with their

instructions, gathered some of our more expensive items and clothes, and awaited their arrival.

The transfer to their vessel was daunting, but we managed to get safely aboard. Jan was unable to climb their rope ladder, so eventually, they hoisted the launch back onto the vessel with all of us aboard.

Once on board, they provided us with a medical screening, and warm food and drink. Once we were processed in, they provided a bed for each of us in the crew quarters. I returned to the upper deck and tried again to convince the captain that the boat could be towed.

He finally relented, and sent the launch back with the crew to attempt to tow our home. Unfortunately, a half hour later the captain, with great empathy, explained

his men had made the best effort they could, but they did not have the right equipment, and their 2-inch lines would sag into the sea, leaving him concerned about wrapping his own prop. As a sailor, I completely understood his concern, and recognized he'd made the best decision he could for his crew, and our safety.

A note about the Mexican navy and other personnel on the ship: Everyone, and I do mean everyone, was wonderful. They were very empathetic, and provided us with all our basic needs, to include sundries that were not on the ship. The captain sent men to Cedros to purchase any items we were missing, at their expense. We want to make it clear that we have the utmost respect for the Mexican navy and the others who were involved in our rescue. Such is the bond we made with some of these men that we continue to be in regular contact.

There are several takeaways from this experience worthy of mention.

* Given the age of our vessel and little to no knowledge of previous haulouts, I should have dropped the rudder and inspected the shaft, and stock. I will not

THE LOSS OF ASHLEE

make that mistake again!

* Should we have turned back when the engine died? I still think we made the right decision. Turning around would have meant beating almost 100 miles back through heavy seas and winds to Ensenada.

* When we boarded the inflatable, we were wearing our inflatable life vests. Mexican navy personnel instructed us to put theirs on over ours. This could have been disastrous if our vests had inflated while secured beneath the provided vests from the navy. I was not thinking as well as I should have been, given my exhaustion,



'Ashlee' on an easy sail past Santa Cruz Island.

of the damp air for a time would have made things much more comfortable.

* When we were picked up by the Mexican navy, we had very little time to collect our valuables. Knowing where to find the important "stuff" would have preserved

and only realized this later.

* We recognize we should have been better prepared with food. Going below to make meals while feeling seasick is miserable, and food needs to be readily available and at hand to reduce time below.

* It didn't seem that sailing down the Pacific Coast in May would be cold, but warm clothing and a means to get out

more of our property and lessened the loss. When these situations occur, shock is common. The easier things are to find, the less the brain has to struggle.

Finally, despite the loss, we both admit the experience of sailing the California and Pacific Mexican coasts is amazing! While the loss was great, the rewards remain, and soon we will be ready to do it all over again. Next time we will succeed!

— **brett smith**

Readers — Three days after Ashlee was abandoned, the Smiths got a message on their Facebook page that the boat had been sighted by a Holland America cruise ship 120 miles south of their last position. The captain took pictures and said the boat looked as if it was in good shape. Two months later, the (US) Coast Guard informed Brett and Jan that the boat's (hydrostatically activated) EPIRB had gone off, but, for reasons unknown, did not transmit any location data.



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MARCH MIDWINTER MADNESS —



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The first weekend of March saw a confluence of mostly midwinter yacht racing in the San Francisco Bay Area. It was a sunny weekend, with building breeze and shifting currents.

Golden Gate YC Seaweed Soup

Golden Gate Yacht Club wrapped up their 50th Manuel Fagundes Seaweed Soup Regatta on Saturday, March 5, as originally scheduled. The series normally runs on the first Saturday of November-March, for a total of five races. This year, the club moved the January race to Sunday the 2nd instead of New Year's Day. But then Omicron came along and the club closed down, canceling the January race. They added a makeup day of April 2, but then reversed course and wrapped

'Lucky Duck' crewmembers Mark Michael and Brendan Bradley with the Seaweed Soup Cup.

Left to right: Pat Broderick's Wyliecat 30 'Nancy', Mike Mannix's Catalina 38 'Harp', David Rasmusen's Wyliecat 30 'Salty Cat', and Hank Easom's Sabre Spirit 36 'Serenade' raced in the PHRF 3 division in Golden Gate Yacht Club's Seaweed Soup Regatta on Saturday, March 5.

up the series on March 5 after all.

"It was like walking to school uphill in the snow both ways," commented a participant later. At the appointed time of the first warning, 11:30, a light easterly was wafting past the Cityfront, and the race committee sent the sailors on an eastbound course to Fort Mason, with Blackaller Buoy the leeward mark. Second roundings of both marks would complete the course. For a while, crews wondered if the RC would shorten the course. First the wind died, and boats drifted on the flood current to the first mark. Then we turned around and headed downwind — only a breath of westerly had us going upwind instead. That died and a gentle northerly prompted some competitors to set spinnakers.

Should we stay out of the current or seek the northerly wind line? Competitors tried various tactics with varying success. By the time we got to Blackaller, the flood had given way to ebb, and now we were crawling up-current in the dying northerly. Some boats stopped. Some slowly drifted backward. At least a couple anchored. Some dropped out. It was looking dire. The time limit was sunset plus 20 minutes — around 6:30 p.m. — still hours away. Would we have enough patience?

Then, finally, around 3 p.m. — boom! A westerly filled in — a real one this time. By the time we headed back to Blackaller the second time, we had some real breeze to beat into. A short spinnaker run followed for a downwind finish. Peter Wagner's J/111 *Skeleton Key* was first to cross the line.

Racers were surprised to learn, mostly by word of mouth it seemed, that the awards were going to happen that afternoon. Congratulations to Dave MacEwen and the crew of his J/90 *Lucky Duck*, who won the series overall.

GGYC SEAWEED SOUP REGATTA (4r, 0t)

PHRF 1 — 1) **Nuckelavee**, Melges 32, Mark Kennedy, 7 points; 2) **MadMen**, J/111, Dorian McKelvy, 7; 3) **Swift Ness**, J/111, Nesrin Basoz, 10. (5 boats)

PHRF 2 — 1) **Lucky Duck**, J/90, Dave MacEwen, 4 points; 2) **Mr. Magoo**, J/120, Stephen Madeira, 13; 3) **Jeannette**, Frers 40, Bob Novy, 16. (7 boats)



LATITUDE / CHRIS

SUPER BOAT WEEKEND

LATITUDE / CHRIS

PHRF 3 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash, 7 points; 2) **Uno**, Wyliecat 30, Bren Meyer, 12; 3) **Harp**, Catalina 38, Mike Mannix, 14. (8 boats)

PHRF 4 — 1) **La Paloma**, IOD, Jim Hennefer, 8 points; 2) **Jam Jam**, Yankee 30, John Paulsen, 12; 3) **Youngster**, IOD, Ron Young, 15. (7 boats)

KNARR — 1) **Eos**, Dick Swanson, 12 points; 2) **Narcissus**, John Jenkins, 12; 3) **Pegasus**, Peter Noonan, 13. (6 boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal, 9 points; 2) **Shanty**, Mark Slichter, 14; 3) **Sabrina**, Chandler Grenier, 17. (8 boats)

Full results at www.jibeset.net

Encinal YC's Jack Frost

Race 7 on Saturday, March 5, was only postponed for 20 minutes waiting



'Zingaro' leads 'High and Dry' in the Jack Frost.

FRED FAGO

for the wind to fill enough to sail against the current. Those boats that didn't pay attention to the 2-knot flood running through the starting area north of Treasure Island got pushed too far south and had late starts. The wind filled from the north but shifted northwest, north and northeast throughout the day, making for interesting windward legs up toward Red Rock.

The 5 knots of breeze grew to 8 knots, making the last leg quicker. The RC had opted to send everyone on short courses for Race 7 while there was wind.

No Express 37s came out to race. The Flying Tiger *CentoMiglia* led Division 2, followed by the Tartan 101 *Story Maker*. The Cal 40 *Azure* captured first in Division 3, followed by the J/92 *Zaff*, then the Olson 911S *Heart of Gold*. *Sketch* had a decisive 5-minute lead in the Olson 25s. *Alchemy*, then *O'Mar*, finished 23 seconds apart. The Santana 22s had a downwind and down-current finish.

They were a bit more spread out than the fleet usually is, though most of the eight starters finished within 5 minutes of each other. *Zingara* captured first, followed by *Alegre*, then *Meliki* in third.

While the wind was still holding at 8 knots, the fleets were quickly put back into sequence for Race 8. They were sent on the longest courses. The wind was flagging some during the first leg, looking like slow racing (even though the current

had slowed to slack), making the race committee wonder if they would need

SLACKWATER SF



Santana 525s race on the Estuary in Oakland YC's Sunday Brunch Series on March 6. We'll have the results in next month's issue. In the meantime, see www.oaklandyachtclub.net.

At SYC's Midwinters, Division A is in sequence for their start.

to shorten course. But the breeze filled back in at 12-15 knots.

Story Maker pulled ahead, leaving *CentoMiglia* in second; the 1D35 *Leading Lady* held her third place. *Zaff* got a 6-minute lead on *Azure*, while *Heart of Gold* held onto her third-place slot. *Sketch* kept her first place by 3 minutes, but *O'Mar* and *Alchemy* exchanged positions. In the Santana 22 fleet, *High and Dry* pulled out in front. *Zingaro* dropped to second, followed by *Alegre*.

Because the February 5 date had a lack of wind and no races were completed, the series will conclude on Saturday, April 2. See www.encinal.org.

Sausalito YC Chili Midwinters

SYC wrapped up their Sunday Midwinters on March 6. "It was a great day with just the right amount of wind — finally! — and an appropriate course — my favorite SYC course, really," reports Pat Broderick, who sails the Sausalito-based Wyliecat 30 *Nancy*.

Under a clear blue sky with a steady west-southwest wind at around 10 knots and a flooding afternoon current, the SYC race committee set a start west of Angel Island's Point Knox, with the new Blackaller Buoy at Fort Point as the

MARCH MIDWINTER MADNESS

weather mark.

This choice made for a 2.5-mile beat against the flood, with starboard tack heavily favored. Most boats opted for a straight-line course at an angle across the current, which put them into the countercurrent along the Presidio shoreline before a short tack up to the bright yellow YRA #16 for a port rounding. The new Blackaller Buoy could be spotted shortly after the start and provided a good target, a great improvement over searching for the previous paint-can-sized mark! Several boats opted to head over to Point Cavallo at the end of the Sausalito peninsula before jumping off for Fort Point.

The leeward mark, a temporary, set off Fort Reynolds on Angel Island's west side, provided a short beat back to the finish line after rounding it.

The downwind leg was a reach, transitioning into a run as boats neared Angel Island. With the flood adding more than a knot of boost to the leeward mark, faster boats finished in a tick over one hour, while slower boats took 30 minutes longer — a fast romp across S.F. Bay and back. All participating boats finished, a first for this year's SYC Chili Midwinters.

Following the race, SYC dished up hearty bowls of chili on their sunny deck while racers awaited results. Two sets of awards were handed out: for Race 5 and for series honors.

First place for the race went to Chuck Cihak's *Hazardous Waste* in Division A, Ron Young's *Youngster* in Division C, and George Janson and Tom Perot's *QE3* in Non-Spinnaker.

SYC's Spring Sunset Series will begin on Tuesday, May 3. For entry info, see www.sausalitoyachtclub.org.

SYC MIDWINTERS (5r, 1t)

SPINNAKER A — 1) **H Pod**, J/100, Cam & Tom Hutton, 5 points; 2) **Q**, Schumacher 40, Glenn Isaacson/Peter English, 10; 3) **Hazardous Waste**, J/105, Chuck Cihak, 11. (11 boats)

SPINNAKER C — 1) **Youngster**, IOD, Ron Young, 5 points; 2) **Nancy**, Wyliecat 30, Pat Broderick, 7; 3) **Liquid Asset**, Ranger 33, John Rook, 14. (8 boats)

NON-SPINNAKER D — 1) **QE3**, Tartan Ten, George Janson/Tom Perot, 6 points; 2) **Leilani**, Alerion 33, Bob Lalanne, 9; 3) **Homeslice**, Ericson 27, Josh Dvorson, 13. (11 boats)

Full results at www.sausalitoyachtclub.org

Richmond YC Small Boat Midwinters

On Sunday, March 6, in bright sun and a gentle northwest breeze, Richmond YC finished up their Midwinter series. These Midwinters are a little different from the other Bay races, as most of the boats are small. There are keelboats like



Ultimate 20s and Wylie Wabbits, but the majority are dinghies.

The racing started on three courses in a northerly and building flood. On the Potrero Reach course, the currents were gentler for the El Toros, Sunfish and Bytes.

As the wind clocked a little more west, the big boats at Southampton had to stick their bows into the current while trying to negotiate the windward mark. The Southampton course was the busiest, with Lasers, Mercurys and others mixing it up. In Keller Cove, the Aeros and Snipes fought a dying afternoon wind and building flood.

"The RYC race committee seems to manage this chaos really well, and for the most part, there was very little fleet-to-fleet interference," reports David Bacci from the Mercury fleet. He noted that Day 4 featured more wind, with "small square waves, which occasionally got us wet, but just enough to add a little challenge to sailing."

Most racers were able to complete 13-17 races for the series that started in December. That gives you about eight months to dig the boat out of the garage and get it ready for the next Small Boat Midwinters.

RYC SMALL BOAT MIDWINTERS (8-20r, 1-2t)

WYLIE WABBIT — 1) Kim Desenberg/John Groen, 31 points; 2) Colin Moore, 40 points; 3) Melinda & Bill Erkelens, 42. (7 boats)

ULTIMATE 20 — 1) Mark Allen, 16 points; 2) Phil Kanegsberg/Denise Hammond, 27; 3) Mike Josselyn, 36. (8 boats)

THISTLE — 1) Brian Bauman, 17 points; 2) Dan Clark, 19; 3) Michael Gillum, 43. (3 boats)

MERCURY — 1) Shaum Sinawi, 28 points; 2) David West, 53; 3) Lyn Hines, 59. (8 boats)

SNIPER — 1) Vince Casalaina, 24 points; 2) Andrew Meyerpeter/Doug Howson, 31; 3) Packy Davis, 52. (5 boats)

I-14 — 1) James Clarkson, 21 points; 2) Robin Kivlen, 30; 3) Rand Arnold, 31. (4 boats)

RS TERA — 1) Ari Oshry, 39 points; 2) Nora Deeds, 63; 3) Max Mueller, 83. (7 boats)

LASER — 1) Emilio Castelli, 27 points; 2) Lance Kim, 53; 3) David LaPier, 55; 4) Toshinari

Takayanagi, 87. (16 boats)

LASER RADIAL — 1) Courtney Clamp, 31 points; 2) Evan Sullivan, 68; 3) Chase Englehart, 69. (4 boats)

RS AERO 7 — 1) Stephen Smith, 22 points; 2) Craig Perez, 30; 3) Randall Rasicot, 63. (11 boats)

BYTE — 1) Michele Logan, 21 points; 2) Ann Lewis, 43; 3) Gene Harris, 70. (8 boats)

SUNFISH — 1) Robert Cronin, 20 points; 2) Roy Jordan, 21; 3) Joseph Duri, 37. (3 boats)

EL TORO SR — 1) Michael Quinn, 38 points; 2) Gordie Nash, 39; 3) Buzz Blackett, 52. (13 boats)

EL TORO JR — 1) Logan/Gordon Scriba, 26 points; 2) Alistair Spencer-Mork, 35; 3) Niko Pollard, 41. (3 boats)

SOUTHAMPTON OPEN CLASS — 1) VX1, Kelly Pike, 7 points; 2) 29er, Abby & Greg Mitchell, 24; 3) Melges 15, Mark & Stacy Werder, 28. (2 boats)

POTRERO/KELLER COVE OPEN CLASS — 1) Banshee, Charles Witcher, 26 points; 2) Day Sailer, Steve Lowry, 31; 3) Hobie Holder 12, Russell Klein, 60. (7 boats)

Full results at www.richmondyc.org

Other races held around the Bay that super boat weekend included the first day of racing in the Mercury Spring Series, hosted by Encinal YC on the Estuary; Spinnaker Sailing of Redwood City's Winter One Design; Coyote Point YC's John Pitcher Memorial off the San Mateo shore; BAYS Winter #3 for the kiddos hosted by San Francisco YC; and the California Dreamin' match-racing stop out of St. Francis YC on the Cityfront.

Both the GGYC race on Saturday and the SYC race on Sunday overlapped waters with the match racers sailing in J/22s. GGYC's fixed-mark course ran alongside StFYC's drop-mark course, and the Sausalito racers got a view of the match racers in the neighborhood of Blackaller.

For our report on California Dreamin', see March 9's *'Lectronic Latitude* at www.latitude38.com.

— **latitude**/chris,
with additional reporting by
pat broderick, margaret fago
and norcalsailing.com

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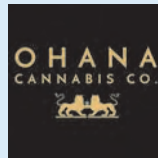
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REPOWERING WITH

What's the cool thing to do to your boat these days? Installing the latest and greatest carbon-fiber hardware? How about fancy new sails? Maybe you've gone with synthetic rigging, or started a YouTube channel. The most electrifying trend might be the one you don't see, or hear, or smell. More and more sailors are ditching the diesel and going electric.

The need for alternative, green propulsion has never been greater, and the timing has perhaps never

been better. With superior torque, simplicity, and ultra-quietness, electric motors are attractive, affordable options. Sailors can incorporate better batteries or even green fuels, or use a diesel genset as auxiliary power.

Berkeley Marine Center is one of many boatyards moving into electric-motor installation. They recently partnered with a small energy technology company to convert a sailboat to hydrogen power. Cree Partridge, boatbuilder and the owner of Berkeley Marine Center, hopes that his boatyard will one day become a hydrogen-fueling station for Bay Area boats, and will produce the fuel onsite using wind and solar power.

On the global scale, the world's largest shipping company is building a small fleet of "green vessels," and hopes to begin making a dent in one of the dirtiest transportation sectors. It's not clear, however, just how "green" these new container ships or the fuel they'll use will be. Sometimes, we find ourselves impatient with the rate of progress being made, but rest assured, there are dedicated people out there working on exciting projects. Which one will be the game changer?

"I have been searching for a hydrogen fuel cell for 25 years," Cree Partridge told us. "We have been all over the country, looking for someone who could produce a hydrogen fuel cell." Partridge said that in 2016, a PhD strolled into Berkeley Marine Center, asking if there would be interest in hydrogen-powered units for boats. "It was serendipity. I told him, 'If you can produce that, we can put them in boats all day long.'" The man was Dr. Ivar Kruusenberg, who founded PowerUp, which produces portable, hydrogen fuel cell based-generators.

In a nod to the old meets the new, one of the first vessels to get the hydrogen

repower was the 1940 wooden Spitsgat-ter *Gerda*, which may now be the first-of-its-kind sailboat on the West Coast. Partridge told us that he also plans to put a hydrogen-powered setup on his custom Antrim 40-ft carbon-fiber sled *Glass Slipper*. "I would do anything to get more

of these things out in the general marketplace," Partridge said. "This thing is the real deal. You can even do it on powerboats. 'It's the wave of the future, and it's been my goal for years to get

rid of petroleum products on sailboats."

PowerUp's hydrogen-cell unit has two parts: a generator, which hooks up to the electric motor, and a hydrogen canister. Hydrogen can be quickly filled, compared to the lengthy charging times associated with batteries. Hydrogen is the most common element in the universe, but doesn't exist naturally on Earth in its pure form. "You can't pollute with hydrogen because it's so light; it dissipates if it's spilled," Partridge said, adding that it's possible to "cook up" a batch of hydrogen through electrolysis. The boatbuilder said he hopes to build a hydrogen-production and -fueling station at Berkeley Marine Center.

"We'll have an on-site electrolysis method using solar panels to create electricity, which will release the hydrogen from the water molecule. Then we'd compress it, and put it into containers." The byproducts, or the "exhaust" of green hydrogen, are water and heat. "The thing that's interesting about the solar generation of hydrogen is that it almost sounds like a perpetual-motion machine. You're using free energy from the sun."

The ultimate "greenness" of any alternative depends on its sourcing. An electric boat charged off a traditional, fossil-fuel-powered grid still reduces emissions from the "vehicle" in question, but certainly isn't as clean and green as a vessel whose batteries have been charged entirely by renewables.

Green hydrogen refers to electrolysis powered by solar and wind. Blue hydrogen is produced when natural gas is split into hydrogen and CO₂, which is then stored and not released into the atmosphere. Gray (or brown) hydrogen is made from methane or natural gas, and releases the byproducts into the air. Gray hydrogen makes up 90% of hydrogen production globally, according to PowerUp.

"It almost sounds like a perpetual-motion machine. You're using free energy from the sun."



Hydrogen-powered vessels are also being considered at the public-transportation level. Last year, SWITCH Maritime announced a test program for a 74-passenger ferry, calling it the nation's first-ever fuel-cell electric ferry. Funded in part by a \$3 million grant from the California Air Resources Board, the ferry was set to undergo a three-month data collection and testing phase. There's no word on how that testing process went, or when the ferries might be in operation.

It's also not clear where the vessel's hydrogen would fall on the "color chart."

Even if a boat owner isn't ready to go with hydrogen — and even if green hydrogen isn't yet available on a mass-consumption scale — an electric motor still has numerous benefits. Berkeley Marine Center has been working with Electric Yacht, and has repowered almost 20 boats over the past two years with the help of shipwright Sean Shigley.

When Shigley installed an electric motor on his Parker Dawson 26 nearly 25 years ago, "People thought I was crazy." Now, Shigley says he's booked up for electric installations three to four months in advance. (Shigley also said that he's "waiting for the day when I can pick up saltwater, run it through a purifier, split it, and have power.")

Mike Gunning, a co-owner of Electric Yacht, said that his company has done almost 70 repowers in the Bay Area, and almost 800 conversions in North America over the past 10 years. The Bay-based boats have been a who's who of plastic classics, ranging from Cals and Catalinas, to Ericsons and Newports. Most boats range in size from 27- to 40-ft; Gunning said the largest boats Electric

GREEN ENERGY



THIS PAGE: @TWO THE HORIZON / BERKELEY MARINE CENTER UNLESS OTHERWISE NOTED

Clockwise from top left: Ivar Krusenbergs looks over his company's 1,000-watt hydrogen fuel-cell generator on board 'Gerda' earlier this year; Sean Shigley, right, and Cree Partridge were all smiles for 'Gerda's' seatrial; a smaller version of PowerUp's hydrogen-powered generator.

Yacht has repowered are around 55-ft.

"We focus on the sailboat-repower market — we do not sell to new boat builders," Gunning told us. "We focus on the close-to 300,000 sailboats with diesels that will need to repower someday. The most popular model is the 10 kW system, which costs about \$5,000 for a full, simple plug-and-play unit to keep it as cost effective as possible," Gunning said, adding that Electric Yacht sells complete systems, and not DIY kits. "An old sailboat is still of great value to a sailor, but when the diesel goes out, the cost of a new diesel often exceeds the value of the boat."

Gunning said that in this day and age, *not* having an electric motor in a daysailer is almost silly. With improvements in battery technology, "Even the coastal cruiser would be facing the practicality of electric propulsion." Most modern marine battery packs can power a boat at a cruising speed for 40 to 50 nautical miles. Sailors in Long Beach or Marina del Rey now have the range to get to Catalina (depending on the conditions, of course), though anyone south of Newport Beach is probably out of range

for a battery-powered boat.

For bluewater sailors, the need for auxiliary power is obvious. "We normally recommend that they seriously consider an on-demand generator." With the option of a diesel genset complementing batteries charged by wind and solar,

electric motors show their versatility.

"In my mind, electric motors don't care where they get power from. All they need is electricity," Sean Shigley told us. "The motor doesn't care how you pair it."

Gunning broke it down by how much power would be required to drive a bluewater sailboat through a windless stretch — say the doldrums. "No battery pack is large enough to push a boat at hull speed for more than a few hours. Maybe you could motor at very slow speeds, like two and a half knots, for 30 hours if you wanted to get moving, stabilize the boat and get some air moving across the deck."

Barry Spanier, who just launched his own custom-designed electric-powered sailboat at the end of February (and who is featured in this month's *Sightings*, on page 54), said that the benefits of going green outweigh the downsides, "like not being able to power along for 24 hours."

"The whole thing about cruising is being patient — we're trying to get our life back into that routine."

Spanier said that Berkeley Marine Center is like "an electric-motor haven — we witnessed four or five electric installations happening while we were there." Spanier also said that electric motors offer a refreshing straightforwardness.

"They're so simple, all you have are two wires going from the battery to the motor. Compare that with a diesel engine. There's the engine itself, the exhaust system and the fuel filters, and you still have a bank of batteries."

'Gerda', a 1940 Spitsgatter and perhaps the West Coast's first hydrogen-powered sailboat, on its maiden voyage out of BMC in February.



REPOWERING WITH GREEN ENERGY

Spanier said his electric motor weighs 150 pounds, with two 90-pound batteries. "With diesel, you have tanks and fuel; it's a lot of weight that adds up."

The X-factor for electric motors has always been the batteries. "The batteries are getting better and better. That was one of the breakthroughs — when you could get powerful, lightweight batteries," Cree Partridge told us. "Even the expensive batteries are getting less expensive and more dependable." Cree said that going with a high-tech battery makes economic sense.

Gunning told us that, "One of these days, battery density is going to double, and then double again." Obviously, however, there are still limitations on what electric systems can do. "It will be a long time before there will be an all-electric sportfisher going 20 to 30 knots on a plane," Gunning said. "I don't know if we'll ever see that."

What about green repowering in commercial shipping?

With roughly 90% of the world's trade transported by sea, container ships emit nearly 1 billion metric tons of carbon dioxide into the air annually — that's about 3% of global greenhouse gas emissions, which is almost as much as the entire continent of South America, the *New York Times* reported in 2021.

Last year, A.P. Moller-Maersk, the world's largest shipping line with more than 700 vessels, said they would launch eight carbon-neutral "methanol" vessels in 2024, with another four vessels launched in 2025. The Danish maritime giant said they have fast-tracked their efforts to decarbonize marine operations seven years ahead of their 2030 goal.

The new vessels would be nearly 1,150-ft long with a 16,000-container capacity. (Maersk's largest ships, the Triple E class, are 1,300-ft long with a more than 18,000-container capacity.) The engines will be a dual-fuel-engine setup, running on both carbon neutral e-methanol or sustainable biomethanol, as well as conventional low-sulphur fuel, which is a cleaner version of traditional bunker fuel used in commercial shipping. (People have told us they equate this kind of fuel, as well as low-emission diesels, to low-tar cigarettes.)

Maersk said that more than 100 of their largest customers have set, or are in the process of setting, "ambitious, zero-carbon targets for their supply chains," and expect shipping to do its share. "The



DAVID SMYTH



MITCH PERKINS

Left: David Smyth, president of the Westlawn Institute of Marine Technology, shows off an Electric Yacht setup on his Olson 40 'Euphoria'. Right: We keep hearing Cree Partridge's name around all kinds of interesting and innovative projects. Everyone who has worked with Cree has heaped praise on him. In our experience, it has been impossible not to be stoked about boats after talking to Partridge. "Cree is a gentleman of the old school — he is the most excited guy about electric power in North America," said Mike Dunning of Electric Yachts.

time to act is now, if we are to solve shipping's climate challenge," Maersk's CEO said in a press release. "This order [for the methanol fleet] proves that carbon-neutral solutions are available today across container vessel segments. This is a firm signal to fuel producers that sizeable market demand for the green fuels of the future is emerging at speed."

Regarding fuel production, Maersk admitted that sourcing the necessary supply of carbon-neutral methanol "will be challenging — it requires a significant production ramp up of carbon-neutral methanol production."

Methanol can be made either from natural gas or from "biomass," which is wood waste or garbage. Just like hydrogen, there is a spectrum of green-ness of methanol. E-methanol is produced by combining green hydrogen and industrial-captured carbon dioxide; it releases less greenhouse gas and particulate matter than other marine fuels.

"Maersk clearly wants to present itself as a leader in technological transition for shipping, and we applaud that ambition, but the company is ignoring basic science," said Transport & Environment, a European-based clean-transport advocacy group. "Any new fuel that relies on biofeedstock, such as biomethanol, is by definition a dead end as there is simply not enough sustainable biofeedstock to meet the needs of society."

T&E said that green hydrogen and green ammonia were the best sustainable and scalable fuels for shipping. "Both can be produced from green electricity, do not contain carbon molecules, and thus avoid CO₂ emissions. Maersk seems to be ignoring the basic facts

about the limits of biofuels because it wants to get a market position by sounding like the leaders.

"It is good that customer pressure has forced Maersk to act, but we are far from convinced that this is climate progress."

Depending on your sense of urgency about the climate crisis, it might feel like weaning ourselves off fossil fuels is going painfully slowly. Companies have set "ambitious targets," but oil still reigns supreme and, at this moment, is very expensive, and is sometimes associated with despotic regimes and conflict.

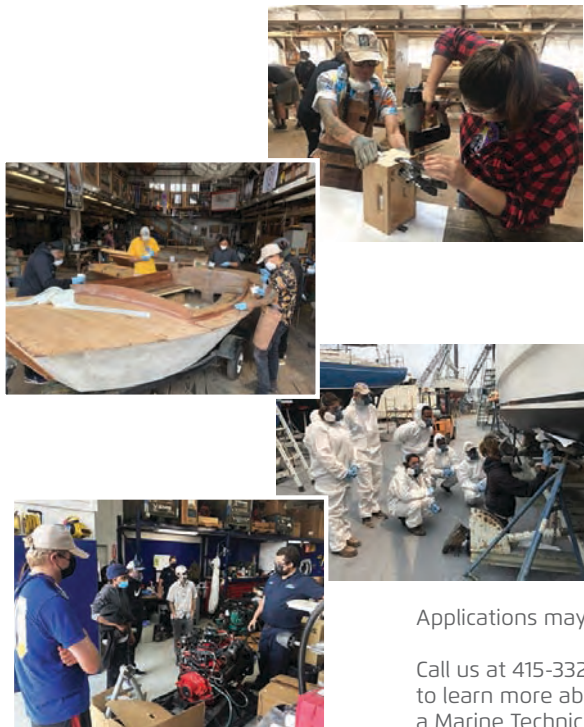
Wasn't hydrogen the latest and greatest in green, like, 20 years ago? In 2003, President George W. Bush's administration spearheaded a \$1.2 billion hydrogen-fuel initiative meant to develop technology and infrastructure for commercially viable hydrogen-powered fuel cells. Today, there are two models of mass-produced hydrogen cars, the Toyota Mirai and the Hyundai Nexo. (The Honda Clarity stopped production last year.) There are 39 hydrogen fueling stations in the US; 35 are in California. It's anyone's guess on how this market will affect marine propulsion.

Will there be a Goldilocks moment when green alternatives are *just right*, or will the market have to sort itself out messily, and with contradiction? Will we go through several iterations of technology before we settle on the perfect one?

For now, there are plenty of options for greener repowering, and sailors can set themselves up for when the alternative that's just right finally comes along.

— tim henry

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I was mortified. My crew was on board, the bottom was clean, the racing sails were bent on, the icebox was full of sandwiches, and the start was an hour away. I turned the key to start the engine, and all we could hear were crickets.

The gearheads among my crew ran through the troubleshooting procedure without success, while Lee Helm, tactician for this race, was quietly taking the sail cover off the main.

"I think there's another boat down the dock that's looking for crew," suggested my foredeck guy, wondering if it was time to bail.

"Hey! It's like, a sailboat!" Lee reminded everyone. "We don't need no stinking engine."

I looked up at the masthead fly to assess wind direction, then glanced at my watch.

"Wind's out of the east," I observed. "We might be able to sail out of here, with some help. But there's no way we can get to the starting line in time."

"Chill," Lee replied. "It's easy to get a tow, if you know how to ask."

"Dock lines off!" Lee commanded, not even waiting for me to agree to the maneuver. "First we have to get the boat turned around to face into the wind. We'll need to fend off from the slips on both sides."

Turning the boat around did not involve anything elaborate, just some patience and a lot of hands. We passed the boat out of the berth stern first, letting the light breeze blow the boat sideways, then fending off till we could rotate the bow into the wind, then pulled it back into the berth.

You can always get a tow to the starting line, if you know how to ask.

While we were in the middle of this operation, one of my dock neighbors, owner of a traditional cruising ketch, came over to lend a hand.

"In this wind direction," he advised, "you'll have to get a sail on her before the wind blows the bow down into these boats on the lee side of the fairway."

"I know," I said. "Here's one situation where a roller-furling jib might help, to get some sail unrolled quickly."

"That would just make it worse," he opined. "Would blow the bow down even faster, before you had enough way on to control it."

"Even a furled roller-furling jib would make it worse," Lee added. "The rolled-up jib is like having another mast, and it's way forward, making the bow fall-off thing, like, an even bigger problem under bare poles."

"Aye," the ketch skipper nodded in agreement, "but roller furling is useful for downwind dockings. You can roll up sail gradually to slow down on final approach."

"For sure," Lee agreed. "But I don't think it's worth the trade-off when you have to accelerate on a close reach with almost no boat speed. The keel will be stalled, and we won't be able to bear off to accelerate. We'll need a good push. When sail goes up, it should be the main, to keep us balanced."

"Ha, that's a problem I don't have with my ketch," added the dock neighbor. "My long, full keel never stalls. And with my mizzen and jib set, no main, I can maneuver at low speed with the boat balanced. It's the best rig there is for sailing into and out of tight anchorages."

"Except you can't spin it around in a boatlength," Lee replied. "I'll take a light boat with a deep rudder, thank you. Just have to keep the speed up to avoid the stall, and like, avoid jib-only when you have to sail a slow reach."

"Both types require some planning," he agreed. "But you know, with any boat, you need to know what the beast does under bare poles, and you especially have to know how this changes with wind speed and point of sail. The good news is that bare pole sailing is something we can practice. Do it where there's nothing too expensive to hit."

With the boat now facing into the wind, Lee raised the main up to the second reef point, showing only about half of the full area.

"How do you plan to trim that?" I asked.

"Windsurfer style," she said as she looked at the wind ripples on the water, assessing the wind speed. "I'll just grab it from the second reef clew, so I control how much oomph. There's a lot of turbulence in here, so I'll have to be fast on the trim adjustment to keep the sail pushing, like, more forward than sideways in the lifts."

Meanwhile, one of my crew had found my emergency canoe paddles but decided they were far too short to be of any use.

"Be back in a minute," he said as he ran off onto the dock, "gotta get something from my boat." He returned with two long paddles made for stand-up paddleboards.

"Required equipment for any small boat with no engine," he said as he passed them aboard.

"I've got something similar," added the foredeck guy. "I have a two-piece carbon paddle for my kayak, and I made two custom extensions. One end fits the connector on the kayak paddle section, the other end has a handle, like those SUP paddles. So I convert one two-piece kayak paddle into two long sailboat paddles. Weighs a ton less than an outboard motor."

"You could make those handle extensions long enough to be sweep oars," added the crew with the SUP paddles. "I sailed on a Bear boat once that had oarlocks that fit into the sheet winches. He could row it pretty fast."

"Still, you're not going to paddle or row all the way out to the starting line when it's flat calm," I said.

"You can always get a tow to the starting line," Lee repeated, "if you know how to ask."

When everyone was at their stations, we waited for a lull in the wind, then pushed off hard. I steered the boat away from the wind just before we drifted to a stop, and Lee hand-sheeted the main from the second reef cringle as planned. The boat slipped to leeward a few feet, but with careful trimming of the half-mainsail, we gained steerage way in time to clear the boats to leeward.

"And to think that our local sailing school doesn't even allow their students to sail in and out," remarked the



MAX EBB

IT'S A SAILBOAT, STUPID



LATITUDE / JOHN

The 42-foot Sparkman & Stephens yawl 'Fairwyn' used their jib and mizzen to sail through the crowded 2021 start of the Baja Ha-Ha.

jib trimmer as we hoisted the main the rest of the way up, once we had more speed. "It's the highest expression of the art. Not being allowed to dock under sail is like learning to fly an airplane without ever being allowed to land."

"Maybe, like, wait till we're back in the berth after the race before you say that," Lee whispered.

But the rest was easy. We were out of the harbor in time for Lee to prove that she was right about catching a tow to the starting area, and she showed us one more trick: When throwing the tow line — and the fancy cookies — to the tow boat, she gave them just enough length of line to make us fast. Then we were free to drop way back on the long towline, keeping us far away from the noise and diesel exhaust.

"Awesome! A quiet and smooth ride," she boasted. "Way better than, like, running our own noisemaker."

"Right," I agreed. "Maybe I won't get it fixed ..."

— max ebb



WHIRLWIND

The Alajuela 48 ketch 'Whirlwind' also uses her mizzen as a steadying sail at anchor.

MAX EBB

RULES FOR SAILING INTO AND OUT OF YOUR SLIP



Traditional ketches are surprisingly handy in confined anchorages under sail. With jib and mizzen only, the bow doesn't fall to leeward, even with roller furling. The full keel is almost impossible to stall, as long as the bottom is clean. But don't try a 180° turn in a narrow fairway.

- 1) Don't even think about it unless your bottom is clean.
- 2) Speed is your best friend. You need speed for steering control and to prevent the keel from stalling.
- 3) Know how far your boat will coast into the wind with sails luffing, in different wind speeds.
- 4) Know how far your boat will coast, bare poles, in different wind speeds and on different points of sail.
- 5) Know when the wind will cause your bow to fall off. Roller furling makes this behavior worse.
- 6) You can practice 3, 4 and 5. Best to do this someplace where there's nothing expensive to hit.
- 7) Roller furling is great for a downwind approach, gradually reducing sail area to slow down but not drift to a stop too soon.
- 8) Rig a pre-adjusted spring line to stop the boat when you come in hot.
- 9) Remember that even a 90° crosswind will slow down your drift, by adding drag to the keel and rudder as they resist the side force.
- 10) If you have to tack upwind under main only, remember not to sheet in to your usual upwind trim. Without the jib you'll need to let the main out a good deal, and close reach to keep speed up for the tacks, especially in a masthead IOR design from the '70s with a big jib and a small main.
- 11) If your downwind or crosswind berth requires a fast douse, make sure the halyard is figure-8 coiled or flaked out carefully with no twists. Check it three times. And keep the luff tapes well lubed.
- 12) Letting a sheet run might not depower a sail, even on a close reach. The friction in the blocks and even the weight of the slack sheets can be enough to put more power in the sail than you want.
- 13) Be prepared to apply some muscle power to get out of a tight spot in light air. Can be sculling, rocking, paddling or rowing.
- 14) Know your limits. Sometimes you have to leave the boat at the guest dock, or wait for the wind to change.
- 15) Plan ahead. Think ahead of the boat. Project confidence. Dockings should be "majestic."



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THE RACING

Winter breathed its last gasp as regattas sailed included RYC's **Big Daddy Regatta**, the **SSS Corinthian Race**, the **Corinthian Midwinters**, the **505 North Americans**, the **NHYC-SDYC Islands Race**, and the **SCYA Midwinters** at Cabrillo Beach YC. We also take a look forward to the **Great Vallejo Race** and take a look back at more Midwinter series and other race results in **Box Scores**.

WWW Big Daddy Regatta

When www doesn't stand for the World Wide Web, sometimes it stands for Windy Wet Wild. That would describe Richmond Yacht Club's Big Daddy Regatta on March 12-13. Celebrating the 40th anniversary of the event, RYC brought the regatta back to its full glory of the previous century. The weather cooperated with a roaring almost-spring weekend of wind and waves.

Saturday's racing featured three drop-mark races on three different racing areas for one-design classes and PHRF divisions. One skipper on the course closest to the Slot noted a gust of 31 knots — right in the middle of a jibe, of course!

Back at the clubhouse, soaked and weary but exhilarated crews won RYC gift

the breeze, to the delight of about 100 race crews. A modest ebb current cooperated with the wind. It was perhaps the fastest rounding we've seen on this course — indeed, the course record was in jeopardy.

The top monohulls all chose a counterclockwise rounding, taking the islands to port. One good reason for this choice: When the fleets cross paths along the west face of Alcatraz, port rounders are on starboard.

Adding to the challenge between Angel and Alcatraz was a fleet of J/105s sailing around, waiting for a postponement to end in their Spring Invitational, hosted by Sausalito YC.

Colin Moore of the Wylie Wabbit *Kwazy* said that the counterclockwise direction offers the longest spinnaker

standing wave stretched from Angel Island's Point Stuart into Belvedere Cove, too long to go around. "We cut it close in there and at Alcatraz." They set their spinnaker right before Little Alcatraz. "What boat is going to pass a Wabbit downwind, when it's planing?"

On the reach from Alcatraz back to the finish near the Richmond Harbor entrance, the wind never clocked aft. "We dropped as soon as Bill and Melinda dropped, 200 yards from finish," said Erik about the Erkelens on *Jack*. "They were behind us and we needed to keep them behind. Bill and Melinda finished second by five boatlengths."

Alan O'Driscoll and Bryan Wade, doublehanding the D-Class catamaran *HMB Boys & Girls Club* (aka *Beowulf V*), finished one boatlength behind the Erkelens' Wabbit. They'd gone clockwise.

Alan thinks they set a course record of 46 minutes. Their previous best time on this course was right around 1 hour, probably in the 2019 Great Pumpkin Regatta. The record is unofficial, as



Left: **Big Daddy Pursuit Race Monohull Division winners Atila Plash and Erik Menzel.** Right: **Multihull Division winners and record setters Bryan Wade and Alan O'Driscoll.**

cards for podium-worthy scores. Dinner followed, and RYC brought back a live band to this party for the first time in several years. Shark Sandwich, regulars at RYC parties, rocked the club until almost 10 p.m. Pandemic? The dancers were only too happy to shake it off.

Sunday's pursuit race around Angel Island and Alcatraz — skippers' choice of directions — is really the highlight of this regatta. An overnight sprinkle moistened the salty boats but did little to diminish

run you can get on a Wabbit. "The ebb helped." The whole weekend was perfect for Wabbits.

Winning overall on Sunday, Erik Menzel, Michele Sumpton and Atila Plash sailed the Wabbit *Bad Hare Day*. They started on the race committee end of the line, on port, although the pin end was favored. "We passed the last boat at Alcatraz," said Erik, "and kept the lead the rest of the way. We got lucky because the face of Angel island was weird." A

RYC doesn't record finish times for the pursuit race.

"We laid Alcatraz in one tack, and got through Raccoon on one jibe," said Alan. "Not a lot of maneuvering. We were going 25 knots steady."

At Alcatraz, they had to sail through about 90 boats, all on starboard. "We had to sail way beyond Alcatraz to get past the cluster of counterclockwise boats."

— latitude / chris

RYC BIG DADDY SATURDAY, 3/12 (3r, 0t)

ALERION 28 — 1) **Allegro non Troppo**, Jim Claussen/Bill Titus, 4 points; 2) **Resilience**,

W-w-w-wipe-out! Keeping the boats on their feet was no small feat in the buoy racing at Big Daddy on March 12. But note that 'Bombora', the Express 27 rounding up in this photo, went on to win her division. Would 'Abigail Morgan' (white chute) hit her? No, she headed up a bit and avoided contact. Turn the page for more pictures.

— photo by www.norcalssailing.com



Michael Quinn, 6; 3) **Zenaida**, Jennifer McKenna, 10. (4 boats)

EXPRESS 27 — 1) **Bombora**, Rebecca Hinden, 12 points; 2) **Wile E. Coyote**, Dan Pruzan, 13; 3) **Dianne**, Steven Katzman, 13. (12 boats)

J/24 — 1) **Evil Octopus**, Jasper Van Vliet, 5 points; 2) **Frogflips**, Richard Stockdale, 6; 3) **Little Wing**, Robin Van Vliet, 7. (6 boats)

MOORE 24 — 1) **Firefly**, Joel Turmel, 3 points; 2) **Year of the Tiger**, Vaughn Seifers, 6; 3) **Bluebird**, Ryan Georgianna, 9. (4 boats)

WYLIE WABBIT — 1) **Just a Hare**, Marcos McGee, 5 points; 2) **Kwazy**, Colin Moore, 5; 3) **Bad Hare Day**, Erik Menzel, 9. (5 boats)

J/70 — 1) **Rampage**, Tom Thayer, 6 points; 2) **Spirit**, Andy Dippel, 6; 3) **Son of a Son**, David Fried, 7. (5 boats)

ULTIMATE 20 — 1) **Umunhum**, Scott Hester, 2 points; 2) **UAgain**, David Woodside, 5; 3) **U Decide**, Phil Kanegsberg, 5. (4 boats)

PHRF A — 1) **Skeleton Key**, J/111, Peter Wagner, 3 points; 2) **Swift Ness**, J/111, Reuben Rocci, 7; 3) **Bodacious+**, 1D48, John Clauser, 10. (6 boats)

PHRF B — 1) **Jeannette**, Frers 40, Bob Novy, 5 points; 2) **Snowy Owl**, Express 37, Jens Jensen, 7; 3) **Mintaka 4**, Farr 38, Gerry Brown, 7. (9 boats)

PHRF C — 1) **Sea Star**, Cal 39, Bob Walden, 4 points; 2) **Heart of Gold**, Olson 911S, Joan Byrne/Axel Mehnert, 8.5; 3) **MiniMax**, Melges 20, Lance Kim, 11. (9 boats)

PHRF D — 1) **Tchoupitoulas**, Santana 22, Steven Meyers, 4 points; 2) **Santa Maria**, Santana 22, Addison Nash, 9; 3) **Luna Sea**, Islander 36, Dan Knox, 12. (3 boats)

RYC BIG DADDY PURSUIT RACE, 3/13

MONOHULLS — 1) **Bad Hare Day**; 2) **Jack**, Wylie Wabbit, Bill & Melinda Erkelens; 3) **Just a Hare**; 4) **Kwazy**; 5) **MiniMax**; 6) **Bear**, Wylie Wabbit, Christine Dubuc; 7) **Firefly**; 8) **'io**, Antrim 27C, Buzz Blackett; 9) **Skeleton Key**; 10) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook. (91 boats)

MULTIHULL — 1) **HMB Boy & Girls Club**, Class D cat, Alan O'Driscoll/Bryan Wade; 2) **LookinGood 3**, F-28R tri, Rafi Yahalom; 3) **Shadow X**, Extreme 40 cat., Peter Stoneberg. (4 boats)

Full results at www.richmondyc.org

SSS Corinthian Race

Remember how we reported on a new, bigger, brighter, easier-to-see Blackaller Buoy? It's the yellow cylinder off the western end of Crissy Field, not far from

the South Tower of the Golden Gate Bridge. It was easy to see way too much of it on February 26 — it was almost impossible to get around in light-to-no air.

Blackaller was the first mark on the course of the SSS Corinthian Race for single- and doublehanded boats. The earlier starters had a better chance of escaping the grip of the building, massive ebb, and indeed the first division to start, the Multihulls, had the only finisher.

Some of the ULDBs (Moore 24, Express 27, Wylie Wabbit) were able to get around Blackaller only to crawl and claw their way back up the Cityfront. Some anchored. One hit Anita Rock. None finished.

A motley assortment of boats dropped out when they were sucked in by the tenacious restricted areas at Anita Rock and the South Tower. Still others dropped out when they got swept past the startline off Golden Gate YC and couldn't get back against the current. Others decided they really didn't want to drift out to sea and fired up their motors for a slow slog back, even under power. (There were jokes about going to the Farallones.)

Despite the name and the history of the race, it started and finished off the Golden Gate YC, not the Corinthian. One might have waved at CYC while sailing past in Raccoon Strait during the rounding (in either direction) of Angel Island, but that would have required actually

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March's racing stories included:

- Oakland YC Sunday Brunch Series
- Finalists for US Sailing Rolex Awards
 - SailGP San Francisco
- California Dreamin' Match Racing
- Cal Maritime at L.A. Harbor Cup
- Great Vallejo Race Turns 122
 - Puerto Vallarta Race
- Waszp Americas Championship
- Santa Cruz Doublehanded Fiasco
 - No Strings Attached Regatta
- Previews of April Races, and more.

THE RACING

WWW.NORCALSAILING.COM



ERIK SIMONSON / WWW.PRESSURE-DROP.US



getting to Angel Island.

Congratulations to David Schumann and Trevor Baylis on the Seacart 30 trimaran *Bottle Rocket* for correctly assembling all the pieces to solve the puzzle.

"The key to our success was being flexible in our strategy, sticking it out to the end, and having a little luck," reports David. "Having a fast boat certainly helps. Most of the weather models were showing a light northerly breeze that was stronger around Richmond than in the Central Bay. The majority of those models had the northerly dying out mid- to late afternoon. Only one model showed any sort of westerly, filling only along the Cityfront and not extending very far into the Central Bay. Nearly the entire race would be sailed in ebb current.

"Our initial plan was to round Blackaller and then head directly to the East Bay for a counterclockwise rounding of Angel Island, being prepared to sail all the way to the Berkeley Flats for current relief and hoping there would still be decent northerly along the Richmond area. Then we'd cross the current river into Raccoon Strait and ride the ebb out the other end.

"But when we were halfway to Alcatraz, we noticed some non-racing sailboats around Belvedere that looked to be making way up Raccoon against the ebb. We changed our plans and tacked over to lay Point Stuart. It was very slow

Big Daddy Regatta, clockwise from top left: Vaughn Seifers' Moore 24 'Year of the Tiger' in Saturday's soggy buoy racing; 'Bad Hare Day' begins passing boats soon after starting the pursuit race on Sunday; the D-Class cat 'HMB Boys & Girls Club' rounds Alcatraz to starboard and will have to dodge a mass of starboard-tack boats rounding the island to port.

going as we approached Raccoon and, at one point, the mouth of the Strait appeared to glass off. Passing as close as possible to Point Stuart to maximize current relief, we entered the Strait and the adverse current, planning to cross to the Tiburon side for relief. Halfway across, the wind appeared to shift to the east and strengthen slightly. It was just enough to keep our SOG positive and increasing until the transition to the northerly again at the other end of the Strait. From there we sailed east into the most favorable current, found the strongest northerly of the day, hoisted our largest kite, and saw the best boat speed on our way to round Point Blunt.

"Leaving Blunt in strong ebb and very little pressure, the plan became trying to stay on the right side of Little Harding to not get flushed past without being able to round. Once past Little Harding, we initially planned to keep Alcatraz to starboard, thinking Alcatraz would shadow the northerly. The wind was only enough to keep small positive SOGs, but not all the time. We were being swept toward the Cityfront, and the time to Blossom Rock was getting longer instead of shorter. It became clear we would have to leave

Alcatraz to port, so we again changed plans. It appeared the boats along the Cityfront had more pressure than boats out in the middle, so heading in that direction seemed beneficial.

"It took around an hour and a half to sail the six miles from Little Harding to Blossom Rock. There were many, many times when we considered abandoning. But we stuck it out, rounded the final mark, and took advantage of the dying ebb to push us across the finish at X."

The SeaCart 30 was the brainchild of Calle Henix and was designed by Mark Lombard, the designer of a number of ORMA 60 trimarans. Marstrom did the fabrication. Ocean Lake Marine in Sweden assembled the boats.

"The original design brief was to bring high-performance multihull sailing to a wider group of sailors," explains David. "Our SeaCart 30 is hull #1. It's completely carbon and weighs around 2,700 lbs with all declared sails and sailing gear. Higher hull numbers weigh less than hull #1. The boat is 30 feet long, plus a 6-ft sprit, and 22 feet wide. With the daggerboard (center hull) all the way down, the boat draws 6 feet. The mast is 50 feet tall. It has a similar sail area



to a J/125, but weighs about a third of that boat.

"After six years of almost entirely windward/leeward racing on my J/70, I was looking to try some random-leg and distance racing, including coastal racing. I started my sailing life on beach cats and was also looking to get back to something with a higher level of performance. After looking at the options, the SeaCart 30 topped the list. At the time, hull #1 was the only SeaCart 30 on the market. It was located in Malaysia during COVID, so there was no chance of seeing it in person. We waited nearly six months to see if another one would become available and reached out to owners, but to no avail. We reengaged with the broker for hull #1 and purchased it in September 2020. The boat did not arrive in the US until late December. The previous owners had modified the boat quite a bit, and we have spent the last year turning it back into a SeaCart 30. We have been very happy with the results so far. The boat is surprisingly easy to sail with as few as two people and has good manners. Although given the power available, it still commands a lot of respect.

"There is another SeaCart 30 that has raced on the Bay for the past few years out of Alameda called *Hammer*. *Hammer's* owner has been very helpful in providing information to help us get *Bottle Rocket* going. A third SeaCart 30

The SSS Corinthian Race on February 26. Clockwise from top left: The Moore 24 start; a slow-motion Olson 25 battle; droopy spinnakers; the ever-more challenging rounding of Blackaller Buoy.

is arriving from Southern California in June, and we've also had interest from a boat on Lake Michigan, *Tobiko*. So you may be seeing more soon."

— latitude / chris

505 Champs Repeat

Caleb Paine and Stu McNay won the 505 Midwinters at Clearwater Community Sailing Club, with no breeze on Saturday, February 12, and nice breeze Sunday. The fleet then regrouped for the North Americans on February 17-20 at the same Gulf of Mexico venue.

Thursday had nice sunshine and crews on the wire. McNay and Paine started right where they'd left off, with a 1-2-3-1 to lead the day ahead of Howie Hamlin and Jeff Nelson (NHYC/ABYC).

Day 2 brought the fog, but also a surprisingly fresh breeze. Mikes Zani and Mills were the rabbit and surprised a lot of people with a subtle late-in-the-sequence lefty that had people scrambling to get to the line. Mike Martin and Adam Lowry (StFYC) figured it out, along with McNay and Paine. Howie and Jeff got stuck in an absolute coffin-corner hole on the first run, while the increasing fog made calling laylines a fool's errand. As the day's first race finished, the fog rolled in too hard to continue. Conditions

never improved. This turned out to be disastrous, as the Dark and Stormy bar opened early, ahead of Saturday's likely four races in a fresh, cool northerly. We grow older, yet we don't grow up.

Saturday's ride out to the course was a good preview of the bumpy, breezy day the Gulf had in store, with a chilly gray sky and deeply raked rigs. On the run, port tack was a sleigh ride straight down-wave, with starboard a challenging matrix of high/low, send/surf, and finding a good wave to jibe on. Mike Holt and Rob Woelfel (SCYC) hit a 1-1 in the first two races, but let Martin and Lowry join the party and go 1-1 in the much sunnier afternoon, to take their first series lead of the event.

With a 7-point gap favoring Martin/Lowry, the fleet left shore on Sunday with most expecting one marginal and maddening shifty/puffy race at best. What they got was absolute champagne for three races. McNay/Paine made their best case with a 1-2-1, while Martin/Lowry did just enough with a 5-1-3 to seal another one. Holt/Woelfel stumbled a bit (for them) with a 6-4-4 to remain in third. Howie and Jeff took fourth. Craig Thompson and JB Turney kept climbing the scoreboard to steal the last trophies.

The greater story of this year's NAS

THE RACING

LATITUDE / JOHN



Richard vonEhrenkrook and Hank Easom at the CYC Midwinters awards.



'Can O'Whoopass', the Cal 20 in the foreground, raced the CYC Midwinters as part of the Aotea Trophy-winning SFYC team.

SLACKWATER SF

is the competitive health of the class. There are well-sailed boats throughout the fleet, with the higher-finishing boats often needing to pick their way through lots of fast traffic to get to the high-rent district. It's a great time to sail 505s.

See complete results online at www.regattanetwork.com/event/23362.

— dave kirkpatrick

Corinthian Midwinters

The four-race, two-weekend Corinthian Midwinters wrapped up on February 19-20.

"Nothing like the wind filling in to make the race organizers look smart!" report the race gurus at CYC. "While Saturday's race took a bit of finagling to get an approximation of a reasonable course out ('We're pausing to pick a better course. Oops, there is no better course!') Sunday rolled out as if we had planned it.

"Which, of course, we had. The overlapping pursuit race format devised by race chair Marcus Canestra worked nicely, evading the two-hours-long delay that full-on pursuit races 'enjoy'. Three bunches of starters had their schedules laid on top of one another so everyone was off in about the same wind, and almost everyone finished in the same 10-minute period." Very stressful for the race deck, but big fun for the sailors.

"The wind filled in, which made us look very clever indeed, and it lined up pretty well with the available courses, so some good sailing was had.

"Congratulations to SFYC for the Aotea Cup win, Ron Kell as Best Corinthian, and a special call-out to our 'Four Ace' winners: Tim Russell on *Ne*Ne* and Carl Flemming on *Topgallant*."

The Aotea Trophy was conceived by our late race editor, Rob Moore, and named after Peter Hogg's trimaran *Aotea*.

The trophy rewards the yacht club that achieves the best combined score from a three-boat team in three different classes. From San Francisco YC, Richard vonEhrenkrook's *Can O'Whoopass*, Hank Easom's *Serenade* in Class 4, and Glenn Isaacson's *Q* in Non-Spinnaker 1 each won three out of the four races to claim the Aotea Trophy.

— latitude / chris

CYC MIDWINTERS (4r, 0t)

PHRF 1 — 1) **Favonius**, Dehler 46, Greg Dorn, 9 points; 2) **Zamazaan**, Farr 52, Greg Mullins, 13; 3) **Saoirse**, Tripp 41, Russell Huebschle, 14. (9 boats)

PHRF 2 — 1) **MadMen**, J/111, Dorian McKelvy, 5 points; 2) **Swift Ness**, J/111, Reuben Rocci, 11; 3) **Kuai**, Melges 32, Daniel Thielman, 14. (7 boats)

PHRF 3 — 1) **Peregrine**, J/120, David Halliwell, 7 points; 2) **Ravenette**, J/88, Brice Dunwoodie, 12; 3) **Spindrift V**, Express 37, Andy Schwenk,

BYC CHAMPION OF CHAMPIONS, 2/27

RED — 1) **WYSIWYG**, Olson 30, Hendrik Bruhns; 2) **Hot Sheet**, Express 27, David Wick; 3) **Motorcycle Irene**, Express 27, Will & Julia Paxton. (7 boats)

BLUE — 1) **Eagle**, Express 27, Ross Groelz; 2) **Phantom**, J/24, John Gulliford; 3) **Dianne**, Express 27, Steve Katzman. (7 boats)

WHITE — 1) **Sunshine Express**, SC27, Ben Tallarigo. (1 boat)

Full results at www.jibeset.net

SYC SPRING INVITATIONAL, 3/12-13 (5r, 0t)

J/105 — 1) **Akula**, Doug Bailey, 17 points; 2) **Arbitrage**, Bruce Stone/Nicole Breault, 19; 3) **Ne*Ne**, Tim Russell, 21; 4) **Blackhawk**, Ryan Simmons, 22; 5) **Godot**, Keith Laby, 30. (22 boats)

J/88 — 1) **Ravenette**, Brice Dunwoodie, 8 points; 2) **Butcher**, Dave Corbin, 11; 3) **White Shadow**, Jim Hopp, 11. (3 boats)

Full results at www.sausalitoyachtclub.org

BOX SCORES

StFYC NO STRINGS ATTACHED, 3/12-13 (9r, 1t)

WINGFOIL — 1) Johnny Heineken, 9 points; 2) Joey Pasquali, StFYC, 15; 3) Stefaans Viljoen, 34; 4) Alex Lunev, 38; 5) Chip Wasson, 38. (30 boards)

Full results at www.stfyc.com

SCYC THREE BUOY FIASCO, 3/13

MOORE 24 — 1) **Mooregasm**, Stephen Bourdow/Dave Shelton; 2) **Watts Moore...**, Chris Watts/Karen Loutzenheiser; 3) **Nobody's Girl**, Sydnie Moore/Mackenzie Cook. (11 boats)

SC27 — 1) **Hanalei**, Ryan Schuyler/Frank Van Diggelen; 2) **Water Dragon**, Derek Weitz/John Neville; 3) **Jersey Girl**, Joe Wagster/Matt Frazeur. (7 boats)

Full results at www.scyc.org

YRA SHORTHANDED SUNDAY MIDWINTER SERIES (3r, 0t)

SPINNAKER 1 — 1) **Mr. Magoo**, J/120, Stephen Madeira, 5 points; 2) **Elan**, Express 37, Jack Peurach/John Duncan, 10; 3) **Kincsem**, J/105, Joerg Esdorn/Owen Sordillo, 12. (11 boats)

SPINNAKER 2 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash, 4 points; 2) **Wahoo**, Capo 30, Ben Doolittle/John Perrault, 9; 3) **Flying Fish**, Olson 30, Galan Rhett Smith Jr./Jeff Lee, 9. (6 boats)

SPINNAKER 3 — 1) **Chesapeake**, Merit 25, James Fair/Cindy Surdez, 7 points; 2) **O'Mar**, Olson 25, David Scott/JP Camille, 10; 3) **Shut Up and Drive**, J/24, Brad Cameron, 13 points. (6 boats)

NON-SPINNAKER 1 — 1) **Angel**, J/130, John Kerslake, 7 points; 2) **Red Cloud**, Farr 36, Don Ahrens, 8; 3) **Lindo**, J/109, John Kalucki/Michael Malaga, 8. (3 boats)

NON-SPINNAKER 2 — 1) **Bella**, Alerion 33, Aidan & Kieran Collins, 3 points; 2) **Friday Harbor**, Beneteau 323, Ryle Radke/Howard Cur-

16. (10 boats)

PHRF 4 — 1) **Serenade**, Sabre Spirit 36, Hank Easom, 7 points; 2) **Kuda Wuda**, SR33, Craig Page, 11; 3) **Rhapsody**, Sabre Spirit 36, Laurence Pulgram, 15. (9 boats)

PHRF 5 — 1) **Heart of Gold**, Olson 911S, Joan Byrne/Axel Menhert, 5 points; 2) **Sea Star**, Cal 39, Bob Walden, 12; 3) **Arcadia**, Mod. Santana 27, Gordie Nash, 14. (8 boats)

PHRF 6 — 1) **Abigail Morgan**, Express 27, Ron Kell, 11 points; 2) **Salty Hotel**, Express 27, John Kearney, 12; 3) **Shenanigans**, Express 27, Bill Moore, 15. (10 boats)

NON-SPINNAKER 1 — 1) **Q**, Schumacher 40, Glenn Isaacson, 5 points; 2) **Finistere**, Sabre 38 MkII, John Arndt, 9; 3) **Jarlen**, J/35, Greg Winters/Eamonn Cribbens, 10. (8 boats)

NON-SPINNAKER 2 — 1) **Topgallant**, Tartan Ten, Carl Flemming, 6 points; 2) **Vera Cruz**, Jeanneau 349, Michael Johnson, 9; 3) **Sporting Life**, Tartan Ten, Jon Stewart, 13. (8 boats)

J/105 — 1) **Ne*Ne**, Tim Russell, 4 points; 2) **Kincsem**, Joerg Esdorn, 15; 3) **Box of Rain**, Charles Pick, 18. (6 boats)

CAL 20 — 1) **Can O'Whoopass**, Richard vonEhrenkrook, 5 points; 2) **Lady Bug**, Wilson Partridge, 9; 3) **Slainte**, Paul Sutcheck, 12. (4 boats)

Full results at www.cyc.org

SoCal Islands Race

For those of us who miss the good old days of popular overnight races around Southern California's Channel Islands, like the Whitney Series, the 142-mile Islands Race is just the ticket.

Since 2010, San Diego YC and Newport Harbor YC have teamed up to put on this event each February. It serves as a tune-up for boats entered in the Mexican races to Puerto Vallarta or

tis, 12; 3) **Itinerant**, Hunter 34, Paul David, 13. (6 boats)

Full results at www.jibeset.net

TYC MIDWINTERS (4r, 1t)

DOUBLEHANDED — 1) **Cinnamon Girl**, Custom 26, Mariellen Stern/Janine Wilford, 5 points; 2) **Bella**, Alerion 33, Aidan Collins, 6; 3) **Siento el Viento**, C&C 29-1, Ian Matthew/David Eichhorn, 7. (3 boats)

COMPLIANT CREWED — 1) **Lion**, Olson 25, Lon Woodrum/Steve Nimz, 4 points; 2) **Joyride**, J/105, Bill Hoehler, 4; 3) **Sonata**, Laser 28, Alice Shinn, 8. (4 boats)

Full results at www.jibeset.net

IYC ISLAND DAYS (5r, 1t)

SPINNAKER I — 1) **Wile E. Coyote**, Express 27, Dan Pruzan, 10 points; 2) **Crinan II**, Wyliecat 30, Don Martin, 12; 3) **Vitesse Too**, Hobie 33, Grant Hayes, 13. (6 boats)

SPINNAKER II — 1) **Dream Catcher**, J/24, Steven Bayles, 7 points; 2) **Faster Faster!**, Merit



The Red fleet start at BYC's Winners Race on Sunday, February 27. For results, see Box Scores.

GLEN GARFEN

Cabo San Lucas.

This year, 42 crews were treated to some of the best weather in recent memory for this race, which starts off Point Fermin in San Pedro, then takes racers to the West End of Catalina to port, around San Clemente Island, then to a virtual finish off Point Loma in San Diego. Along the way, whales were spotted several times, and many boats reported passing sunfish.

Forecasts for February 25 were dismal in terms of wind, but the westerly filled in early and each class started in 12-16 knots. The fleet sailed close-hauled to Catalina, slowly getting headed with lighter winds as boats arrived at the island. Most of us tacked up the island in smooth, blue water against green cliffs.

With staggered starts, many of the racers arrived at the West End within a few minutes of one another, with small boats being rolled by the big boats, of-

ten in close quarters.

As the sun went down, racers were treated to a sensational sunset and a clear view of Santa Barbara Island and orange reflections on the water. With 5-10 knots of breeze on the beam, most boats opted for their Code Zeros for the reach to San Clemente Island.

Winds were light during the night, and clusters of boats seemed to get stuck in holes together with their running lights adding reds and greens to a starry night. When you get to sail on the backside of the islands, the high cliffs help to block out the light pollution from the mainland. As a result, shooting stars are plentiful, as are dolphins shining in bioluminescence.

Following a lovely moonrise, then a colorful sunrise, boats that hadn't finished yet enjoyed a close reach to the finish line. San Diego is one of those dramatic harbors in California that are always a pleasure to sail into.

BOX SCORES

25, David Ross, 7; 3) **Cassiopeia**, Islander 36, Kit Wiegman, 9. (8 boats)

COLUMBIA 5.5 — 1) **Carina**, Scott McCoy, 7 points; 2) **Rogue**, Ryan Nelson, 8; 3) **Roja**, John Davis, 10. (3 boats)

SIZE MATTERS — 1) **Obsession**, Harbor 20, Kame Richards, 4 points; 2) **Loco2**, Mercury, Paul Mueller, 8; 3) **Puff Mommy**, Harbor 20, Lisa Rohr, 11. (6 boats)

Full results at www.jibeset.net

SBYC STILL AIN'T OVER SERIES (10r, 1t)

SPINNAKER <100 — 1) **Inconceivable**, J/88, Steven Gordon, 12 points; 2) **Nuckelavee**, Melges 32, Mark Kennedy, 14; 3) **Butcher**, J/88, Dave Corbin, 32. (5 boats)

SPINNAKER 100-150 — 1) **Crew's Nest**, Catalina 34, Ray Irvine, 12 points; 2) **Reality Cheque**, Beneteau 35F5, Ross Werner, 14; 3)

Stratocaster, J/32, Lewis Lanier, 22. (5 boats)

SPINNAKER >150 — 1) **Avalon**, Catalina 30, John Ford, 11 points; 2) **Goose**, Catalina 30, Mike Kastrop, 18; 3) **Tilly Whim**, C&C 30, Paul Larose, 24. (6 boats)

NON-SPINNAKER — 1) **Bravo Zulu**, Sonar 23, Walt Raineri, 5 points. (1 boat)

Full results at www.southbeachyachtclub.org

SeqYC WINTER SERIES (4r, 0t)

OPEN 5.70 — 1) **Hummingbird**, Andrew Lesslie, 14 points; 2) **Kraken**, Sergey Morozov, 19. (6 boats; 2 qualifiers)

PHRF 1 — 1) **Pelagic**, Beneteau 310, Musto Gunan, 9 points; 2) **Allons-y**, J/70, Davis King, 19; 3) **Osprey**, Sabre 36, Jeff Stine, 21. (6 boats; 4 qualifiers)

PHRF 2 — 1) **Hijinks**, J/92, Tom Borgstrom, 13 points; 2) **Sweet Grapes**, Ericson 36, Mark Green, 14; 3) **Frequent Flyer**, Farr 30, Stan Phillips, 16. (13 boats; 6 qualifiers)

Full results at www.sequoiayc.org

THE RACING SHEET

Many of Southern California's hottest boats regularly compete in this event, and several Bay Area boats came down. Turns out that was a good move: The same weekend in San Francisco had no wind and many boats got flushed outside the Bay.

Awards were handed out in the afternoon at SDYC, and it was fun to catch up with friends, some of whom hadn't been seen up close in two years due to post-race events being canceled during the pandemic.

Among our crew, there was general agreement over a post-race lunch and round of drinks on SDYC's deck that a Code Zero is essential for random-leg racing in Southern California, and that the French fries at SDYC are to die for.

— *brendan huffman*

NHYC/SDYC ISLANDS RACE, 2/25-26

ORR-A — 1) **Pyewacket 70**, Volvo 70, Roy Disney; 2) **GoodEnergy**, R/P 63, George Sherman/Mark Comings; 3) **Artemis**, Botin 65, Ray Paul. (7 boats)

ORR-B — 1) **Grand Illusion**, SC70, David Clark; 2) **Good Call**, Swan 60, Tom Barker; 3) **Bribon**, TP52, Mark Surber. (6 boats)

ORR-C — 1) **Lucky Duck**, Rogers 46, Dave MacEwen; 2) **Zero Gravity**, Soto 40, Ivan Batanov; 3) **Groundhog Day/Bretwalda**, Rogers 46, Rich Festa. (4 boats)

ORR-D — 1) **Triumph**, SC52, Steve Sellinger; 2) **Vela**, SC52, Steve Davis/Tim Dornberg; 3) **Katara**, J/145, Roger Gatewood. (7 boats)

ORR-E — 1) **Picosa**, J/111, Doug Jorgensen; 2) **Spin Doctor**, Andrews 40, Paul Farrell; 3) **Too-Lo**, Riptide 35, Lawrence Andrews. (7 boats)

ORR-F — 1) **Juno**, Express 37, Dan Merino; 2) **B'Quest**, Tripp 40, Keith Ericson; 3) **Akaw!**, Olson 40, Michael Ewens. (5 boats)

ORR-EZ — 1) **Rhumb Runner**, J/29, Chuck Bowers; 2) **Tenacious**, Beneteau 44.7, Alec Charters; 3) **Lil' Waggy**, Frers 50, Marc Davis. (5 boats)

ORR-MH — 1) **Chim Chim**, Gunboat 62, John Gallagher. (1 boat)

Full results at www.sdy.com

L.A. Midwinters at Cabrillo Beach YC

The Mercury class completed another fun and challenging weekend of racing, held within the inner harbor adjacent to the Port of Los Angeles in San Pedro on February 19-20. The hosts, the Southern California Yacht Racing Association and Cabrillo Beach YC, did a great job of getting four races off in building winds — they don't call it Hurricane Gulch for nothing!

Five races were scheduled, but the breeze had built to 20 knots by the beginning of the third race on Saturday, so racing was abandoned for the day after the first two races were completed. The

first day ended with a tight fight for first between Mike Burch with his son Kyle, Doug Baird with Chris Mesano and Greg Dair with his brother Frankie, one point apart.

Day 2, with three races scheduled, opened with a lovely 6- to 10-knot breeze that had built to 10-13 by the first start. It built further as the day went on, so, with the committee busy standing by capsized International 14s, the decision was made once again to abandon the third race.

Mike Burch with his daughter Kristen sailed another excellent regatta (we need to get that guy off his home waters!), walking away with the victory, while Doug hung on for second place and Randy Smith climbed up the ladder on the last day for third.

Eleven Cal 20s participated. It was close racing up and down the course each time, with Mike Corzine's Cal 20 #299 *Shifty* coming out on top by two points, Richard Welsh's #1350 *Vim* in second place, and Steve George's #363 *Magic Bus* taking third.

On the sail back, former Mercury president and current secretary Park Densmore, sailing with treasurer Don Whelan, had a significant misadventure. They were port-tacked by a Cal 20, and, while the boats more or less avoided each other, the rigs did not. Park's Mercury rig got tangled in the Cal 20's and refused to come down, which, due to the challenge of controlling the boats in blustery conditions with tangled rigs, resulted in both Don and Park in the water and the Mercury swamped.

Jordy Herschman, a past (and future?) Mercury sailor, had been spectating from his sizable powerboat. He stood by, collecting Don and Park out of the water and taking the Mercury, still swamped, in tow. Unfortunately, the forestay, to which the tow line was tied due to the inability to access a better connection point, parted and the bow tank, which had done an admirable job of keeping the swamped boat afloat, apparently failed, resulting in the Mercury's sinking. That's the bad news. The good news is she was recovered on Monday and is sure to be back on the water soon.

Six International 14s chewed through the gated windward/leeward course at



VOLKER CORELL

International 14 action at the SCYA Midwinters.

about three times the speed of the Mercurys and Cal 20s.

One of the I-14 crewmembers managed to fracture his hip after the boat crashed coming out of a windward mark rounding. One of the RC support boats came to the scene and tried lifting him out of the water, but he was in too much pain. Hence the lifeguards were called in to assist, with a fire department boat standing by. The lifeguards had to jump into the water and use a spine board to fish out the sailor — we understand he is doing well and recovering.

— *david west & richard welsh*

Great Vallejo Race April 30-May 1

"This year's Great Vallejo Race promises to be bigger than years past," advises Vallejo YC vice commodore Jeremy Haydock, "due to going back to its pre-pandemic normal dates of April 30-May 1, pent-up demand, and high registration levels for PHRF certificates. We will have our 'Smoke on the Water' BBQ stand open, along with our 'Fun on a Bun' burger bar. Our outdoor Tiki Bar will feature Mt. Gay rum drinks, Mare Island brews and Thirty-Seven Wines. The steel drum band will begin at 2 p.m. on the outdoor patio. The party will really ramp up at 7 p.m. when the Darrel Edwards Lighting Up the Soul band will take the stage."

Before and after VYC's hospitality, there'll be a bit of yacht racing — 20+ miles on Saturday and somewhat less on Sunday. The YRA offers divisions for Spinnaker, Non-Spinnaker, one-design classes, Sportboat, Doublehanded, Multihull and Cruising. Registration is open on Jibeset at www.jibeset.net.

— *latitude / chris*



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WORLD

*This month we hear from Guinevere King, who enjoyed a girls' getaway charter with **West Coast Multihulls** in the "aquarium of the world", the **Sea of Cortez**.*

A Girls' Getaway in the Sea of Cortez

"The joy of life comes from our encounters with new experiences, and hence there is no greater joy than to have an endlessly changing horizon, for each day to have a new and different sun." — Christopher McCandless, *Into the Wild*.

When my dear friend Kim Dumas, the founder of San Diego Women's Sailing and yacht broker for Denison Yachting, first proposed the idea of an all-women's catamaran sailing adventure in the Sea of Cortez last year, it took me all of two seconds to respond with an enthusiastic, "Yes! Let's do it!"

As we all know, the spring and summer of 2021 were fraught with uncertainty. With the COVID-19 Delta variant on the rise, and much of the world still closed for travel, I think it's safe to say that many people were going stir-crazy and needed an escape. Thankfully, a little slice of heaven north of Cabo San Lucas, on the Baja Peninsula in the Sea of Cortez, remained open for travel. La Paz is a popular cruising ground for sailors, and is known for its clear, turquoise water, white sandy beaches, and the pristine archipelago of Espiritu Santo. Jacques Cousteau famously called the Sea of Cortez "the aquarium of the world" for its rich and abundant sea life.

Our goal was to create a fun, adventurous retreat where women could sail, swim, snorkel, SUP, hike, practice yoga, and make memories to last a lifetime. "I know so many women who enjoy sailing that would love an opportunity to refine their sailing skills in a non-competitive environment and can experience what cruising life is all about," Kim explains. "Some of my favorite memories

with my mom over the years are when we chartered boats together and went on sailing adventures." It's no surprise that Kim's mom, Anne, was the first to sign up for the retreat for some precious mother/daughter time.

Kim and I knew the perfect platform for our sailing adventure: West Coast Multihulls' Fountaine Pajot Saba 50, *Balam*, a beautiful six-cabin, six-head catamaran with a spacious galley and plenty of outdoor dining and lounge space.



We are sailing!

Next up was securing our captain. Enter Annie Gardner. Annie is a 100-Ton USCG-licensed captain who spent 20 years teaching sailing and team building at the University of Denver. She has won 19 national titles and five world sailboat championships, and is the reigning women's world champion on the Hobie 16. Kim knew of Annie when she was chosen to navigate on the America3 Women's Team to compete for the 1995 America's Cup, and knew her passion for sailing and experience as a liveaboard on her 47-ft Catana *El Gato* would be empowering and inspirational for the other ladies on board.

Kim reached out to her San Diego Women's Sailing Group and filled the cabins for the October trip immediately. Due to the high demand, we created two additional Girls' Getaway trips — one in November and one in December, which filled up as well. After getting to know everyone during our Meet the Crew planning session, I knew we were going to have an epic adventure. It's always interesting to see how people are going to get along on a multi-day boat

ride after meeting each other for the first time. We were very fortunate that everyone on our boat liked to be active and laugh — a lot. We planned our maiden voyage (pun intended) to cruise in the Sea of Cortez in October-November, when the air temperatures average 85-95 degrees during the day and the water temperatures average 75-85 degrees. It starts to cool off a bit in December, but it also increases your chances of being able to swim with whale sharks, as their migration begins this time of year. Our December crew was fortunate enough to explore this magical experience!

Our journey began in San Diego as our October crew met at the Cross Border Express: the best-kept secret for anyone wanting to travel to Mexico. This seven-year-old facility allows passengers to check in on the US side of the US/Mexico border, cross a 390-foot pedestrian bridge across the border, clear Mexican immigration and customs, and board flights at Tijuana International Airport. Direct flights from Tijuana to La Paz are less expensive than traveling internationally, and take less than two hours. American Airlines also flies directly to La Paz from Phoenix, Arizona, and Dallas/Fort Worth, Texas.

Once we'd landed at the Aeropuerto Internacional de La Paz, we hired a rental car for the day and headed down the famous *malecon* — the colorful boardwalk lining the waterfront with restaurants, shops and sculptures, and bustling with mask-wearing COVID-friendly outdoor activity. We enjoyed a festive lunch at Asadero Rancho Viejo, headed to Marina Palmira to get settled in on *Balam*, and finalized our Three-Day Sail Plan. We were in for some interesting weather, so we expedited our departure to make the most of our first day on the water.

The first stop on our sailing adventure was a local favorite: Playa Balandra. At less than 10 nm from the marina, and one of the most photographed beaches in Baja due to its white sand and shallow lagoon, we were all very excited to drop anchor and dive into the crystal-clear waters for an afternoon swim and snorkel.

As a tropical storm continued to build to the south, the crew decided it was time to pull anchor and take full advantage of the steady breezes to get to

Guinevere, Kim, and Carol taking in the views of Espiritu Santo on 'Balam'.



ALL PHOTOS BALAM/GUINEVERE KING
EXCEPT WHERE NOTED

OF CHARTERING



The ladies, from left to right: Karen Cohen, Anne Erdman, Annie Gardner, Carol Donahue, Erin Pettit, Kim Dumas, and Joni Geis.

our next anchorage ahead of the storm. We sailed approximately 30 nm north to Isla San Francisco, featuring a beautiful, crescent-shaped bay with white sandy beaches that provides good protection from the north, south, and east. After a lovely four-hour sail, we arrived at our destination. A spirited dance party ensued on our first night at anchor, and we woke up the next morning to a glorious sunrise and the bluest water I've

ever seen in the Sea of Cortez. We took the dinghy to shore to hike the south ridge that overlooks Crescent Bay, and the panoramic views did not disappoint. The clouds swept over the rugged layers of the Sierra de la Giganta mountain range to the west, creating layers of pastel hues juxtaposed with the vibrant turquoise water and soft white sand dunes below. We hiked across the ridge to the east side of the island and back down

to the beach. After the morning hike, we enjoyed more swimming in water that I can only describe as perfection.

The wind shifted north as the tropical storm fizzled, and it was time to move on to our next destination. There was such an amazing feeling of camaraderie and teamwork on board as each of us fell naturally into crew roles. We had quite a few experienced sailors aboard, and it was fun to share our techniques with the

Left: Crescent Bay off the coast of Isla San Francisco. Right: Hiking the ridge on Isla San Francisco.



WORLD OF CHARTERING



EDDIE FRANK

Main photo: 'Balam' cruising past Espiritu Santo. Top inset: Snorkeling with sea stars at Partida. Bottom: Annie is all smiles at the helm at Los Islotes.

less-experienced crew, who were eager to learn. With anchors aweigh and sails up, we were off to Los Islotes. We were fortunate to experience another heavenly two- to three-hour sail on *Balam* with steady breezes, calm seas and plentiful sunshine.

We approached Los Islotes, the modest outcropping of rocks just north of UNESCO's World Heritage site, Espiritu Santo, where a healthy sea lion colony lives and thrives. It's amazing how friendly and playful they were as the juveniles chased each other through the surf and crashing waves. We could also hear the loud barks of the dominant males sunbathing on the rocks while keeping a watchful eye for predators. With a licensed and permitted operator, you can swim with these spirited creatures October-May, and I've heard it is an incredible experience!

We continued our journey south to Isla Partida, where we dropped anchor in Ensenada Grande for another glorious afternoon of swimming, snorkeling

and paddleboarding. The next morning, we took the dinghy through a small, shallow channel between the islands of Isla Partida and Espiritu Santo that can only be traversed during high tide. We saw a huge pod of dolphins and found an epic snorkel spot on the western tip of the anchorage, where we saw numerous starfish, triggerfish, grouper, king angelfish, electric-blue damselfish, Pacific trumpetfish, surgeonfish, Moorish idols, pufferfish, and moray eels, just to name a few. We enjoyed our last peaceful sunset on board with an impromptu photo shoot and again — lots of laughter. We didn't want the adventure to end and immediately started making plans for the next one!

The next day we headed back to the marina, explored the charming town of La Paz, and met up for a wrap-up dinner at the Mezquite Grill for the best grilled meats and vegetables in La Paz. Highly recommended by the October crew!

In summary, we all had a blast and we were ecstatic to hear that the November

and December trips were equally successful. Many of the women continued to stay in touch after the trip and became close friends. Annie was so inspired by the adventures with these ladies that she decided to offer more catamaran sailing trips like this in the BVI, calling her new endeavor Wind Goddess Retreats. Her next trip in the BVI is May 1-8, and is the perfect Mother's Day getaway!

My takeaway from this experience is the realization that connecting with others and sharing experiences is one of the most important things in life. Sailing is one of those magical activities that connects all the dots. Every day on the water is a new adventure. Every day is a new opportunity to witness the wonder of nature; to work together for the common good; to live simply and sustainably; to learn; to share; to overcome challenges; face fears; make memories that last a lifetime; and to find joy in a new and different sun on an endlessly changing horizon.

— guinevere king



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CHANGES

*This month, Rich on **Tally Ho** offers a short primer on commuter cruising. Elsewhere, we feature reports on **Ventana's** post-Ha-Ha adventures; the many cruising miles under **Fairwyn's** keel; **Whirlwind's** steady-as-she goes anchoring technique; and a seabag full of Cruise Notes.*

Tally Ho — Nauticat 43 Rich and Laura Brazil Commuter Cruising — An Inside View Petaluma

So you want to sail to Mexico? Then what? Sail back? Seems counterproductive. What to do, what to do?

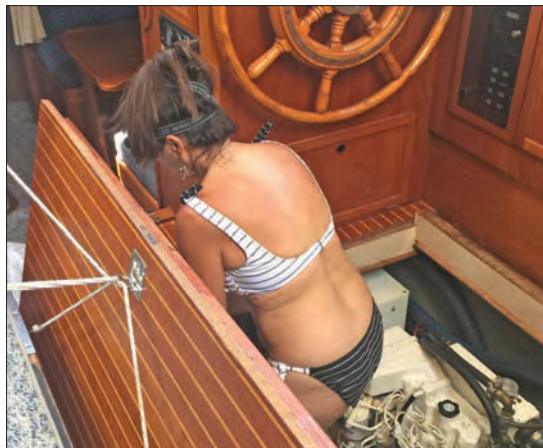


Laura and Rich have both sailed to Mexico on other people's boats, but 'Tally Ho' marks the first cruise on a boat of their own.

After buying *Tally Ho*, our Nauticat 43, in December 2017, my wife Laura and I set our sights on joining the 2018 Baja Ha-Ha. We soon realized we needed additional time to learn the boat and systems, so pushed our Ha-Ha adventure to 2019, and dedicated as much time as possible to sailing the San Francisco Bay Area and enjoying all its wonders.

We rented a slip in Marina Bay Yacht Harbor in Point Richmond, and quickly fell in love with everything related to boat ownership. The hardships, last-minute

Laura is not afraid to get her hands dirty doing maintenance on the boat.



decisions, repairs, and "oops" moments were all worth it.

After almost two years of fantastic Bay sailing, overnights, visiting reciprocal yacht clubs, and *Tally Ho* upgrades, it was time to head south.

The 2019 Ha-Ha was my fourth and Laura's third, all as crew, but this time it was on our boat, which added quite a load to my feeble brain. The trip was a tremendous success! Our crew was top notch, and precious memories were forever emblazoned in our minds.

We planned to sail from Cabo to Puerto Vallarta instead of the traditional upwind post-Ha-Ha route to La Paz. We had heard Paradise Village Marina Harbormaster Dick Markie comment many times during pre-Ha-Ha briefings that the trip up to La Paz is predominately into the wind and rough, and takes at least two days. The option to sail a three-day beam reach across the Sea of Cortez was more our style, so with a fresh crew, across the Sea of Cortez we went. It was a glorious crossing with successful fishing and nighttime phosphorescent dolphin shows.

Arrival into Paradise Village Marina was seamless. The breakwater entrance was easy to find, its channel regularly dredged. Prompt VHF communication in English with the harbormaster staff, and dock crew waiting at our slip to assist with docking, made our arrival a joyous completion of our six-week adventure.

We arranged our slip in Paradise Village Marina a few months in advance, choosing it based on our US insurance company's agreement of a safe hurricane harbor. Card key-accessible docks, 24-hour security and, of course, the famous Gina Markie, Harbormaster Dick Markie's wife, who treats us like family, made for an easy choice for our upcoming commuter cruising lifestyle. We don't worry about *Tally Ho* while in California. The staff is attentive, friendly, and helpful.

Based on the recommendation of our friend, John Schulthess, of the Lagoon 440 cat *Baja Fog*, we enlisted the services of Horacio Martinez to perform routine maintenance such as bottom cleaning, boat washing, system checks, battery maintenance, and miscellaneous repairs.



Horacio will remove the boat cover before our arrival and replace it when we depart. His team has removed and returned our jib and staysail for hurricane season preparation and much more. He is now a good friend. We sleep well at night knowing we have such a good team.

We've been asked many questions regarding commuter cruising and thought it would be helpful to others to share our

IN LATITUDES



INSETS TALLY HO

through Novamar. What a pleasant surprise! It was effortless to obtain and allowed us to expand our marina choices to include Barra de Navidad.

What about hurricanes?

Hurricane season starts in June and ends in November. With proper preparation (thanks, Horacio!) and common sense, we've had no issues.

How safe is the boat?

We feel *Tally Ho* is safer in Mexico than in the US. In conjunction with Horacio, the marina staff treats the boat as their own.

How do you maintain *Tally Ho*?

I perform routine maintenance like oil changes, engine anodes, and minor repairs or upgrades. Horacio and his staff, help with other needs such as boat washing, bottom cleaning, LED lighting upgrade, etc.

How long does it take you to get there?

A direct flight from San Francisco to Puerto Vallarta takes approximately three hours. We travel to *Tally Ho* with a backpack and light carry-on bag, as our clothes remain aboard. Walking 300 yards from the Puerto Vallarta airport to a nearby restaurant allows us to enjoy a cold Modelo and burrito mixto before grabbing an Uber for the 15-minute drive to the marina, where a friendly staff worker is waiting to hand us our gate keys.

How will you get the boat home?

Even though she is US Coast Guard-registered, *Tally Ho* now calls Mexico home. We will eventually sell her in Mexico. There are lots of would-be cruisers interested in starting their cruising adventures in a prime cruising area. It's not easy getting a boat from San Francisco to Puerto Vallarta!

How often do you go?

We've managed to visit every three months or so for the past two years.

What about COVID restrictions?

We were apprehensive at first but soon realized the precautions taken by the Mexican people and businesses exceed what we've experienced in the US.

What draws both locals and visitors to the beach at Chacala several times each summer? Turn the page to find out.

RICHARD SPINDLER

'Tally Ho' at the light-air Baja Ha-Ha start at Turtle Bay. Inset left: Rich snagged this beautiful fellow during the trip from Cabo to PV. Inset right: A slip at Paradise Village Marina includes access to the resort's lovely beach.

answers. We are by no means experts yet, but we've had loads of fun while keeping the "oh #\$(@" moments to a minimum.

What are your insurance requirements?

Getting proper US insurance was a nightmare and best saved for another

story. Once it was obtained, our Mexico marina choices were limited. We finally realized we could buy Mexican insurance, with matching coverage, in Mexico,



VENTANA

CHANGES

The airline policy has been excellent — we feel safe traveling. COVID testing is not required entering Mexico via air travel. COVID testing before returning to the US is easy to manage.

What do you do besides sail?

We lounge under a palapa on the warm beach, enjoying cold adult beverages.

Is it worth it?

Heck, yes! Come on! You can do it, too!
— Rich 2/26/22

Ventana — Beneteau 46 Jim and Ellen Lussier Après-Ha-Ha Adventures Portola Valley

Since the Ha-Ha, a lot of water has passed under *Ventana's* keel — about 1,800 nm worth. Rally crew Kurt Magdanz and Mark Pretorius were able to stay awhile afterward, while David Port and Joe Heinzman had this thing called "work" they needed to attend to.

As we sailed upwind from Cabo to La Paz, we made the standard stops at Los Frailes and Los Muertes (a favorite). Once in La Paz, the goals were: sail the 120 nm to Loreto and the beautiful Puerto Escondido Marina; scout out the anchorages and islands along the way; convert the boat from "cruising guys" to "couples" mode (flowers on the cockpit table, etc.); and pick up our wives and girlfriends — Ellen Lussier, Christina Kirk and Yen Magdanz — in Loreto on November 20.

The docks there were friendly. Several Ha-Ha crews stopped by to swap stories. From there it was a leisurely downwind sail through the islands and anchorages of the Sea of Cortez. Agua Verde was sublime, a scenic anchorage with very little else but beach and a couple of small structures, one of which was empty other than a couple plastic tables and chairs, with a tarp roof held up by rope and tent stakes. Kurt paddled up to ask what was going on there and was told it was a res-

'Ventana's Ha-Ha crew (l to r) David Port, Mark Pretorius, Kurt Magdanz and Joe Heinzmann.

taurant. When he asked if the *Ventana* crew could come for dinner, they said yes, but only if you have reservations! What? But they did make reservations and showed up at the appointed time to prepare and serve a fresh fish and veggie dinner to die for. It went well with the



Jim and Ellen at Isla San Francisco.

wine they also served. Next was anchoring in the volcanic cauldron on the south side of Isla Partida, which is just north of Espiritu Santo. Steep canyon walls separate the islands to the north and south, with beautiful sunrises and sunsets over the water visible to the east and west. We reached the sand bar connecting the islands by dinghy to explore the shuttered fishing camp.

After Thanksgiving in La Paz, the women went home and the guys reprovisioned and brought on another crew member, Chris Churchill, who helped make the sailing, cooking and night watches that much more manageable.

Ventana left La Paz on December 6 for the 240-nm crossing of the Sea of Cortez to Mazatlán ahead of some forecast weather from the north. On arrival at Marina Mazatlán, we explored Old Town and had dinner in one of the multiple beachfront restaurants.

From there, after a 90-mile overnight sail we reached San Blas and attempted, unsuccessfully, to enter, only to find the channel was closed and dangerous. (Don't trust Navionics on the entry!) We kept going and anchored in the expansive Matanchen Bay. Once settled, we took a cab into town — ask the cab driver to show you the crocodiles in the estuary



on the way!

Then it was on to our favorite stop on this leg, the small but beautiful anchorage at Chacala. Only a few boats can fit, but if you can get a spot it's scenic and worth it. There the *Ventana* crew had some of the best grilled fish and shrimp dinners ever, right off the fishing boat and onto the grill. Another highlight was joining what looked like the entire town on the beach as naturalists released dozens of baby sea turtles and everyone cheered



IN LATITUDES



ALL PHOTOS VENTANA

Above: 'Ventana' underway. Top left: Sunset at Isla Partida. Middle left: A fellow voyager heads out to sea. Bottom left: Chris and Kurt hangin' with the crocs. Inset: Reservations required to enjoy this restaurant on the beach at Agua Verde.

them as the waves carried them out to sea.

Next stop, Banderas Bay. We arrived at Paradise Village Marina on December 17. Turns out there are many Ha-Ha boats in Paradise Village. We've run into the crews of *Mykonos*, *Everafter*, and *Celebration* among others.

Ventana is still in PV now and I've

become a commuter cruiser. In January, Ellen and I returned for some easy sailing and exploring Banderas Bay, including stops Mismaloya and Yelapa, where we experienced the well-known "panga wars." As you

approach from pretty far out, don't be surprised if you see two specks approaching, which turn out to be two *panga* drivers coming at you full speed with arms waving. Though we know only a little Spanish, we soon understood each of the drivers was saying, "pick me." Turns out they compete for a fee to put you on a mooring ball (it's too deep to anchor), and deliver you to one of the beachfront restaurants.

I returned again in February for a 130-nm cruise to Barra de Navidad, with stops in Chamela and Tenacatita. Fortunately, the wind was favorable going south, but *Ventana* had to leave a day early from Barra to avoid the 25-plus-knot winds coming from the north at Cabo Corrientes. Major bash avoided.

In March, I'll be going down again with my racing crew to do MEXORC and the Banderas Bay regattas, then look to do the bash up the coast to California in May. My advice is: Do the Ha-Ha for sure, and then keep going if you can. So many beautiful places to see and new friends to meet. It's worth it!

— Jim 3/9/22

Fairwyn — S&S 42 Rick and Gayle Leland Lady With a Past Emeryville

Sailing is about people. Boats are just the *modus operandi*. But every once in a while, we come across a boat whose story is every bit as interesting as that of the folks who sail aboard. One recent example is the 42-ft Sparkman & Stephens yawl Fairwyn, aboard which Rick and Gayle Leland are starting their own cruising story. They did the 2021 Baja Ha-Ha, and are currently exploring the Sea of Cortez.

For Fairwyn herself, this latest cruise was just limbering up some very well-traveled sea legs.

The boat was commissioned in the mid-'50s by Charles MacCullough, commodore of the Royal Nova Scotia Yacht Squadron. He wanted a boat that could win races,

With their boats on the hard, cruisers from many boats and nations enjoyed a potluck Christmas at the Puerto Lucia YC in Ecuador.



FAIRWYN

CHANGES

and went to Sparkman & Stephens to draw her. Not surprisingly, Fairwyn is a slightly larger version of Carlton Mitchell's famous 38-ft Finisterre, which to this day remains



Rick and Gayle are currently cruising 'Fairwyn' in Mexico.

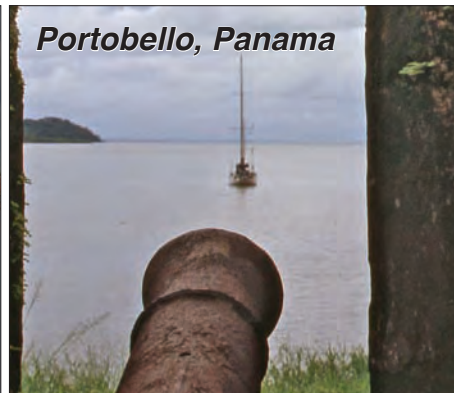
the only boat to take first-to-finish and first overall in three Newport Bermuda Races. With construction overseen by Rod Stephens, Fairwyn was built in Scotland in 1957 of double-planked Afri-

Burgee, Newfoundland



MacCullough and his family enjoyed the boat in their home waters until 1982, when she was acquired by Stephen and

Portobello, Panama



Stephen and Nancy sailed and cruised 'Fairwyn' for 25 years.

Nancy Carlman, who had her trucked out to their home waters of the Pacific Northwest. There she underwent a conversion from racer to cruiser — spending the first 10 years sailing/cruising close to home, and the next 15 years and 50,000 miles sailing the oceans of the world.

Of the many, many adventures from those days, we found particular charm in the Carlmans' recollections of some of the many Christmases they spent aboard in various ports, as told in a write-up that appeared in the *Bluewater Cruising Association's* magazine *Currents* (<https://currents.bluewatercruising.org/>) last year ...

Some holidays we were alone on the boat, some we were with cruising friends, and for others we were in Vancouver,

the UK, or once in Hawaii while the boat was safely moored.

Our first cruising Christmas in 1999 was definitely unusual. We left British Columbia in September, then entered

LADY WITH A PAST

1957 — Built in Clynder, Scotland, for Charles MacCullough

1958 — Delivered by freighter to Halifax, Nova Scotia

1958-1982 — Many races under the burgee of the RNSYS, including local Marblehead to Halifax and the Newport Bermuda Race

1982 — Delivered by truck to Stephen and Nancy Carlman of Vancouver

1983-1993 — Local and regional sailing including circumnavigating Vancouver Island and a three-month cruise to Alaska and back

1997 — 40th birthday party at Vancouver Rowing Club

1999-2014 — 15-year cruise to the Mediterranean Sea and back

1999 — 2001 — US West Coast, Mexico

2001 — Guatemala, El Salvador, Costa Rica

2002 — Costa Rica, Ecuador

2003 — Galapagos, Costa Rica, Panama, Colombia

2004 — Colombia, Honduras, back to Guatemala

2005 — Belize, Honduras, Mexico, United States (Louisiana)

2006 — Florida, South Carolina, North Carolina, Virginia

2007 — Chesapeake Bay, Baltimore, Cape May, Canada

2008 — Canada, Azores

2009 — Azores, Gibraltar, Spain, Italy

2010 — Italy, Tunisia, Malta

2011 — Malta, Italy, Montenegro, Albania.

2012 — Malta, Tunisia, Italy (circumnavigated Sicily)

2013 — Italy, Malta, Tunisia, Spain, Morocco

2014 — Antigua, Sint Maarten, BVI, Dominican Republic, Bahamas, Florida, Washington State, Canada.

2015-2017 — Vancouver, local cruising, Vancouver Wooden Boat Festival, Victoria Classic Boat Festival; Won the Spruce Cup for the second time

2017 — Delivery to Rick and Gayle Leland in Anacortes

2021 (October) — Participated in the 2021 Baja Ha-Ha

2021 (December) — Stephen and Nancy Carlman boat-sat *Fairwyn* for two weeks while the Lelands went home for the holidays

2022 — Rick and Gayle currently enjoying the Sea of Cortez

more notable victories being the Prince of Wales Cup in 1959, where the trophy presentation was made by a then-young Queen Elizabeth II at the Royal Nova Scotia Yacht Squadron.



Mexico at Ensenada after sailing south from San Diego in mid-December. On Christmas Eve we left Ensenada for Isla Guadalupe, a Mexican island 185 nautical miles southwest of Ensenada, populated by only a few fishermen.

We were at sea all of Christmas but anchored at the south end of the island on the morning of December 26. Once we were anchored off the barren cliffs, we were approached by some fishermen who asked if we liked lobster and abalone. Of course we said "yes," and the next day they turned up with both. When we asked what they wanted in return, they asked for canned goods and chocolate.

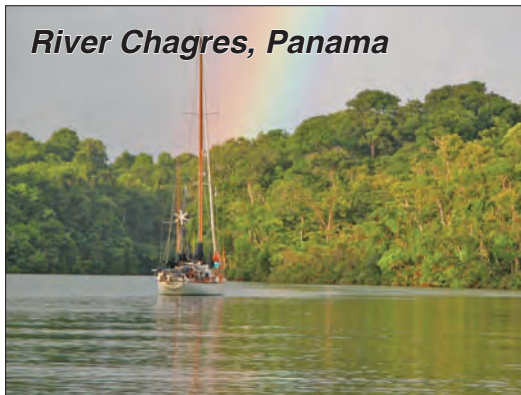
We enjoyed the lobster that day and put the abalone over the stern of the boat in a bucket for the next day. Unfortunately, something got into that bucket overnight. It was empty in the morning.

ALL PHOTOS FAIRWYN EXCEPT AS NOTED

Glacier Bay, AK



River Chagres, Panama



Malta



MARIA STEINBERG

Above: 'Fairwyn' looking sweet off Vancouver. Top: Some of the places this well-traveled lady has visited. Look for more on the 'Cruises of Fairwyn' in future issues.

Work on the boat never stops when you are cruising. In 2000, low oil pressure caused us to postpone a trip south from Puerto Vallarta, so we spent Christmas anchored in La Cruz, changing oil and cleaning the waterline. The upside of that decision was that we saw the fireworks displays all around Banderas Bay on New Year's Eve.

In 2001, we joined boats in the Barillas Marina in El Salvador that decided to head south in early December. As Christmas approached, we were in northern Costa Rica.

Lady Tamora, crewed by Barb and Ernie Taylor, had a big turkey and a big oven. Several of us decided to "follow the turkey" to Playa Iguanita, an uninhabited beach just west of Playa del Coco, for

Christmas. Crews of *Tackless II* from St. Thomas, *Sandi Lee* from Alaska, *Örnen* from Oregon, and *Lady Tamora* from Victoria had a potluck Christmas Eve dinner aboard *Fairwyn* and then a proper Christmas dinner with all the fixings aboard *Lady Tamora* the next day.

Twice we enjoyed potluck Christmas dinners with other cruisers, the first at the Puerto Lucia Yacht Club in Ecuador. We put some tables up between two boats on the hard and everyone brought special dishes from their countries. Some French cruisers had never been to a potluck, but enjoyed themselves immensely trying the different dishes, including a dessert featuring Canadian maple syrup.

The second Christmas potluck was at Club Nautico in Cartagena, Colombia,

also with a variety of nations represented.

When we were cruising in Central and South America, we spent Christmases on the boat, but once we had crossed the Atlantic to the Mediterranean, we tended to travel ashore during the holiday season. No one sails in the Med in winter. However, one Christmas we were in Malta, enjoying a party at the Royal Malta Yacht Club, followed by more Christmas celebration with smoked salmon aboard *Fairwyn*.

When we sailed back to the Western Hemisphere during the winter, the easterly trade-wind season of 2013-14, we were rolling, rolling, rolling on December 25. I had filled warm sailing socks, standing in for Christmas stockings, for Stephen and our friend Chris, which they had to open in the cockpit while I steered, since our autopilot had quit.

— Nancy 1/19/21

The Carlmans stay in contact with the Lelands and their former floating home — Stephen and Nancy spent yet another Christmas aboard Fairwyn last year, boat-sitting while Rick and Gayle headed home for the holidays.

Whirlwind — Alajuela 48 Maurisa Descheemaeker Mizzen in Action Seattle

We are in the process of discovering some of the wonders of a classic 48-ft ketch. Notably, we have been experimenting with using the mizzen sail as a steadying sail while on the hook. We have found that the benefits are twofold. With the anchor set, the mizzen with one reef keeps the bow of *Whirlwind* pointing into the wind, thereby limiting our swing to somewhere short of negligible. Furthermore, because the boat is actively holding itself into the wind, there is less load on the anchor gear.

We enjoy the salty satisfaction in using the wind as much as possible. Recently, sailing close-hauled under just the jib and jigger, we cracked off and reached into a broad anchorage to assess the scene. The northwest corner of the bay looked as if it offered the best shelter and a nice sandy bottom. When the wind piped up,

CHANGES

we furled in 20% of the jib to slow and steady the boat, then rolled in the rest of it as we got closer.

Under just the mizzen, we sailed at a nice whisper to our spot. Turning into the wind, we dropped the hook and gently paid out the chain as we drifted back. The anchor set and the mizzen was holding our bow into the wind. Instead of dropping the mizzen, we put a reef in and tightened the sheets to hold us close-hauled. By now the wind outside was in the low double digits with gusts in the low 20s. Inside, we were protected from the waves, with the wind funneling through the gaps on either side of the small island we'd anchored off.

Looking around, we saw we were not alone in enjoying this win-win situation. The flat water and good breeze had created a kiteboarding paradise. Several were providing the entertainment as we sat smiling and snug. I could not help marveling at how many ways one can enjoy the salty satisfaction in the simplicity of using the wind.

— Maurisa 2/15/22



Steady as she goes! A reefed mizzen helps steady 'Whirlwind' at anchor. Inset (l to r): Maurisa, Russell, Mike and Josea.

Cruise Notes

- After completing the Baja Ha-Ha last year, the San Diego-based Beneteau Oceanis 41 **Sirena** and her crew — Nashun Robinson, Jennifer Kobow, and 10-year-old Amari Robinson (along with Nacho the dog and Nala the cat) — slowed

the pace down. They spent several weeks in Cabo and San Jose del Cabo before heading to Los Frailes with several other kid boats. When the time came for moving on, they decided to travel with one of the other kid boats, **Nike**. Bob and Dorothy Birnie's Maple Leaf 48 out of Los Angeles.

"This is our first experience cruising, and while some aspects are not what we expected, the socialization part of it exceeds our expectations," says Jennifer. "We don't always travel with the same boats, but it is a small community, especially for kid boats, so we are always meeting new families or reconnecting with friends we have already made."

"Traveling with a child has encouraged us to socialize more than if we were just a couple. We also tend to stay more connected with cruising social media groups that are kid-focused. Some of our choices for destinations are also based on where it is best for our daughter, so we look for other families, swimmable water, surfing and land activities. La Cruz Marina was a highlight for having so many land-based kid activities and for its connection to the La Cruz de Huanacastle community, but

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SIRENA

Many decisions made by Nas-hun and Jennifer of 'Sirena' are made with 10-year-old daughter Amari in mind.

Tenacatita has been our favorite anchorage for swimming, surfing, snorkeling and beaches, and so many kid boats!"

The plan is to slowly head north into the Sea of Cortez for hurricane season, possibly taking a break from the summer heat to travel by land.

"This has been the best decision we have made to travel and explore as a family!" says Jennifer.

• "It came as a complete surprise that securing moorage in La Paz for a week in mid-December was going to be a problem," says Patty Mitchell of the Anacortes-based Newport 41 **Triaena**. To appreciate the proportions of the problem, you have to know that Patty and Tom are part of a tradition where eight couples have gotten together in Seattle for a black-tie holiday dinner — for the past 25 years straight —

"and no one has ever missed it, regardless of where in the world they are!" she adds. Obviously, it was important to leave the boat at a dock where they were confident it would be safe and secure. Fortunately, they were able to find a slip at Marina Riviera Nayarit in La Cruz.

The relocation to the mainland turned out to have a bonus: participation in the Banderas Bay Blast, a three-day charity race that raises funds for the local schools. "While our Newport 41 was once a race boat (and her captain previously a very competitive J/35 racer), she is now a cruiser complete with jerry cans, 350 feet of anchor chain, solar panels, life raft, and several cases of wine," says Patty. Despite the handicap, and with the help of friends Steve and Robin Ahmann, who flew in from Seattle, *Triaena* placed first-in-class on days 1 and 3! (A "strategic error" on Day 2 relegated them to nearly last.) "It was a lot of fun and a great exercise in sail trim and

maximizing our boat speed."

Coming over to the mainland provided many other benefits



TRIAENA



TRIAENA

Not exactly your stripped-down racing machine, 'Triaena' nevertheless did well at the Banderas Bay Blast. Top: skipper Tom (upper right) with BBB crew Stephen and Robin Ahmann.

too. "We loved having the extra daylight by being in the Mountain Time Zone and the sun not setting until 7 p.m. The air and water temperatures were both in the 80s. Cell service was surprisingly reliable, and the farmers' markets featured many local, in-season fruits and vegetables."



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CHANGES IN LATITUDES

Triaena continued as far south as Manzanillo, with stops along the way at Ipala, Chamela, Paraíso, Tenacatita, Cuastecomates, and Barra de Navidad. "It was beautiful cruising and we

met many new friends that we hope to see in the months ahead. In late February, we took advantage of a weather window to cross back over the Sea of Cortez, landing in Los Muertos after 60 hours. Now we will begin exploring the islands north of La Paz with a scheduled haulout for the summer in San Carlos in late April."

• **Chaos**, a Beneteau First 47.7, is a three-generation cruising boat. Owned by Mark and Karen Williams, current 'crew' also includes Kelsey and Stephen Farber (Kelsey is Karen's daughter and Mark's stepdaughter), and their two kids, Everly, 3, and Emerson, 22 months.

Chaos, which is homeported in Alaska, participated in last year's Ha-Ha, and is



Everly (left) and Emerson (with grandpa Mark at the wheel) enjoy life aboard 'Chaos'.

currently exploring the many wonders of the Sea of Cortez. Kelsey says they initially planned to do the Puddle Jump this year, but have decided to wait until 2023. Although registered for the last Baja Ha-Ha, on the day the fleet departed San Diego, Chuck Batson's Cabo Rico 34 **Sparklemuffin** was still in Richmond undergoing "last-minute repairs," including to the mast, which was on a rack next to the boat. "Not wanting to be the first mastless sailboat to participate in the rally, we left San Francisco Bay a month late," says Chuck.

Doublehanding the coast in an attempt to make Cabo San Lucas in three weeks set a brutal pace — including making his first international sea border crossing singlehanded after one crewman had to leave in San Diego. After recovering in Ensenada — complicated by "a sick sea lion named Falafel that kept me awake

most of the night" — he picked up another crew and continued south. After arrival in Cabo, "slowing down for rest and fun shore excursions made a world of difference."

"The highlight of the trip by far — one that probably would've been overlooked had I made it to the rally — was Isla San Benito, complete with a gorgeous anchorage, abandoned fishing village, and hiking trail to the light-houses. It epitomized the spirit of adventure and exploration I'd dreamed of.

"*Sparklemuffin* performed beautifully, keeping us dry and comfortable. And the weather? Just figure on +/- 10 knots! The biggest challenge was finding compatible crewmates with flexible schedules. The biggest reward? An experience few will know."



After a harried trip south, Chuck has finally slowed the pace to 'mañana time.'

— latitude/jr

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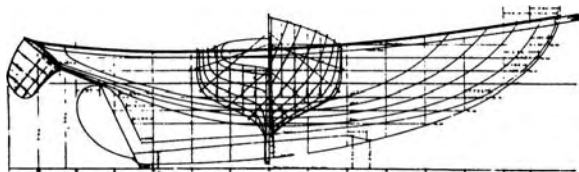
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25 FT MACGREGOR 1984. 25-ft sailboat with trailer, sleeps 4, extra sails, outboard motor, sink and stove, good for offshore sailing. Trailer 4 wheels with surge brakes. \$5,000. Escondido, CA leahharvey54@gmail.com (760) 518-3088



26 FT HUNTER 26 1995. A great water-ballasted family cruiser. Trailer and boat in very good condition, ready to cruise as is. Newer main and roller-furling jib. 9.8hp extra long shaft electric-start Tohatsu. Four fenders and several dock lines. Installed and handheld VHF. Handheld GPS. Inflatable 8-ft dinghy. Enclosed head. Butane stove in the galley. Bimini. St1000 Autohelm. 50W and 60W solar panels. Bar-B-Q. Newer tires on the trailer. Trailer was refurbished June 2019. \$16,000. San Diego rimaadams@sbcglobal.net (858) 602-9906



27 FT SANTA CRUZ 27 1976. Race-ready. All hardware stripped and deck re-core and refinished 2018. New texture and Awlgrip. New Technora 100% jib. Excellent Technora 155% genoa. Dacron main in fair shape, Dacron 100% jib good condition, Dacron 80% jib very good condition. New 1.5-oz chicken kite, 2 3/4-oz. spinnakers. I have an e-rudder, blast reacher, storm jib, trysail if interested in a Pac Cup. This boat is close to ready for a Hawaii race. Signet depth and knotmeter. 25W VHF. Masthead tri-color light. Dual-axle trailer in good condition. I can deliver it if needed. Fast is fun! \$12,000. Oregon scottvincik@hotmail.com (907) 952-9365



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

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29 – 31 FEET SAILBOATS



30 FT WILDERNESS 30 1980. 'Fugu' is for sale, SHTP vet from 2018, singlehanded season champion 2016 & 2021. Repainted hull — two-part polyurethane. Recent 90/125% North jibs, Dacron main, multiple symmetrical spinnakers, one asymmetrical. Emergency rudder, chartplotter, VHF & AIS receiver. New standing and running rigging 2018. Cushions, Porta-Potti, fixed alcohol stove, and propane swing stove with removable mount. Tiller Pilot, plus Pelagic, spare ram, remote. LED mast-head tricolor, with anchor light. 2 AGM 100 amp-hour batteries, MPPT charge controller and 100W solar panel. 13-gal bladder water tank. 6 hp 4-stroke with remote tank. \$12,500 OBO. Richmond ccase@aeieng.com (925) 250-9541



30 FT ETCHHELLS 1982. 1982 Ontario Yachts Etchells USA 550. Good condition and ready to go. The boat is complete. New standing rigging (2020). Running rigging very good to excellent. Two suits of training sails. Three spinnakers, one brand-new (Quantum). Two poles. New boom (2018). Rebuilt double-axle trailer with all new running gear. Older North Sails, full cover. Always dry sailed. \$3,500. Dana Point Harbor jay.gill4@yahoo.com (949) 887-1469



30 FT NEWPORT 30 MARK II 1979. Superb condition. New Ballenger mast/boom. Two sets racing sails/full cover. Atomic 4 motor. Complete instrumentation. Working head & galley. Bottom in excellent condition. Priced well under market value. Call or email Tim. \$24,000. Belvedere, Marin County, CA newport@sent.com (415) 488-5885 www.bit.ly/3tgqyk8



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 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 SABRE 30 1986. Purchased 1 year ago. Boat with known bad transmission. Pulled engine and determined boat needs new engine and I don't have mechanical ability or time to replace. Boat has good-condition sails, newer AP, running rigging. Boat has no cushions or instruments. Good project for engine mechanic. Emeryville Marina. (510) 593-0729. kermiatoak@aol.com



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

32 – 35 FEET SAILBOATS

32 FT PEARSON VANGUARD 1965. Solid boat in turnkey condition. Bare-bones re-fit completed 2017. New: Awl-grip 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 ISLANDER 32 MK II 1978. Main, furling jib & genoa. 2019/2020 refit—Monitor windvane & Pelagic autopilot, new electrical system, solar panels, windlass, Rocna anchor, dodger, bimini, propane stove/oven, refrigeration, opening port lights. Standing rigging & lifelines 2017. Refurbished Westerbeke. \$39,000. Delta paulasunn@gmail.com (530) 514-1584



33 FT INTERNATIONAL ONE DESIGN 1970. Fiberglass IOD built in Norway by the Barne Aas yard. Refurbished in 1992 and in good shape. Two sets of sails. Outboard mount. Very competitive. \$25,000. Sausalito pzupan@gmail.com (415) 250-7854

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 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



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



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 main-sail, Windlass. \$30,500. San Francisco whackel@yahoo.com (510) 410-5401



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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



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

36 – 39 FEET SAILBOATS



43 LOA FT INGRID 38 CRUISER 1979. 'Osprey' is a ferrocement cutter sloop built in Santa Cruz, CA, by fine craftsmen. She sports a 55hp Westerbeke diesel w/500hrs. New SS standing rigging, 2 new banks of 6V sealed batteries in series, aluminum spars, working sails, 3 sets of ground tackle, ample spare parts, tools, equipment, Aries self-steering vane, tiller Autohelm, minimal electronics, outfitted for heading south. Asking \$15K or trade for classic car, etc. \$15,000. Ft Bragg, CA cliffw@att.net (907) 602-3523

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

36 FT CANADIAN SAILCRAFT MERLIN 1987. Great cruiser, rigged for offshore. Refit in 2013-14 including standing rigging, windlass, roller furler, 3G radar, 480W solar with Outback regulator, SSB, Pactor modem, 44# Rocna anchor, 250-ft BBB 5/16 chain, VHF with AIS receive & transmit, CPT autopilot, Hydrovane, Spectra watermaker, Frigoboat, stainless radar arch, beautiful custom woodwork in salon, 2-person aft cabin and V-berth (see alanrosenfurniture.com). Large galley with 3-burner propane stove and oven, hot and cold water, swim step with shower, head with wash basin, shower and Nature's Head toilet (works beautifully). Rebuilt transmission, 1990 Volvo Penta 2003 series diesel (2000 hours), 4 sails (including asymmetrical with sock). New barrier coat 2014, rewired 2013. Ready to cruise the Sea of Cortez! \$65,000 OBO. San Carlos, Sonora, MX ALINDYROSEN@CYBERMESA.COM (360) 224-5755



36 FT CATALINA 1990. Open transom, roller furling, 4-cylinder diesel, maintained. Recent bottom paint, refrigeration, microwave, TV, stereo, 2 anchors. Asymmetrical spinnaker. Call Jim. \$53,000. Long Beach Alamitos Bay moreaujim6@gmail.com (714) 895-1738



37 FT RELIANCE 37 1981. Canadian-built Bob Perry-designed Reliance 37. Cutter-rigged with new 130% genoa on roller furler. Exceptionally well built boat and rare. Only eight were built to order. One of the highest-quality boats ever built in Canada — beautiful interior joinery built of teak and mahogany. No expense spared in her construction. A small fortune went into a refit over the past 2 years, including: new epoxy bottom (no blisters), new electronics package including radar, chartplotter, depth, wind, speed, LED nav mast lights, AIS transponder/receiver, 12V refrigeration, Cubic mini wood stove, New Found Metals portlights, extra cockpit drainage, D400 wind turbine, new watermaker, Hydrovane. Too much to list! Must see to appreciate! \$89,000 OBO or Trade for newer 4x4 Sprinter. Cruising Channel Islands. Will deliver Happycampersailing@protonmail.com (971) 344-7785



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



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 Seldon 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

36 FT LANCER 36 SLOOP 1984. Project; model commissioned 1996. Bill Lee design with slip in Moss Landing North Harbor. Needs canvas in and out, engine work including finishing new ignition panel. Most rigging and sails are functional. \$22,500. Moss Landing, CA sharonfreed@gmail.com www.tinyurl.com/2hs9rnec



37 FT CARTER 37 1973. Price reduced! Ready for her next adventure! 'Arrow' is a sweet-sailing, seaworthy, liveaboard, performance cruiser. Upgraded and maintained to be an excellent, well-prepared, self-sufficient yacht with lots of extras. Email or call. \$48,000. Vista Mar, Panama rockcain@gmail.com (425) 737-3129



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

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

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40 – 50 FEET SAILBOATS



40 FT SCHUMACHER CUSTOM 1991. A true racer/cruiser. Built by Mark Lindsay. Many podiums — Newport/Bermuda, Chi-Mac, 2 Pac Cups. Now set up for cruising in New Zealand after 40,000+ nm in a 10-year cruise: SF/Mex/Tropics/Tasmania. Brand-new rudder by Larry Tuttle. A wonderful sailor's boat that achieves fast passages. \$95,000. Bay of Islands, NZ (415) 960-4333 text



48 FT CUSTOM WORLD CRUISING STEEL PILOTHOUSE 2000. Lived on this boat for 10 years and cruised the world. Spent years in Alaska and years in Chile. A wonderful home with huge amounts of diesel (550 gals), refrig/freezer, 50 gal/hr watermaker and five heating systems including circulated hot water from a diesel boiler. Air conditioning. Washing machine. Even has a superb dive compressor for those tropical lagoons. You will never find anything even close to this boat for your adventures. It has everything. It is unique. Why buy anything else? \$399,000. Juneau, AK sailraynad@yahoo.com (503) 853-3146 www.tinyurl.com/yckvkdza

41 FT MORGAN OUT ISLAND 416 1982. Sea of Cortez ketch cruiser with two cabins and two heads; reverse cycle air conditioning; Kubota genset; solar panels; watermaker; new sails, sail pack, and instruments. Center cockpit with two companionways. Hard dodger and bimini with full side enclosures. Water capacity 130 gal, fuel capacity 135 gal. Lots of spare parts and storage. Dinghy davits. Furuno 16-mile-range radar, autopilot, Raymarine GPS and wind speed and direction. \$59,900 OBO. San Carlos, Sonora, MX lpeto@outlook.com (520) 907-5104



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



40 FT CAL 40 1966. Hull #73. Classic racer/cruiser. If a Cal 40 is on your bucket list this is very clean and mostly original example! Perkins 4108, electric head w/ macerator and tank. Smart charger, 2 batteries. Original "vintage" Tiller-master autopilot and Signet instruments. Harken furling w/cruising yankee 138% and lightly used racing Dacron 150%. Kevlar #3, tallboy. Removable carbon sprit w/2 asymm kites, all original spin gear, poles, 4 kites included. Successful PHRF racer in SoCal. Harken primary self-tailers, halyards led aft w/clutches to cockpit. Stainless cabin top handrails, eyebrows shaved, teak toerail cap. Nice clean updated look. Nice interior foam and cushions. newly recovered cockpit cushions. \$39,700. Dana Point, CA defsailor@gmail.com (949) 510-7353



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/refrigerator, 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 svdharma-girl@gmail.com www.tinyurl.com/27bzeuuv



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 live-aboard. \$30,000. Mazatlán, Sinaloa, MX gillianglantz@yahoo.com +52 (699) 277-3768

40 FT KALIK 1981. Gary Mull design cruiser/racer sloop. Recent improvements and maintenance completed. Hull good with no blisters. Good sail inventory. Boat lies Newport Harbor. Valued at \$38,000. Roche Harbor, WA jhietbrink@aol.com (949) 640-1754



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



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

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



41 FT BLOCK ISLAND CUTTER 1980. Block Island Cutter, 12-ton wooden sailboat, massively built, 50 hp Perkins diesel, 5 sails, navigation system. Galley and room for 4. She's a Hawaii and Tahiti vet. Last trip to Hawaii 2016. \$10,000. California Delta Seanellyson17@gmail.com (510) 325-2507



46 FT J. BENFORD 1984. The s/v 'Isa Rana' is a steel-hulled gaff-rigged schooner, designed by J. Benford and handmade by the Benford Design Group. Currently moored in Puerto Aventuras, Quintana Roo, this sleek vessel is the perfect escape for a sailing enthusiast with taste for tropical waters. For the complete listing, contact information, and many more photos, please visit website. \$80,000 OBO. Puerto Aventuras, Quintana Roo njallison@frontier.com www.tinyurl.com/5ev69y6



44 FT CATALINA-MORGAN 440 2006. Priced at \$175,000, s/v 'cuba libre 3' is for sale. Fully equipped and meticulously maintained. Turnkey ready for Sea of Cortez/PPJ cruising or beyond. Lying Mazatlán. Survey 9/21. Owner very motivated, relocated to FL. \$175,000. Mazatlan, MX sailcub@yahoo.com (626) 353-3858



JEANNEAU SUN ODYSSEY 43 2001. Meticulously maintained, gorgeous lines, and outfitted for long distance cruising with: Hydrovane self steering windvane, 13 gal/hr DC Echo Tec watermaker, 445W of solar professional sewn into Bimini, AIS transceiver, new in-mast furling, complete cockpit enclosure, Viking valise liferaft, dinghy davits, Espar heating system, Magnum inverter/charger, and more. Powered with 75hp Yanmar - 2,900 hours and looks new. Impressive cockpit, 3 cabins, 2 heads. An absolute pleasure to sail and cruise. Spent most of her life in the Pacific Northwest, now located in Banderas Bay - your perfect gateway to cruising Mexico and beyond. \$149,000. Nuevo Vallarta, Mexico. svkaquest.com/Jeanneau43forsale. Contact: will@hydrovane.com

MULTIHULLS

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



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

27 FT F25C 2000. Beautiful example of the Farrier F25C. Randy Smythe rig with Omohundro mast, Elliott/Pattison sails. Always dry sailed. Double-axle road trailer. Los Angeles. Email for more information. \$39,500 OBO. Los Angeles, CA davidcollins@mindspring.com



55 FT TRIMARAN, HORSTMAN-INSPIRED 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

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28 FT PMC RUNABOUT - MONOHULL 1992. -Owned for 14 years with custom trailer built in 2015. Great Delta and Bay boat with 540 bhp - 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

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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 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

34 FT CATALINA 1989. 1/4 Equity share for sale - OBO/cash only. Our sail partnership began in 2002. We have recently replaced, maintained or added: Achilles dinghy, 10hp Yamaha outboard, CPT Autopilot, Raymarine navigation; depthfinder, shrouds, turnbuckles, Bimini top, cockpit canvas, dodger canvas, house batteries, windlass, heat exchanger water pumps, toilet, sanitation hose, Lazy Jacks w/clamshell sail cover, lifelines, VHF radio. There is a radar. The partners enjoy daysails and excursions to Catalina Island. I am aging out and am seeking a non-smoker with a minimum of ASA Basic Keelboat sailing abilities as described at www.tinyurl.com/fdcyw3z2 and who would enjoy a hands-on partnership. Dues presently are \$218.02/mo for one week every 4th week. \$13,000 OBO. Long Beach beightom@gmail.com (562) 972-4776 www.tinyurl.com/2raf947w

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36 FT SLIP AT PIER 39. Many attractions on the Pier, clean private restrooms with showers and laundry facilities. Discounted secure parking available. \$4,400. San Francisco sailingfearless@gmail.com (415) 745-2292

SLIP FOR SALE. 40-ft x 13.5-ft slip D12 in Emery Cove Marina. Docks just completely rebuilt. Power (30-amp 125-volt power and ground-fault monitoring), water, internet, cable. Average depth: 8.5-ft MLLW. Marina mtce: \$300/mo. Downwind slip. \$41,500. Emery Cove Marina johnlikas@hotmail.com (415) 994-8185 www.emerycove.com/

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CREW



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DINGHY SAILING INSTRUCTORS. Alameda Community Sailing Center (ACSC) seeks sailing instructors for the 2022 season! Opportunities include: part-time/full-time; weekends/weekdays; youth/adult instruction; beginner/intermediate sailing. Programs: adult learn-to-sail weekend classes, after-school sailing clubs, summer camp (June 13 — Aug. 13), and open sail Saturdays. We sail FJs, Fevas, Lasers, & Cubes. Requirements: US Sailing Small-Boat Level 1 instructor certification (including SafeSport, CA Boater Card, first aid/CPR); CDC HEADS UP online training; LiveScan background check; a passion for sailing and sharing your love of the water with others :). To apply, please email your cover letter and résumé to our program director, Emily Zugnoni. Encinal Boat Ramp, Alameda ProgramDirector@sailalameda.org (510) 629-9282 www.sailalameda.org/



YOUTH SUMMER CAMP 2022 SAILING INSTRUCTORS WANTED. Sequoia YC is looking for summer youth camp sailing coaches at all levels. We teach beginning sailing to participants 10-15 years old using our El Toros. See link below. Redwood City rearcommadore@sequoiayc.org (925) 381-3049 www.tinyurl.com/5n83xbr3

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 www.modernsailing.com

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 (530) 386-0434



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 www.almar.com



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 (310) 510-4254 www.tinyurl.com/wheb7kvn



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 (415) 332-3179 www.tinyurl.com/yckusamm

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 or email Rich. Redwood City, CA rich@spinnakersailing.com (650) 363-1390 www.spinnakersailing.com



FLEET SERVICE STAFF. Club Nautique has an opening for a full-time Fleet Service Staff in Sausalito. No experience necessary. We will train the right candidate. Job responsibilities include: Cleaning both the interior and exterior of sailboats and powerboats. Fueling and pumping out boats, which requires driving them to and from the fuel docks. Working with the standing and running rigging. Inspecting the vessel and its systems to ensure all are in good working order before and after charters. Assisting members with questions and troubleshooting issues before charters. Sausalito jnassoiy@clubnautique.net (415) 332-8001 www.clubnautique.net

INSTRUCTORS WANTED. Join the captains at Club Nautique and start teaching US Sailing's most comprehensive curriculum of sail and power courses, both offshore and inshore, in the nation. We have openings now for USCG-licensed captains who exhibit exceptional communication and boating skills, and the willingness to train and work in a professional environment. Full-time and part-time positions available. schooldirector@clubnautique.net (510) 865-4700 X313 www.clubnautique.net

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

FLEET CARE – LEAD PERSON NEEDED. Fleet care experience and skill are rewarded. Also interested if have minimal skills now but a passion to learn. Can train. First hope is to find a skilled someone to rely on for basic fleet care doing pre/post boat cleaning and checks, putting boats in good order. Basic checks include: sails, deck, running and standing rigging, engine, bilge, head, fuel check and pumpout. Boating skills a plus to take boats to a close-by pumpout dock. Have care/restoration projects needing fiberglass and/or wood skills. Fleet of 35 sailboats, 8- to 39-ft used by Oakland sailing school for classes, club charters and youth programs. 4 to 5 days per week. Oakland info@afterguard.net (510) 535-1954 www.afterguard.net

SAILBOAT RIGGER WANTED. Sailboat rigger wanted. Tired of the rain and snow? Come work in sunny Sausalito, California. Friendly, highly regarded shop with 25+ years' experience. Experience and splicing skills a plus. Compensation based on experience. Free parking, waterfront location. Contact Tom. southbeachriggers@gmail.com (415) 331-3400



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SAILING SCIENCE CENTER – VOLUNTEERS. Volunteer docents wanted to staff educational science exhibitions. Volunteer or contract graphic designer wanted. Photographers and photography wanted. Ask about other volunteer positions. info@sailingscience.org (510) 390-5727 www.sailingscience.org/



SLO SAIL AND CANVAS IS HIRING — MULTIPLE POSITIONS. SLO Sail and Canvas is hiring for multiple positions in our busy sail loft in beautiful San Luis Obispo, California. We specialize in building boat covers, trampolines, and sails for sailing dinghies, one-designs, and beach catamarans. The following job opportunities are open for immediate fulfillment: Sailmaking Department Manager, Manufacturing Assistant — Industrial Department, Production Sewing & Prep — Trampoline or Boat Cover Department, and Office Assistant. To learn more about each job opening, visit website. erik@slosailandcanvas.com (805) 479-6122 ext.9 www.tinyurl.com/fpdkrmt

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EXPERIENCED YACHT BROKER / SALESPERSON NEEDED. Rubicon Yachts is seeking a professional yacht broker/salesperson for its new Alameda, CA office. Yacht sales experience required, must be a self-starter, membership in CYBA is a plus. Contact owner/broker Mark Miner. Alameda, CA mark@rubiconyachts.com www.rubiconyachts.com



LICENSED CAPTAIN WANTED. Wanted: Licensed Captain with towing endorsement for TowBoatUS./Vessel Assist on the San Francisco Bay and Delta. Preferred if you live by SF waterfront, Alameda or Bethel Island areas. Philipdelano@gmail.com (925) 382-4422 www.vesselassistsanfrancisco.com

JOIN OUR TEAM OF INSTRUCTORS! Spinnaker Sailing in Redwood City is looking for ASA-certified sailing instructors to teach out of our Redwood City Marina location. Part-time, flexible schedules, midweek and/or weekends. Please contact Rich or Bob by phone or email. Redwood City Marina office@spinnakersailing.com (650) 363-1390 www.spinnakersailing.com

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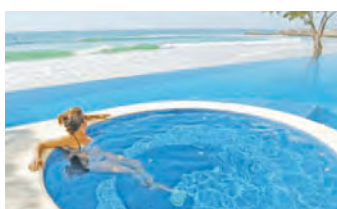
DONATE YOUR BOAT. The Bay Area Association of Disabled Sailors strives to make sailing accessible to people with disabilities. BAADS is always on the lookout for donated boats to support its mission. Help an all-volunteer organization while receiving a charitable tax deduction. boatdonations@baads.org (415) 532-9831

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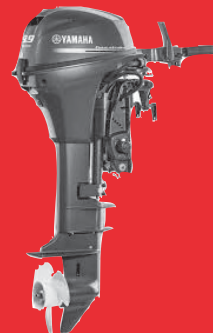
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ADVERTISERS' INDEX

AB Marine 42 www.ab-marine.com	Cruising Specialists 24 www.boats.network/cruisingspecialists/	H&M Marine / Beta Marine Engines / Hirschfeld Yachts 45 www.betamarinewest.com	Kissinger Canvas 61 www.yelp.combiz/ kissinger-canvas-concord
American Battery 95 www.americanbatterycompanyof-hayward.com	Cruising Yachts 61 www.cruisingyachts.net	Harken 31 www.harken.com	KKMI - Full Service Boatyard ... 108 www.kkmi.com
ATN 42 www.atninc.com	Defender Industries 17 www.defenderus.com	Helmut's Marine Service 31 www.helmutsmarine.com	La Paz Cruisers Supply 95 www.lapazcruiserssupply.com
Bay Maritime Group..... 13, 14,15 www.baymaritime.com/	Denison Yachting 107 www.denisonyachtsales.com	Heritage Marine Insurance 47 www.heritagemarineinsurance.com	Lind Marine 27 www.lindmarine.com
Berkeley Marina 18 www.cityofberkeley.info	DeWitt Studio 104 www.jimdewitt.com	Hood Sails 25 www.hoodsails.de/en/	List Marine Enterprises 40 www.listmarine.com
Berkeley Marine Center 43 www.berkeleymarine.com	Division of Boating & Waterways...29 www.dbw.ca.gov/	Hotel Coral & Marina 92 www.surfnet.comcoral/	Lowrie Yacht Harbor 61 www.lowrieyachtharbor.com
Berkeley Yacht Club..... 20 www.berkeleyyc.org	Downwind Marine 41 www.downwindmarine.com	Hydrovane 46 www.hydrovane.com	Makela Boatworks 95 www.makelaboatworks.com
Boat Yard at Grand Marina, The 16 www.boatyardgm.com	EWOL / Walder Boom Brake...45 www.ewoltech.com	Inspire Sailing..... 81 www.inspiresailing.com	Marina Bay Yacht Harbor 81 www.marinabayyachtharbor.com
Brisbane Marina 65 www.brisbaneca.org/marina	Fisheries Supply Co..... 60 www.fisheriessupply.com	Interlux Yacht Finishes 21 www.interlux.com	Marina de La Paz 95 www.marinadelapaz.com
Bruntons Propellers 73 www.bruntons-propellers.com	FlopStopper..... 47 www.flopstopper.com	Jeff Brown Yachts 11 www.jeffbrownnyachts.com	Marina El Cid..... 95 www.elcid.com
Club Nautique 22 www.clubnautique.net	Gianola Canvas Products..... 73 www.gianolacanvas.com	Keenan Filters 35 www.ktisystems.com	Marina Village..... 36 www.marinavillageharbor.com
Compass Canvas 39 www.compass-canvas.com	Grand Marina 2 www.grandmarina.com	KISS-SSB/Radioteck 47 www.kiss-ssb.com	Mariners Insurance..... 38 www.marinersinsurance.com

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ADVERTISERS' INDEX – cont'd

The Moorings 85 www.moorings.com	Richmond Boardwalk..... 39 www.richmondboardwalk.com	Spaulding Marine Center..... 69 www.spauldingcenter.org/	Ullman Sails San Francisco & Monterey Bay..... 34 www.ullmansails.com
Modern Sailing School & Club .. 33 www.modernsailing.com	Ronstan Marine, Inc. 28 www.ronstan.com	Spectra Watermakers 93 www.spectrawatermakers.com/us	Vallejo Marina..... 41 www.vallejomarina.com
Napa Valley Marina 10 www.napavalleymarina.com	Rubicon Yachts..... 7,8,9 www.rubiconyachts.com	Summer Sailstice..... 69 www.summersailstice.com	Vallejo Yacht Club 20 www.vyc.org
NAVTEC 33 www.navtechydraulics.com	Sailrite Kits 23 www.sailrite.com	Sun Powered Yachts 45 www.sunpoweredyachts.com	Ventura Harbor Boatyard 95 www.vhby.com
Neil Pryde Sails 40 www.neilprydesails.com	Sailutions 32 www.sailutionsusa.com	Swedish Marine..... 44 www.swedishmarine.com	West Coast Multihulls 35 www.westcoastmultihulls.com
Outboard Motor Shop 103 www.outboardmotorshop.com	San Francisco on the Bay..... 65 www.sfonthebay.com/list-38	Swiftsure Yachts 26 www.swiftsureyachts.com	Westlawn School of Yacht Design 103 www.westlawn.org
Passage Nautical 5 www.passagenautical.com	San Juan Sailing 31 www.sanjuansailing.com	The Canvas Works 30 www.thecanvasworks.com	Westwind Precision Details..... 46 www.boatdetailing.com
Punta Mita Beachfront Condos. 105 www.latitude38.com	Schaefer Marine 43 www.schaefermarine.com	TMM Yacht Charters..... 35 www.sailtmm.com	Whale Point Marine Supply 6 www.aceretailer.com/whalepoint
Quantum Pacific 81 www.quantum.com	Seattle Yachts 19 www.seattleyachts.com	Towboat US..... 73 www.boatus.com	Whiting and Associates 95 www.norcalmarinesurveyors.com
Raiatea Carenage Services 94 www.raiateacarenage.com	Society of Accredited Marine Surveyors/SAMS 33 www.marinesurvey.org/	Trident Funding 4 www.tridentfunding.com	Wichard Sparcraft, Inc. 37 www.wichard-usa.com
Richard Boland Yacht Sales 106 www.richardbolandyachts.com	South Beach Harbor 12 www.sfport.com/southbeachharbor	Twin Rivers Marine Insurance..... 95 www.boatinsuranceonly.com	Yachtfinders/Windseakers 106 www.yachtworld.com/yachtfinders
Richardson Bay Marina 44 www.richardsonbaymarina.com		UK Sailmakers 72 www.uksailmakers.com	

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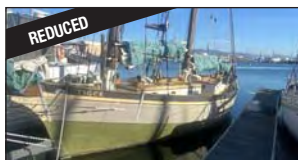


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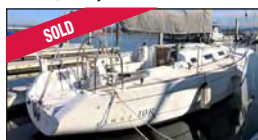
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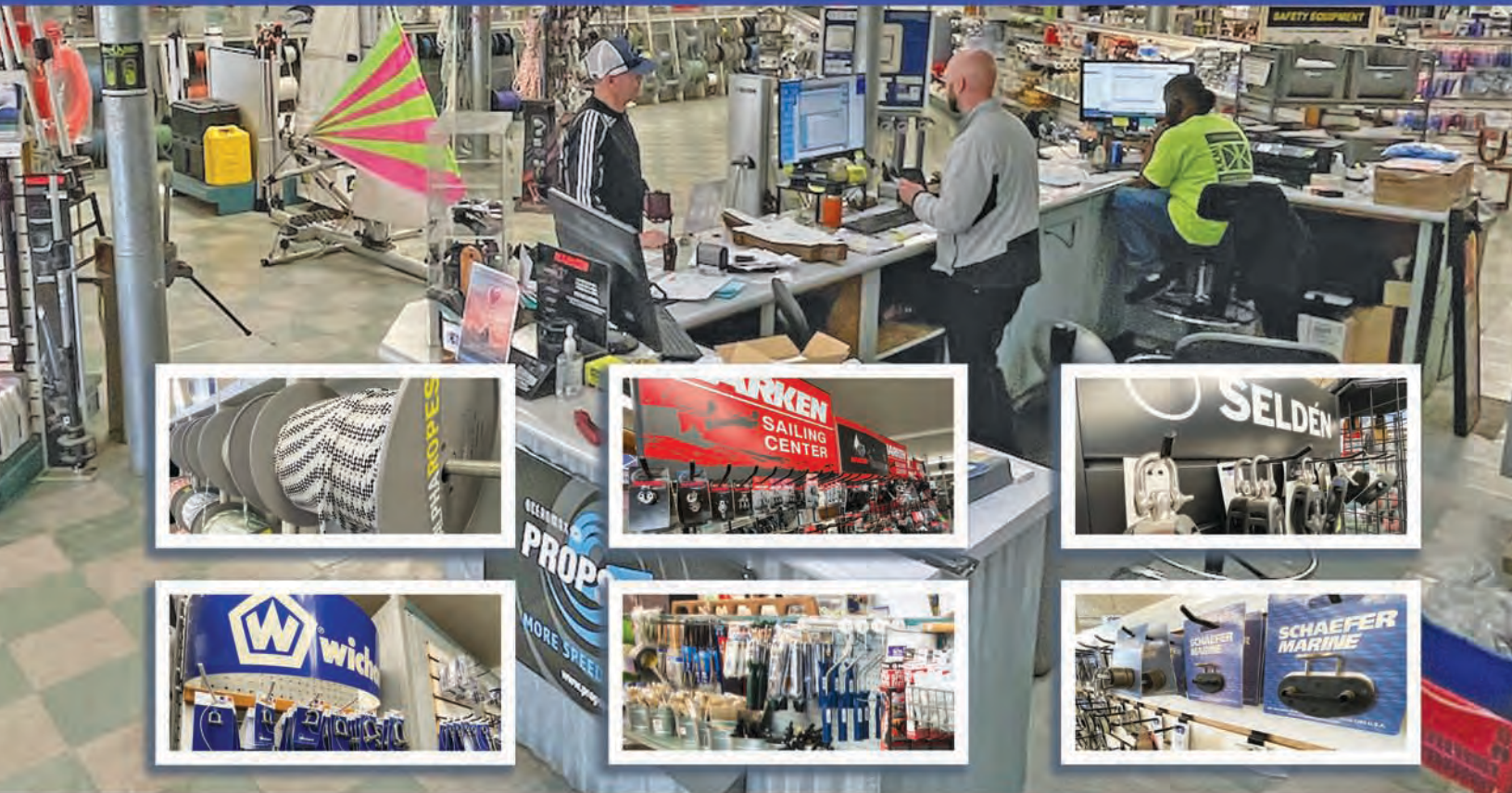


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