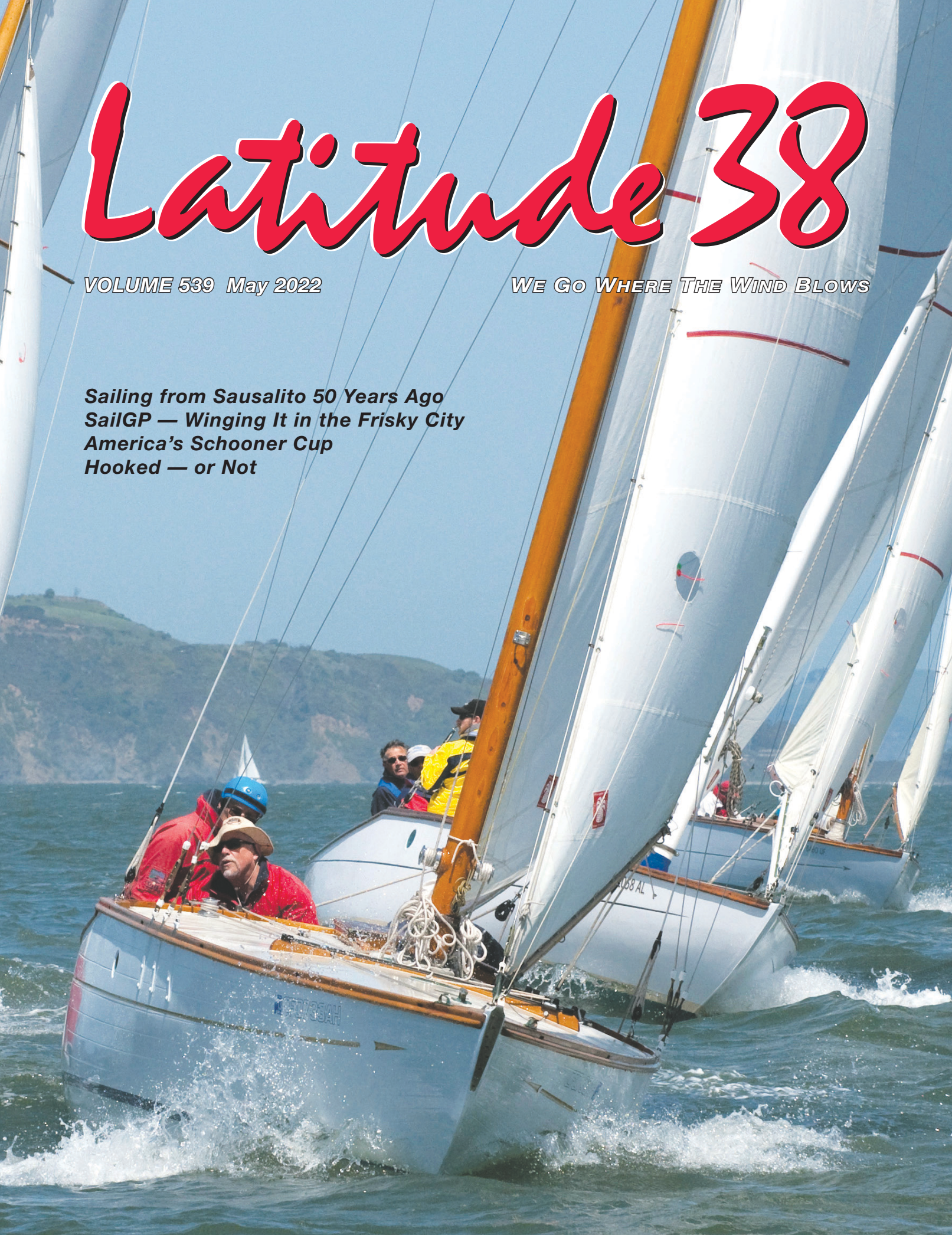


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Cover: 2022 is the 100th anniversary of San Francisco Bay's Bird Class. In May we pay tribute to wood, Master Mariners and the sailors who keep beautiful classics sailing. Bravo to the Birds.

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Erik Simonson / www.pressure-drop.us

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THIS MONTH'S NEW BROKERAGE

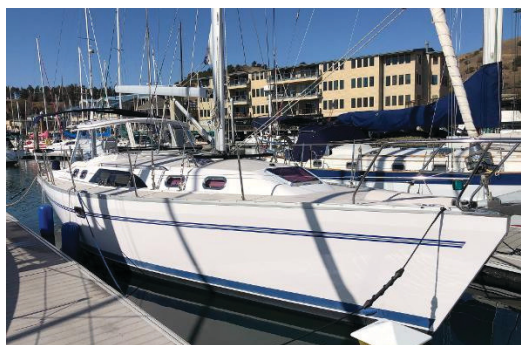
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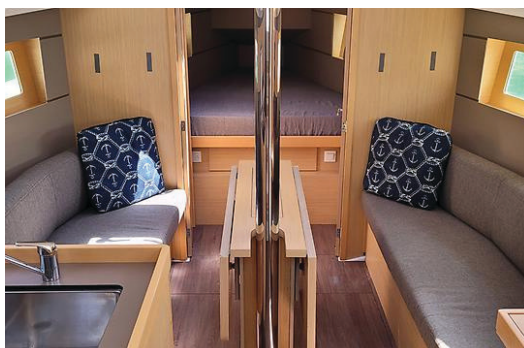
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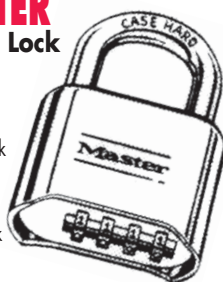
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CALENDAR

Non-Race

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

Apr. 30 — Northern California Dockwalker Training, Oakland YC, Alameda, 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.

May 1-29 — Keelboat Sailing, South Beach Harbor, San Francisco, noon-5 p.m. Sundays, weather permitting; RSVP in advance. Free. BAADS, www.baads.org/sailing.

May 4-25 — Wednesday Yachting Luncheon, via YouTube, 12:30-1:30 p.m. StFYC, www.stfyc.com.

May 5 — Southern California Clean Boating Educational Happy Hour Meeting, online, 5:30-6:30 p.m. Info and registration, <https://tinyurl.com/2jxu86>.

May 7 — Boater's Swap Meet, Point San Pablo YC, Point Richmond, 8 a.m.-noon. Marine gear, tools, boat parts, nautical treasures, art. Vendor RSVP, 1stmatespspyc@gmail.com. Info, www.pspyc.org.

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.sdmaritime.org.

May 11 — Northern California Clean Boating Educational Happy Hour Meeting, online, 5:30-6:30 p.m. Info and registration, <https://tinyurl.com/2p9x9sji>.

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

May 14 — Opening Day on the Strait, Benicia Marina and Benicia YC, 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.

May 14, June 11 — 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 15 — Live Crew Overboard Training, Richmond. BAMA, www.jibeset.net/BAMA000.php?RG=T005124644.

May 15 — Full Flower Moon on a Sunday.

May 20-21 — Women's Sailing Conference, Houston YC. National Women's Sailing Assn., www.womensailing.org.

May 21 — International Safety at Sea, Houston YC. \$350. NWSA, conference@womensailing.org.

May 21 — Delta Doo Dah Kickoff & Delta Cruising Seminar, Richmond YC, 12-3 p.m. Free. As of press time, RYC requires visitors to be vaccinated against COVID-19. Info & sign-up, www.latitude38.com/delta-doo-dah.

May 21 — Sailing Science Center exhibition, City of Vallejo Marina, 10 a.m.-4 p.m. Info, www.sailingscience.org.

May 21 — 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>.

May 21-27 — National Safe Boating Week. Info, www.safeboatingcampaign.com.

May 22, 2006 — Braxton Bilbrey, a 7-year-old boy from Glendale, AZ, swam the 1.4-mile distance from Alcatraz to San Francisco in 47 minutes.

May 29 — International Offshore Safety at Sea Refresher with Hands-on Training, Pacific Corinthian YC, Oxnard. \$250. Info, <https://sailaweighllc.com>.

May 30 — Memorial Day.



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June 8 — World Ocean Day. Info, www.worldoceanday.org.

June 11 — Flea Market, Napa Valley Marina, 8 a.m.-1 p.m. Buy, sell, wonder, wander. Info, (707) 252-8011.

June 11-12 — Women's Sailing Seminar in Tiburon. Classroom and on-the-water instruction. \$395. Corinthian YC, <https://race.cyc.org/wss>.

Racing

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

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

Apr. 30, May 14, 21, June 4 — Spring Series in Stockton. SSC, www.stocktonsc.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.stfyc.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.sailsbasc.org.

May 1, 15, June 5 — Spring Series. Fremont SC, www.fremontsailingclub.org.

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

May 7 — Anne McCormack Women's Invitational. SFYC, www.sfyf.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 — Lady and the Tramp Race. FLYC, www.flyc.org.

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

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

May 7, June 4 — South Bay Interclub Series. Info, www.jibeset.net.

May 7, June 4 — North Bay Series. VYC, www.vyc.org.

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

May 12-15 — Pacific NW Offshore, Ilwaco, WA, to Port Angeles, WA. Corinthian YC of Portland, www.cycportland.org.

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

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

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

May 14 — Behrens Memorial Regatta. TYC, www.tyc.org.

May 14 — S.F. Bay Pelican racing on Spring Lake, Santa Rosa. Fleet 1, www.sfpelicanfleet1.com.

May 14 — Otter Cup. ElkYC, www.elkhornyachtclub.org.

May 14, June 4 — Mercury Series. EYC, www.encinal.org.

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

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

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

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

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

May 15 — Baxter-Judson Series Race #2. PresYC, www.presidiayachtclub.org.

May 15, June 5 — Shorthanded Sunday Series. YRA, www.yra.org.

May 15, June 12 — Sunday BBQ Pursuit Races. SBYC, www.southbeachyachtclub.org.

May 20-22 — Express 27 National Championship. RYC, www.richmondyc.org.

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CALENDAR

May 21 — Singlehanded Farallones Race. SSS, www.sfbaysss.org.

May 21 — Summer Series #1. YRA, www.yra.org.

May 21 — Cal Cup Windsurfers Series #1. BYC, www.berkeleyyc.org.

May 21 — Summer Series. SeqYC, www.sequoiayc.org.

May 21 — Spring One Design. SCYC, www.scyc.org.

May 21 — UC Davis Sailing Team Benefit Regatta, West Sacramento. LWSC, www.lwsailing.org.

May 21-22 — S.F. Bay J/105 Fleet 1 Women Skippers Invitational. StFYC, www.stfyc.com.

May 22 — Spring SCORE. SCYC, www.scyc.org.

May 28 — Master Mariners Regatta. MMBA/SYC, www.sfmastermariners.org.

May 28 — Rear Commodore's Regatta. HMBYC, www.hmbyc.org.

May 28 — Singlehanded Race. SSC, www.stocktonsc.org.

May 28-29 — Memorial Day Regatta, Long Beach. ABYC, www.abyc.org.

May 28-29 — Memorial Weekend Regatta, Whiskeytown Lake. WSC, www.whiskeytownsailing.org.

May 28-30 — Swiftsure International Yacht Race. Royal Victoria YC, www.swiftsure.org.

May 28-June 2 — California Offshore Race Week, San Francisco-San Diego. 5/28-29: Spinnaker Cup, S.F.-Monterey. 5/30-31: Coastal Cup, Monterey-Santa Barbara. 6/1: Santa Barbara In-Port Race. 6/2-6/4: SoCal 300, Santa Barbara-San Diego. Info, www.offshoreraceweek.com.

June 4 — OYRA Farallones Race. YRA, www.yra.org.

June 4 — Merton Yolles Race. CPYC, www.cpyc.com.

June 4-5 — J/105 & Knarr Regatta. SFYC, www.sfyf.org.

June 4-5 — Go for the Gold. GCYC, www.gcyf.net.

June 4-5 — US Match Race Championship Qualifier in San Diego in J/22s. SDYC, www.sdyc.org.

June 4-5 — Cal Race Week in Marina del Rey. Invited classes include: Farr 40, J/111, J/109, J/105, J/70, J/24, Martin 242, Santana 30/30, Schock 35, Star, Tartan 101, and Viper 640. California YC, www.calyachtclub.com.

June 5 — Gromeeke Race. LGYC, www.losgatosyc.com.

June 11 — Delta Ditch Run, 67 miles of glory. RYC-SSC, www.stocktonsc.org.

June 11 — S.F. Schooner Regatta. SFYC, www.sfyf.org.

June 11 — Classic Boat Invitational Series #1. SYC, www.sausalitoyachtclub.org.

June 11 — H.O. Lind Summer Series. TYC, www.tyc.org.

June 11 — Singlehanded/Doublehanded Race. BenYC, www.beniciayachtclub.org.

June 11 — Katherine Eavenson Regatta on Folsom Lake. FLYC, www.flyc.org.

June 11-12 — Cat Harbor Layover Race. DRYC, www.dryc.org.

June 11-12 — US Women's Match Race Championship Qualifier in J/22s. StFYC, www.stfyc.com.

June 13 — Race to Alaska starts. Port Townsend, WA, to Victoria, BC, to Ketchikan, AK. Info, www.r2ak.com.

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

CLUB AT WESTPOINT — Friday Night Fun Series: 5/6, 5/20, 6/3, 6/24, 7/1, 7/22, 8/5, 8/19, 9/10. Info, www.theclubatwestpoint.com/friday-fun-series-2022.

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

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

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

GOLDEN GATE YC — Fridays: 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: 4/29, 5/13, 6/3, 6/17, 6/24. Info, (510) 529-8227, www.iyc.org.

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

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

LAKE YOSEMITE SA — Every Thursday night 5/12-9/8. Dennis, (209) 722-1947, www.lakeyosemitesailing.org.

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

RICHMOND YC — Every Wednesday night through 9/28. Info, www.richmondyc.org.

ST. FRANCIS YC — Knarr, Folkboat & IOD classes, every Wednesday through 8/24. Thursday Night Kites: 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. Info, 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 through 10/5. Info, www.sequoiayc.org.

SOUTH BEACH YC — Friday nights: 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. Info, www.southbeachyachtclub.org.

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

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

STOCKTON SC — Every Wednesday night 6/1-8/31. SSC, (209) 951-5600, www.stocktonsc.org.

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

TIBURON YC — Paradise Pursuit Racing, every Thursday night 5/12-9/1. Mariellen, (415) 606-2675, www.tyc.org.

TREASURE ISLAND SC — Vanguard 15 fleet racing, every Thursday night through 9/8. V15 team racing, every Tuesday night through 11/1. V15 Fleet 53, www.vanguard15.org.

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

In the Tropics

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

May 21-28 — ILCA 7 Men's Worlds at Vallarta YC. Info, <http://sailing.laserinternational.org>.

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CALENDAR

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

May 30-June 7 — ILCA 7 Masters Worlds at Vallarta YC. Info, <https://sailing.laserinternational.org>.

June 9-17 — ILCA 6 Masters Worlds at Vallarta YC. Info, <https://sailing.laserinternational.org>.

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, 6 — Vic-Maui Race starts. Victoria, BC, to Lahaina, Maui. Info, www.vicmaui.org.

July 4-8 — Pacific Cup starts. 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.

May Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
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
5/07Sat	0338/4.7	1100/0.1	1911/4.2	2352/3.3
5/08Sun	0441/4.5	1159/0.2	1955/4.3	
	LOW	HIGH	LOW	HIGH
5/14Sat	0448/-0.3	1127/4.6	1629/1.6	2256/6.2
5/15Sun	0530/-0.9	1226/4.7	1711/2.0	2332/6.5
	HIGH	LOW	HIGH	LOW
5/21Sat	0343/5.6	1048/-0.9	1827/4.8	2328/2.9
5/22Sun	0455/5.1	1151/-0.5	1921/5.1	
	LOW	HIGH	LOW	HIGH
5/28Sat	0511/-0.3	1201/4.3	1636/2.3	2255/6.0
5/29Sun	0547/-0.6	1253/4.4	1715/2.7	2323/6.0
5/30Mon	0621/-0.7	1341/4.4	1754/3.0	2352/5.9

May Weekend Currents

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

date/day	slack	max	slack	max
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
5/07Sat	0000	0242/1.2F	0536	0842/1.1E
	1248	1718/1.8F	2100	2248/0.6E
5/08Sun	0106	0342/1.1F	0648	0936/1.0E
	1336	1800/1.9F	2136	2342/0.7E
5/14Sat		0230/2.1E	0618	0930/2.3F
	1248	1506/1.3E	1754	2118/2.8F
5/15Sun	0018	0306/2.3E	0700	1018/2.6F
	1348	1600/1.3E	1836	2200/2.8F
5/21Sat		0212/2.0F	0506	0812/1.9E
	1224	1606/2.6F	1954	2200/0.9E
5/22Sun	0030	0318/1.8F	0624	0918/1.6E
	1324	1706/2.6F	2042	2306/1.1E
5/28Sat		0248/2.0E	0642	1000/2.6F
	1318	1536/1.2E	1806	2124/2.5F
5/29Sun	0024	0318/2.1E	0724	1048/2.6F
	1412	1624/1.1E	1854	2200/2.4F
5/30Mon	0100	0348/2.0E	0800	1130/2.6F
	1506	1712/1.0E	1936	2236/2.2F

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

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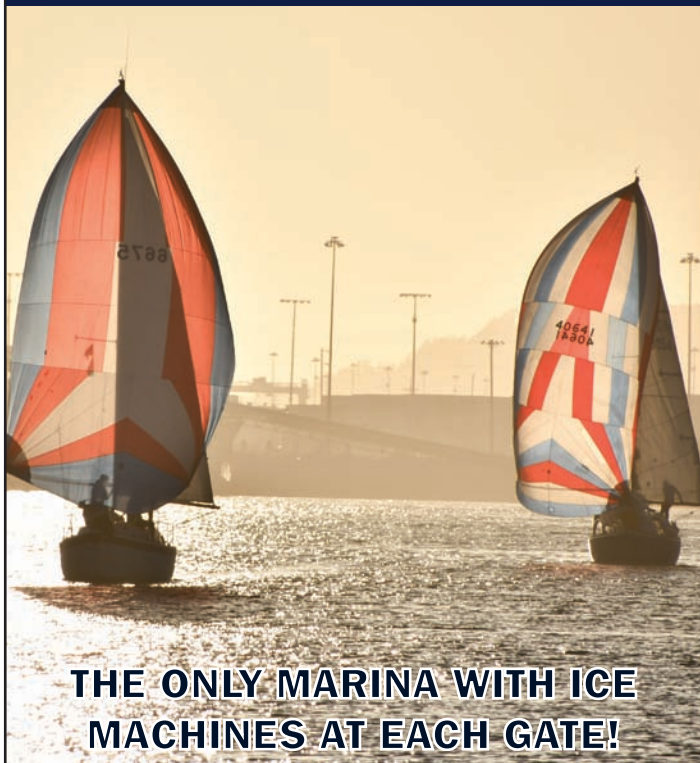
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LETTERS

↑↓ IN MARCH, TWO MAJOR SAILING EVENTS ON THE BAY CAME AND WENT

Kenichi [Horie]'s heart is bigger than the F50 development budget. I'm not talking about a specific image; I want to discuss an idea. You will be inundated this month [March] with pictures of the spectacle that is SailGP — speed, rock-stars, technology, sizzle. It's sexy. It's what you can do with unlimited funds.

I hope the image you select for next month's cover reflects something that money can't buy: character — fierce independence, commitment, tenacity, courage. I think these values are more important than showcasing billionaires' toys.

Jeff Bruton
Palo Alto

↑↓ KENICHI HORIE SET SAIL FOR JAPAN FROM SAN FRANCISCO AT THE END OF MARCH. LOVE AND PRAISE FOR HIM HAS BEEN UNIVERSAL

I remember seeing the original *Mermaid* in a San Francisco museum way back in the day when we lived in the Bay Area. Kenichi Horie is 83 years young!

While all the attention was given to the high-tech foilers on his day of departure, *Latitude 38* made sure the Kenichi Horie story was told. Kudos.

Mark Welch
Ethete, Santana 2023
Edmond, OK



JEFF BRUTON

On Saturday, March 26, 83-year-old Kenichi Horie set sail under the Golden Gate Bridge, bound for Japan aboard the 19-ft aluminum cutter 'Suntory Mermaid III'.

↑↓ AGE VS. PURPOSE

I was impressed the first time. This time I am *blown away!* Kenichi is showing the world that age is unimportant and purpose is everything.

Peter

↑↓ I AIN'T MUCH FOR HEROES, BUT . . .

I read [Kenichi's] book [*Kodoku: Sailing Alone Across the Pacific*] in the '60s when I was in my teens, and visited *Mermaid*, in all her plywood glory, at the San Francisco Maritime Museum many, many times. Japan to San Francisco singlehanded is no Polynesian Milk Run.

I ain't much for heroes, but this man is the real deal!

Captain Larry Rau
USCG Master Sail, Power and Steam



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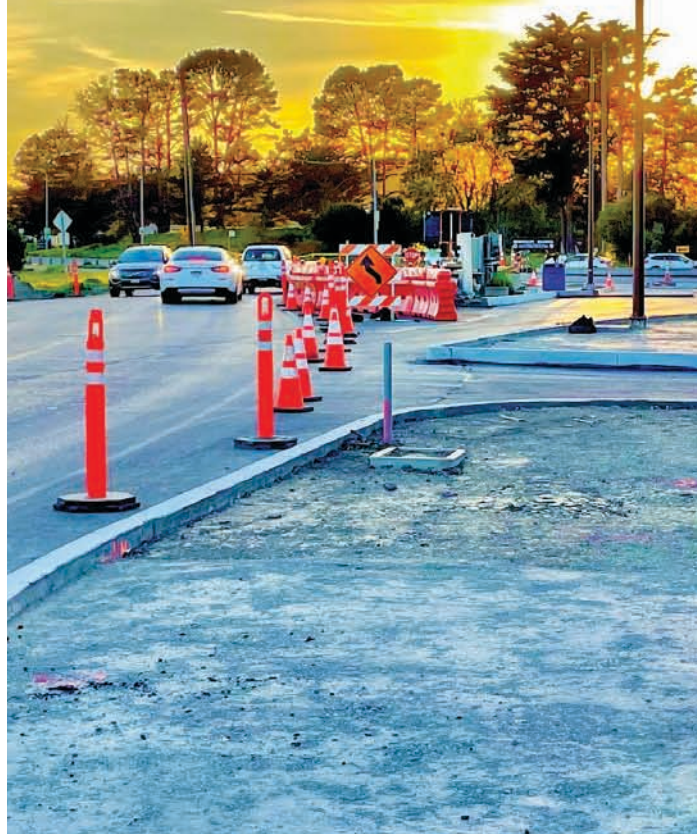
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LETTERS

↑↓ CHECK OUT THE ORIGINAL

Google Kenichi Horie's name to see pictures of the 19-ft wooden junk he first sailed across the Pacific in 1962. You can also see that boat in the lobby of the S.F. Maritime Museum. The small fragility of the hull, mast

and rudder were shocking the first time I saw them, but I have nothing but respect for his adventurous courage and several solo ocean-crossing voyages!

George DeVore



The original 'Mermaid', as seen at the San Francisco Maritime Museum. Horie became the first person to make a nonstop solo crossing of the Pacific Ocean on 'Mermaid' in 1962.

↑↓ A LITTLE MORE ABOUT THE BOAT, PLEASE

Any chance of a story about the design and equipment of Horie's boat? There are some drawings and info on the Furuno/Horie website, but I am sure that there is much more to



We do not, at this time, have many details about the unique 19-ft custom cutter that Kenichi Horie is currently singlehanded to Japan. We do know that Mr. Horie brought an old-school class, style and grit to the Bay Area sailing scene this spring.

it. Some of us are very interested in smallish cruising boats and would find such an article quite interesting. In my case, I have a 21-ft boat that could likely benefit from some of the thinking that went behind Horie's boat.

Ron Richings

Ron — For now, we can tell you that Suntory Mer-

maid III was conceived by the son of the designer of Kenichi's first and aforementioned Mermaid.

↑↓ AND NOW WE CAN TALK ABOUT SAILGP, THOUGH LOVE AND PRAISE WAS LESS THAN UNIVERSAL

My boys and I hiked to the top of Angel Island [in March], and it was a great angle to see the practice starts for SailGP. Waiting for the ferry back, we saw a SailGP tender come into the cove, so we walked over.

Paul, the driver, welcomed us aboard, and crew Adam explained how the camera worked as it was being flushed with nitrogen to dry and clean it out. Casey rounded out the crew as the local-knowledge expert. Adam said the boat itself is built to fit into shipping containers, and was built for the 2013 Cup in San Francisco. The boat has now been all over the world. All white with black glass windows, it is spartan, but fast.

There is nothing else like it out there, so if you see them, give them a shout and a wave!

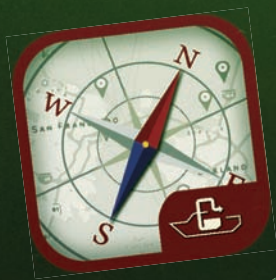
Richard Smith

Richard was commenting on the March 25 'Electronic Latitude: On the Leading Edge with SailGP, San Francisco and Web3.

↑↓ AN AUSSIE 18 OVER AN F50 ANY DAY

Fifty-knot foiling F50s created a spectacle, sure. It's like

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LETTERS



MARK REID

It was a fast, foiling fury for a few days at the end of March, as SailGP held its second-ever regatta on the Bay. Above: Teams USA and Australia in full flight.

NASCAR racing: a high-speed procession with the occasional crash. And the "Powered by Nature" is bollix: These machines are built from exotic materials and must cost an energy fortune to ship back and forth across the world.

Foiling Waszps and Moths are far more interesting.

For some real racing, watch the Aussie 18s on YouTube, especially the JJ Giltinan series. No hydraulics, no computers, just skill and muscle. S.F. Bay sailors did well in these boats in the '90s, and I'm surprised it never came to much, though the McKee brothers will forever feature in the highlight reels for their encounter with a Sydney Harbour ferry.

Sadly there'll be no more racing until October, but there are plenty of reruns to watch. And, FYI, many of the best F50 crews came up through the 18s.

Tim Mickleburgh

↑↓ MOBILE MARKS ON THE MOVE?

I thought the best part of the day watching the Saturday races was on our trip back into S.F. Marina — the sight of the robot race marks coming in on their own was priceless.

Allyn Schafer

↑↓ ARE WE WITNESSING THE FUTURE?

Maybe the future of racing; not sure about all sailing.

Chris Lonjers
Long Beach

↑↓ FEARING THAT THE FUTURE WILL BE FOILED

I fear that if foiling will become the future of sailing, really bad accidents are going to happen. Right of way might be compromised, as well as "didn't-see-the-kayak-in-time" type of accidents. Hitting whales and seals will badly injure them as well. The outcome of such accidents will be considerable compared to what they were in the past.

Harvey H.

Harvey — While equipping boats with giant underwater blades and 50-mile-an-hour sailing seems to come with some obvious hazards, we don't think that foiling represents the apocalyptic seascape that you've described. (We are wary, however, of the fates that we may be tempting, or a so-called 'editorial curse'.)

Foils are, by far, most ubiquitous on small craft, such as wingers, windsurfers and kites, and there has not been an explosion of accidents associated with the speed that the



ALLYN SCHAFER

Why yes, that is, apparently, an autonomous SailGP mark headed back to the dock. We have so many questions: Is the mark idling in place throughout the racing day? Is there someone controlling it the entire time, or is AI in the captain's chair? And, has anyone else come up with the nickname 'Mark-2—D2'?

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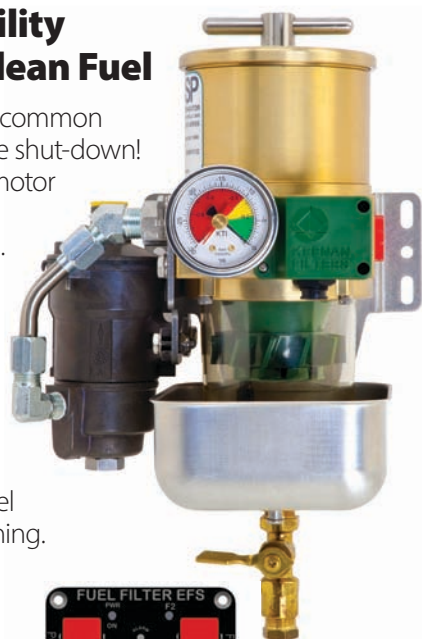
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LETTERS

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If you're worried about vessels colliding with sealife, then the biggest culprit, by far, is the shipping industry. "According to research carried out by the nonprofit Friend of the Sea, ship strikes kill more than 20,000 whales every year," reported www.earth.com. "These are areas where shipping lanes cross prime feeding and breeding areas for whales."

↑↓ POST-2013 AC HIGH-END SAILING

It's nice to see world-class racing back on the Bay. I viewed from the water on Saturday, and on TV Sunday. The final races were delayed by collisions, low winds, and whales in the racing area.

Robert Temple
Restored 1963 Pearson Ariel
Bay Area

↑↓ WHALES? REALLY?

It is not unusual for whales to dip into S.F. Bay, especially this time of year as they embark on their migration north. It was unfortunate timing for Team USA and Team Japan, because they were in the mix for the win until the race was abandoned. The restart was over before it began as the Australians took off.

Mark Reid
Yacht racing reporter
Grand Rapids, MI

↑↓ DID ANYONE GET THAT WHALE'S PLATE NUMBER?

I wonder if it was the same whale that hit our boat (and a neighbor vessel), in the slip, at Emeryville Safe Harbor Marina. It was a few days before SailGP. The sizable creature went on to explore the rest of the marina complex, and then swam lazily out the entrance about an hour later.

The smack was solid and shook the whole boat. We had a diver check us out to make sure all was OK. (Thank goodness.) Hopefully, that will be the first and last time that happens to us.

Barry Spanier
Rosie G, Custom Antrim 42
Currently in Emeryville

You read about Barry's new (and now-christened-by-a-whale) boat in the April issue's Sightings. BTW, we were sailing in the SSS Round the Rocks Race on March 19 on a starboard-tack beat heading toward Blossom Rock when we spotted a whale east of Alcatraz. Fortunately, it was far enough away from us that we did not need to alter course.

↑↓ AC HEADED TO SPAIN

It may be, as it was in San Francisco for the Cup defense that ultimately was held in Bermuda, that Barcelona gave the defenders a "better deal." [Larry] Ellison tried to extort S.F. for all kinds of things, including rights to waterfront real estate for long-term, below-market leases.

Whether it is a baseball team looking for a city (Oakland) to give it billions for a stadium or a sail team looking for similar consideration, the game — as always — is money. Like the recently held Formula 1 race, the America's Cup has lost



AMERICA'S CUP

Team New Zealand, who successfully defended the Auld Mug in 2021, has elected to hold the next America's Cup in Barcelona, Spain. Our readers were thrilled about it.



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LETTERS

much of its charm and appeal.

Jose Kanusee

Jose was commenting on the March 30 'Lectronic Latitude: It's Official — 37th America's Cup in Barcelona.

THE 'BACK-IN-MY-DAY' ARGUMENT

Who gives a f***? The America's Cup has been lame since 1995.

Chris Seidel

RONNIE SIMPSON'S NEW RIDE

Before an insane idea crept into my head, I looked at your boat every day thinking about family and other unselfish thoughts about her value as a mini-globetrotter. [Ross was commenting on the March 18 'Lectronic with the same name as this letter.]

Anyway, she's a beautiful example from a different era, unmatched in fluidity. It's the last boat you'll probably ever own, because you'll wind up jealously protecting her.



RONNIE SIMPSON

'Latitude 38' contributor Ronnie Simpson's new-to-him Serendipity 43 'Puffin'.

(That insane idea: I had a serious itch for an IMOCA 40, and the discipline required to actively sail one and train for the Route du Rhum from France to Guadeloupe, then to bring her west for the Pacific Cup.)

Have fun, dude.
Ross Angel

WHEN BOAT MEETS CAPTAIN

An iconic IOR rocket in the hands of a great sailor. It will be interesting. Best of luck, Ron!

Mark Wheelles

WE NEED YOUR HELP LOOKING FOR A UNIQUE BOAT

Einer Ohlson was a well-known Swedish sailboat designer and builder — initially famous as the world-leading designer of Olympic 5.5-Meter boats, but best known here for his beautiful cruising boats, Ohlson 35s and 38s. In the mid-1960s, Einer designed and built a lengthened version of the Ohlson 38, the Ohlson 41. Only five were built: two in steel, two wood and one fiberglass. One of the wood boats — *Alegria* (now *Gyre*) — lived for many years in Sausalito's Pelican Harbour, is now owned by the Kennedy family, and was recently featured in *WoodenBoat* magazine.

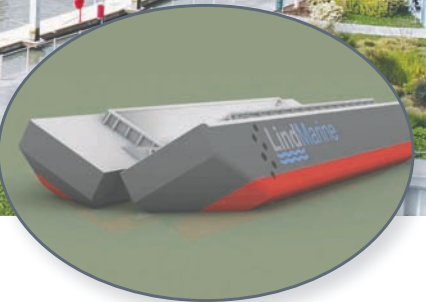
My partner Cathy and I bought one of the steel 41s in 1978 as a derelict in Florida, spent a year rebuilding her, then spent the next four years cruising 30,000 miles — as far north as Norway and as far south as Brazil — then returned to the Bay Area and sold her in 1984. However, about five years ago, we located her owners, eventually met them as they passed through San Francisco on their way to Mexico (when they got a very attractive opportunity to buy a bigger boat), and bought *Phoenix* again, after having sold her 35 years prior. We spent the next 18 months rebuilding her again, because she's steel and wood, and took off for Mexico.

It was a great adventure, but COVID eventually drove us home.

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LETTERS



STEPHEN WOLF VIA WWW.OHLSONYACHTS.COM

The Ohlson 41 'Phoenix' at Isabel Island, Ecuador.

We recently have been helping Einer Ohlson's daughter research all of the Ohlson 41s for her "labor-of-love" website, www.ohlsonyachts.com. We were able to locate the fiberglass vessel *Kaizen* (formerly *Esperance*), owned by Gordon and Lara Scriba, who were, for a time, living aboard, first in the Pacific Northwest, then in Emery Cove with their two children. We know they sold the boat in 2015 and moved aboard a bigger boat, but we've lost track of it and would like to connect with the current owners.

We last heard that *Kaizen* was in Pillar Point with a black hull, but that information is at least a couple of years old, and we've walked the docks there without finding her.

If you've got a lead on her, please let us know. Our email is wolfpv1@gmail.com.

Steve Wolf & Cathy Siegel
Ohlson aficionados and detectives

↑↓ WE NEED YOUR HELP SAILING OUR BOAT

I have been sailing for 40 years, on my own 1999 Amel ketch for the last 12 years. I've been up and down the East Coast and Caribbean, from Maine to Panama, a number of times, with some 40,000 miles under the keel. I've finally gotten to the point I know how to troubleshoot most problems and what spares I need to carry.

But I am 74 now and my back, hips and knees are complaining bitterly when I spend time twisted into "boat positions" to do maintenance and repairs. My new wife Iris (a licensed captain with 50+ years sailing) and I are considering selling the boat and swallowing the hook, but have another idea we'd like to float to others out there cruising on a budget: My dream has always been to cruise the South Pacific, but work and divorce and surgery and remarriage and COVID conspired to keep me from that dream. I think I've got three to five more years of cruising, if I have help.

We're hoping to find a capable cruising couple to buddy-boat with who can help with repairs and maintenance. I have no idea how to structure payment, but thought a weekly or monthly stipend would work. We're certainly flexible about how to set it up, and would want the relationship to be such that deciding when and where to go would be a joint effort.

If you are interested, or know someone who might be a fit, please get in touch with us. Be safe. Have fun. Sail fast. Email us at karkauai@yahoo.com.

Kent & Iris Robertson
Kristy, 1999 Amel ketch

↑↓ RED, RIGHT, RETURNING, RAGE

The red/navigation light letters [in the March issue] reminded me of one of the funniest tidbits of journalism I've ever read in my life.



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LETTERS



TIM HENRY

It's actually, "Red, Right, Departing" in New Zealand (pictured above), and probably almost half of the world. It's yet another reason why poor Johnny is so confused about navigation.

I wrote an "outraged" letter to *Latitude 38* regarding the incorrect placement of the navigation cans at the entrance: The playground is clearly a place of refuge and should have followed the "red-right-return" rules, but it was the opposite. *Latitude's* title for my letter: *Why Johnny Can't Navigate.*

Bill Quigley
Tatiana, Farrier 32
Seattle, WA

↑↓ SILVER GATE YACHT CLUB AWARDED FOR EX- CELLENCE IN JU- NIOR SAILING

We are so proud of our Junior Sailing program at SGYC! Two of our grandsons started the program at age 8 and returned each year until they aged out. One went on to become an instructor for a season, and they both continue to love sailing and messing around with boats, in part because they had so much fun learning to sail.

Congratulations to Kent and all the SGYC members who assist with the program in so many different ways.

Mike & Nancie Lafferty
San Diego



SILVER GATE YACHT CLUB

Silver Gate Yacht Club juniors take a spin on a Hunter 30, somewhere near Shelter Island. "Making sailors for life is our priority, and we don't take it lightly," said program director Kent Prater. "We believe that pressure to always compete drives too many kids away from a sport they could enjoy for a lifetime."

The Laffertys were commenting on the March 7 'LL, written by Kimball Livingston, with the same name as this letter. Located on Shelter Island in San Diego, Silver Gate YC's non-racing junior program won the Pacific Coast Yachting Association's Garrett Horder Memorial Trophy. "In part because it teaches the pure love of sailing instead of competition," Livingston wrote.

*If we were to generalize, we could say that the *Latitude 38* readership is, at times, bitterly divided between racing and cruising. We cover both with equal enthusiasm, and there are times when one group is appalled that we even acknowledge the existence of the other. (We are not exaggerating here.) Most of the *Latitude* staff both race and cruise, and don't believe that "fun" and "competition" are mutually exclusive. There are*



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LETTERS

a few hardcore non-buoy-rounders among us; some of us just haven't found the right boat to race on yet.

We're happy to hear that a junior program has found success — and has been recognized — for teaching fun above competition, and for working to create lifelong sailors.

⇕ **SECONDING THOSE SENTIMENTS**

Last year was our daughter's first in the SGYC junior program, and she gained a lot of boat confidence. Kent [Prater, program director], all the volunteers, and the instructors definitely deserve the kudos!

I'd like to give a shout-out to my wife, Kristina Hysler, who helped with the program's social media outreach to get more kids from our community involved.

John Hysler
SGYC

⇕ **'MR. FUN' AWARDED FOR AWESOMENESS**

Dick Loomis was just the very best kind of person. His love of sailing, his encouragement of the junior sailors, and his help in reinventing the Lipton Cup — which brings the Bay Area clubs so much closer together — will be his enduring legacy. I miss him every day.

Milly Biller
Big Pink, I-110
Inverness



CINDE LOU DELMAS

"I am happy to announce that Dick Loomis, aka 'Mr. Fun', has won a posthumous award from the PICYA for his amazing ability to bring people together to have fun on and around the water," Richmond YC's commodore said. That's Dick, above, at the tiller of his Snipe with, we think, his daughter Kelly crewing. Dick passed away in February at the age of 71.

What a fitting honor for Mr. Fun, and inspiration to all the rest of us to get more people out having fun on the water!

Susan Ruhne
Willow, Cal 2-46
San Francisco

⇕ **BALLOONS BLOW. PLEASE STOP USING THEM, OR AT LEAST MAKE SURE THAT THEY NEVER GET INTO THE OCEAN. OR THE DESERT**

If you ask the Marine Mammal Center in the Marin Headlands about the damage Mylar balloons do to marine mammals who ingest them, you would never even consider purchasing one. Plus the sort of ribbon attached to them tangles around necks and flippers, doing even more damage. So sad!

Laraine Salmon
Bewitched, Merit 25
Berkeley

Thanks for putting the word out about this. We spend a lot of time in Death Valley National Park and *always* find balloons there — anywhere from one to 14 on any given day.

Carolyn Rosner

⇕ **RUSSIAN YACHTS ON THE RUN AS THE WEST PLAYS REPO MAN**

I think there's more money in seizing Iranian oil tankers in international waters, but privately owned yachts are probably easier to flip. It bothers me more than a bit that my government and its European sycophants are just



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— KURT HOEHNE, SWIFTSURE YACHTS



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64 Frers	1978	\$275,000
55 Amel	2018	\$1.2 million
55 Tayana	1988	\$325,000
53 Gorbon	2007	INQUIRE
50 Bestway	1986	\$139,000
46 Swan	1978	\$175,000
46 Cal 2-46	1976	\$175,000
46 Ker	2006	\$249,000
44 Hylas	1989	\$93,000
42 Hinckley Sou'wester	1984	\$229,000
42 Sabre 426	2003	\$280,000
42 Passport	1980	\$150,000
42 Passport	1981	\$129,000

41 Sceptre	1988	\$195,000
41 Hunter 41 DS	2007	\$159,000
40 Pacific Seacraft	1998	\$279,000
40 Ellis Custom	1990	INQUIRE
39 Beneteau 390	1989	\$68,000
37 Pacific Seacraft	1998	149,000CAD
35 Island Packet 350	2001	\$140,000
34 Nordic Tug	2021	\$495,000
33 Beneteau First 10R	2007	\$89,000
32 BHM Downeaster	1998	\$85,000
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32 Beneteau 323	1993	\$75,000
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LETTERS

common thieves.
Arne Sundt

Arne was commenting on the March 14 'Lectronic Latitude with the same name as this letter.



ROB MOORE

⇕ **FROM MY EXPERIENCE . . .**

You probably feel the same about the Allies seizing Nazi equities back in WWII.

The 394-ft motoryacht 'A', as seen on San Francisco Bay in 2010, allegedly belongs to Andrey Igorevich Melnichenko. The Russian oligarch's famously ugly 468-ft sailing yacht (also named 'A') was seized in March by Italian authorities.

I'll tell you about an experience 20 years ago: I was invited to a friend's birthday party on a 100-ft yacht in Rio de Janeiro, hosted by her family. When in country, I learned that my friend's father was an escaped Nazi general (his sub apparently crossed the Atlantic) who bought his way into Rio's upper class by marrying a wife 30 years younger and buying a silk factory an hour outside Rio. Made me feel pretty guilty. Heck of a party, though!

Jake Goza
Latitude Nation

⇕ **A SUPERYACHT WENT AGROUND IN MEXICO, AND EVERYONE WANTS TO KNOW WHO OWNS IT**

Sounds like it's owned by somebody with compelling reasons to legally obfuscate their assets. They should have used some of that wealth to buy updated local charts.

Joe Phillips

Joe was commenting on the March 16 'Lectronic: Megayacht VIXIT on the Rocks in Mexico.



FACEBOOK/DIARIO EL INDEPENDIENTE

The 173-ft megayacht 'VIXIT' ran aground on rocks southeast of Puerto Escondido, in the Sea of Cortez, in March. Our cursory reporting revealed that the boat is owned by some kind of company called "Crossplain." Who is Crossplain, you ask?

Crossplain is a firm whose purpose is keeping you from finding out who owns VIXIT.

Colin Dewey
Turning Point, Ericson 29
Encinal YC

'VIXIT' sounds like a name Elon Musk would use.

Laurie Glantz
Planet Earth

I have taken a tour out of Athens on such a boat. Then

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LETTERS

I saw a 'twin' in Norway. They hold about 44 tourists, or 12 oligarchs.

John Wilkerson
Perplexity, Express 37-1
Pacific Northwest

With all the news about Russian-owned megayachts these days, I'm surprised you didn't state who owns the ship.

John Enders
Pacific Seacraft 34
Anacortes, WA

Your reporting is completely speculative and inaccurate. The vessel was secured and towed to a nearby dock. Nothing further to report.

Fact-Checker

Fact Checker — Get over yourself. Isn't it obvious in the article that they're not really sure regarding anything about this boat? They said that their information was second-hand, or that it came from Marine Traffic, and not from their 'foreign-correspondence bureau'.

Danny Hendricks
San Diego

Readers — Two things. First of all: Yacht owners are notoriously secretive about revealing their stake in a vessel; they go to great lengths, and spend tons of money, to obfuscate their ownership. The many sailors who have worked on yachts know that the first question people strolling the docks would ask you — and the first question you were taught to dodge — was, "Who owns it?"

Second of all: We really don't care who owns VIXIT, or rather, we chose not to spend too much time trying to figure it out, even if the answer wasn't elaborately shielded by Cayman Islands-based shell companies. Sure, we always enjoy the thrill of the hunt, and if VIXIT were owned by a Russian oligarch, we'd be interested in that timely context. Or if she were owned by a celebrity, we might be drawn to the gossip allure — assuming it was an otherwise slow-news day.

At the risk of revealing too much about how the Lectronic Latitude sausage is made, there are days when there's lots of copy to fill, but not much news to report. That's when a VIXIT-like story is appealing to a writer scrambling to meet a deadline.

Besides, in the case of boat ownership, the question is almost always more compelling than the answer.

↑↓ IN AN EFFORT TO REDUCE EMISSIONS AND CONGESTION, NEW RULES WERE ANNOUNCED FOR CARGO SHIPS ENTERING PORT OF OAKLAND

The new rules forcing ships to wait outside in the ocean will actually harm emissions, and at the same time create safety hazards for all marine traffic, big and small. Ships anchored in the Bay use very little fuel. At sea, they must maintain position by constant use of engines for propulsion. It may be true that there will be less pollution inside the Bay, but the total emissions driven by prevailing winds into the coast and Central Valley will be far greater.

And the ships will be subject to any storm weather conditions, which can cause loss of containers into the sea. A drifting container is a hazard for any recreational boater as they often cannot be seen in time to avoid even during daylight.

Doug Clark

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LETTERS

Doug is commenting on the January 14 'LL: New Rules for Cargo Ships Entering Port of Oakland. In January, the organizations responsible for directing cargo-ship traffic created a new queuing process for incoming vessels.

Instead of anchoring in the South Bay, vessels now "receive an assignment time from the port and remain 50 miles off the coast while they wait, outside of a new zone named the 'Safety and Air Quality Area,' leaving Bay waters open," according to SF Gate.

↑↓ THIS DOESN'T REALLY ADDRESS THE PROBLEM

The federal government's solution to the problem of bottlenecks in the ports is to move ships far enough away that the TV news cameras cannot get to them for nightly news broadcasts. There is little effort to actually develop solutions to the problems of increased shipments, and increased quantity of ships calling on western US ports. This is compounded by the COVID-related worker shortage among dock workers (reported to be 10% of the work force daily absent due to COVID illness or COVID quarantine), making the problems even greater.

Bruce Brown
Costa Mesa

Bruce — This is not a federal government solution. The rules are the result of a collaboration among the Pacific Maritime Association, the Pacific Merchant Shipping Association and the Marine Exchange, each of which is a type of consortium representing various shipping interests, such as cargo carriers, terminal operators and stevedores. The latter two groups are nonprofits.

We agree with the sentiment expressed throughout this thread that simply keeping ships out of the Bay will not necessarily translate to a net reduction in emissions, though perhaps it could improve immediate air quality in the densely populated areas bordering the Bay. It does, however, seem as if slow steaming has several practical benefits, such as reducing fuel consumption, and thus reducing emissions.



A full 'parking lot' of ships in the South Bay, as seen a few years ago.

↑↓ LOW AND SLOW. THAT IS THE TEMPO

I did slow-steaming (then literally steaming) studies 30 or 40 years ago. With modern diesel ships, slow 'steaming' produces a substantial reduction in fuel use per mile. A rule of thumb is that energy use goes up with speed squared, but miles only go up with speed.

This is actually an underestimate, because resistance goes down a bit faster than that and propellers are generally more efficient at lower speed. For this reason, newer boxships are being designed to go slower, not faster. As an extreme example, a typical patrol boat might have 5,000 horsepower to go 25+ knots, but only need 200 horsepower to go 10 knots.

This is also the reason that sailing cargo ships were/are possible at all — it doesn't take much power to push

LETTERS

a ship at 10 or 12 knots.

Chris Barry
Spill the Wine, Jeanneau 42
Renton, WA

↑↓ DOES SLOWER = MORE ACCURATE?

The ships still have to run their generators at anchor anyway. Offshore of Los Angeles and Long Beach, ships alternately steam up-current, then drift down-current.

I think the hope is that ships will slow-steam across the Pacific to time their arrival more accurately — cutting total pollution somewhat in return. At the very least, the pollution will be more out of the Valley during the winter inversions we can experience.

John Kalucki
Lindo, J/109
Bay Area

↑↓ PHOOEY

Resounding success, until ships collide while attempting to hold positions 50 miles out at sea in big waves.

Captain Curt

↑↓ CALLING OUT THE "INTERNET EXPERTS"

So for all the expert, armchair captains out there forecasting doom on this plan, please explain why the Pacific Maritime Association, representing the actual shipping companies, would describe the actual results (not predictions) as a "resounding success"?

Jon Stanton



TIM HENRY

A trimaran works its way south on the long downwind leg of the 2017 Westpoint Regatta. Ships anchored in the South Bay add another tactical element for racers. Just to be clear, there are still some ships anchored south of the Bay Bridge, but there do seem to be fewer.

↑↓ SAILORS SHARE THEIR CONCERNS AND IDEAS

Fewer ships mean less congestion and wind obstruction for South Bay sailing and racing, too.

Captain Barry Demak
San Francisco

That's too bad. They make great racing marks.

Michael Bender

I propose a new offshore race format: Participants rally at the Golden Gate Bridge five minutes before the start, when an offshore, idling ship is identified. Winner is the first to round the ship and return under the Golden Gate. Mega extra points if you can exchange some item with the ship's crew.

William Pryor

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LETTERS

How are we supposed to tell if it's flooding or ebbing?

Chris Naughton
South Beach Harbor
San Francisco

↑↓ ONE OF THE LAST LETTERS DEBATING WHETHER PEOPLE RESCUED BY THE COAST GUARD SHOULD HAVE TO PAY

There needs to be a distinction between unavoidable emergencies and negligence. In the case of negligence, the boaters need to pay.

Tax dollars pay for the Coast Guard, and when they provide security, it benefits all. However, recreational boats are used by only a few privileged people. If they behave irresponsibly or negligently, they need to pay for services. Most Americans will never own a boat, so they should not subsidize rich hobbyists who get into trouble.

Tamera Durlley

Tamera — It's hard to argue with anything you've said. Who could possibly get behind the idea of spending taxpayer money to rescue someone who has been irresponsible or negligent? While the majority of our readers do not support the idea of charging rescuees, many people have asked for a way to differentiate between the competent and the blundering, the capable and the foolish. (And we absolutely love the idea of paying taxes only for things we need, use or want!)

Maybe it would be helpful to think of the Coast Guard, and their exceptional search-and-rescue abilities, as something that we have 'purchased' and are now the proud owners of. We have paid for one of the most elite ocean-patrolling forces in the world, and that force has decided on a no-questions-asked, free, humanitarian service. No sailor, no matter what their experience level is, ever hopes to need the Coast Guard.

We've said it before: In the wake of news stories about rescues, there is a collective reaction to want to 'punish' the rescued in some way, to shame them, or at the very least, for the community of mariners to have a public lessons-learned discussion. Even in cases where experienced mariners get into trouble, there is a small percentage of people who turn into trolling armchair captains, and assert what the rescuees "should have done." It's absurd.

When ocean kayaker Cyril Derreumaux was rescued by the Coast Guard off Northern California in June 2021, there was an outcry from sailors and lubbers alike. Even we broke our own etiquette and threw some shade at Derreumaux, saying that he should have known that early summer is a predictably gale-filled period that he should have avoided at all costs.

"Why should taxpayers foot the bill for his narcissistic waste of time?" one person wrote in an email to the San Francisco Chronicle. The Coast Guard said that the operation to rescue Derreumaux cost \$42,335.97. "The money comes from the agency's national budget for search and rescue, which this year is more than \$1 billion," the Chronicle wrote, then quoted an officer from the search-and-rescue sector: "I wouldn't say this particular rescue negatively impacted our budget any more than any other rescue."

"[The officer] characterized Derreumaux's rescue as a 'higher-risk mission', but dismissed the idea that it posed a danger to the lives of the four Coast Guard crew members [involved]. 'As a search-and-rescue person, you get a lot of satisfaction from that kind of job. This is what we do. We're budgeted for it. Because of the volume of cases we do here, we're probably the best in the world at it.'"

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kite photography by Cris Benton

LETTERS

↑↓ THE GREAT VALLEJO RACE TURNS 122 THIS YEAR. A LIFE WAS LOST ALMOST 30 YEARS AGO

I crewed in the race in 1995 on a Santana 37 out of Berkeley. (I no longer remember the name of the boat or the skipper.) The return leg of the race on the second day was a lot of fun, with good westerly winds blowing against a strong ebb, creating a steep chop. (I like heavy-weather sailing, so long as it's daysailing and I don't have to try to sleep in those conditions.)

Unfortunately and unknown to anyone on our boat or in our start, a skipper's daughter who was crewing on a boat whose start was about two hours behind ours fell overboard without a PFD and drowned on the return leg. We were partying after the race in the Berkeley Yacht Club and had no clue. I got a phone call the day after the race about the tragedy. Even though I didn't see the drowning or even know about it until the following day, this ended up being the worst sailing experience of my life.

This is not at all meant to discourage anyone from participating in this race. I encourage everyone to join. The party in Vallejo is a lot of fun, and the sailing can be also fun, if you get good wind.

This is just my story about one race 27 years ago for the purpose of memorializing these events. The only advice I have is to wear your PFD and have fun.

Jeff Hoffman
San Francisco

Jeff — That drowning victim from 1995 was Victoria Taylor, age 20. The boat was the Merit 25 Pink Panther. This was on the Sunday race back from Vallejo, an upwind leg, near Point Pinole. Conditions were described in our June 1995 issue as "gnarly," with 20- to 25-knot winds and 5-ft chop. (It's been our observation that on gnarly days, the vicinity of Point Pinole is the gnarliest part of San Pablo Bay.) Victoria's mother was driving the boat; her stepfather jumped in to try to save her. We can only imagine their grief.

You can read the full story in Sightings on pages 90-91 of that June issue, available online at www.latitude38.com/magazine/#1995.



COURTESY VALLEJO YACHT CLUB

We're not sure if there's an appropriately respectful transition from the tragedy of lost sailors to the celebration of racing sailboats on San Francisco Bay, but here goes. Above: We believe that's the schooner 'Occidental' on the left, racing against two other magnificent boats in 1884.

↑↓ MEMORIALIZING ANOTHER PASSING

Hello from New Zealand. It's been 39 years since Debby (my sister) and Ike Thompson were lost at sea near the Marquesas Islands. I still have the article printed by *Latitude 38* after their passing.

Thank you all.




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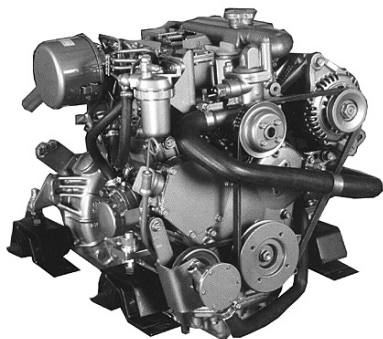


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LETTERS

Be safe.
Keep sailing.

Diane Price
Blenheim, New Zealand

↑↓ SAILOR'S BODY RECOVERED IN THE SEA OF CORTEZ

I was involved in the first days of the search for William Walter Austin.

From a plane, we searched three areas where we thought he might have gotten onto shore. When the family arrived and took inventory, they discovered a tank, regulator and one fin were missing — and one fin was on the back deck with tools left out, and the motor was in the off position.

I knew right then it was over.

To be honest, I never thought he would be seen again, but on day 11, his body was found about 20 miles from the known location where he went missing, with his gear and wetsuit still attached. The currents pulled him northeast till the next current pushed him south, where he was found.

I was fishing on Thursday, the day after Bill departed San Basilio, at approximately 8:30 a.m., and saw the boat adrift, and even told my buddies it was odd to see a sailboat adrift in this area; they are usually just moving through. By the end of the day, the boat had drifted east from where we had first seen it.

The next day, the north winds pushed the boat between Carmen and Coronado islands, and it came ashore in front of a gringo community in Loreto Bay. I heard the call on the radio. Then a close friend called me asking if I had seen his friend's boat, and I said yes.

Two days later, the boat was pulled off the beach by a crew out of Puerto Escondido Marina, and the gringos were probably the most help or it would still be sitting on that beach stripped of everything. The LB community did two-hour shifts during the night so that it would not be looted.

The family stayed in my extra house, and is devastated but know that Bill was doing what he loved.

I have three ideas of what might have happened: His log had reports of prop problems, so I'm pretty sure he put his gear on and went over to fix something.

- 1) He hit his head under the boat and was knocked out.
- 2) He had a medical emergency, such as a heart attack.
- 3) The air in the tank was contaminated and he passed out. It's a sad story and probably could have been prevented if he were not traveling alone, but he died doing what he loved.

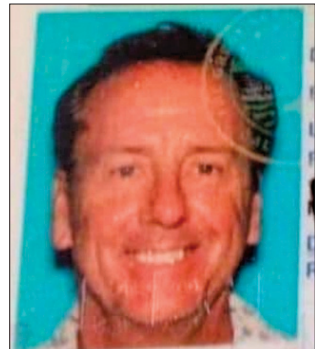
Safe boating, and RIP Bill Austin — you will be missed by all your family and friends.

Tim Yarbrough

Tim was commenting on the March 23 'Lectronic: Missing California Sailor Found Dead in Sea of Cortez.

↑↓ ANOTHER SAILOR INVOLVED IN THE SEARCH

I just crossed from Isla San Marco to Guaymas on March 14-15. I searched with binoculars every half hour for the duration during the day, and looked for light at night. My course was 55 degrees true, speed 4.5 knots.



We had a hard time tracking down a photo of William 'Bill' Austin, seen here on his California driver's license. Austin hailed from Marina del Rey.

SUBSECRETARÍA DE PROTECCIÓN CIVIL BCS

LETTERS

FACEBOOK/SHAYLYN AUSTIN



Austin's Fountaine Pajot 39 'The Cat' drifted into shore near Loreto Bay, the Sea of Cortez, Mexico, in mid-March. Austin's dog Stogie was still on board, and was rescued by authorities in Mexico.

Please, wear a harness, attached to rigging, when venturing outside your cockpit.

Jack Lanning
Mexico

↑↓ FRIENDS REMEMBER BILL AUSTIN

I've known Bill for 20 years and he was a kind, generous, and humble person with a great sense of humor. He was also a great father to his daughter and was truly living his dream. He will be so missed by his friends all over the world.

Lindsay Fellows

I've known Bill for 25 years. He was a truly beautiful human, loving father and kind soul — one of a kind. May he rest in peace and remain forever in the hearts of those who loved him.

Jessica Gonzales

So sad. I hope his loyal pup gets a new loving home to help him through the trauma.

Jen Wilks

I'm so sad to hear about a good man. I worked for Bill years ago at Austin Enterprise and happened to see it on the news. He will truly be missed. RIP, Bill.

Demetry Jake

Having done my share of solo sailing, I often found the serenity of the solitude tempered by the necessity for added precaution. RIP, Captain Austin!

Sean

A tragic reminder of the dangers of our beloved hobby/sport/career/life.

Inspire Sailing

He died doing what he liked instead of in a nursing home.

Peter Clapham

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



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LOOSE LIPS

This month's Caption Contest(!) reminded us that while some ideas are pretty goofy, they may also have some actual merit. For example, Brian Richards thought the fender on the keel could help protect his paint work: "It took me hours to fair this keel. I'm not taking any chances." And, "I haven't hit my head on it since I taped that on there." — Bill Huber. The fender was also recognized as an extra flotation device, just in case the boat alone wasn't sufficient: "Do you really need that floaty to keep your bow up?" — David Henry. All great ideas, and there are more below with the winning caption and the next top ten.



INSTAGRAM/@DENIZKILIC1355

The winner: "What About Bob? 2."* — George G. Hughes.

"Spies uncover latest America's Cup development ..." — @sailingarkyla.

"They'll never find the drugs now!" — Becky Lacey Elmore.

"Hey, Joe, that's a dumb idea. Duct tape will never hold that on underway. You need to use galvanized lag bolts!" — Mark Bettis.

"Being from Texas, Jim just wasn't quite clear on the concept of boat fenders." — Kelvin Meeks.

"Dave's solution for the navigationally challenged is sure to be Silicon Valley's next unicorn." — Bill Willcox.

"She's a bit heavy in the nose; this will fix it." — David Hume.

"On his way to the South Pacific, Smarty thought a well-placed fender would be a perfect cushion for a smooth landing on any coral reef!" — John Carapiet.

"When you can't afford a depthsounder." — Chris Conklin.

"Boatyard bottom painter said he always includes a little cushion in his estimates." — Dave Peterson.

"We be under a fathom, Capt'n! Need we strap on the fender?" — Paul Durbin.

"Now and then we had a hope that if we lived and were good, God would permit us to be Pirates." — Mark Twain.

*For anyone who doesn't get the reference to "What About Bob? 2." We recommend you find and watch the film *What About Bob?* The sailing scene is brief, but the film is a classic '90s "must-watch" with Bill Murray and Richard Dreyfuss.

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LOOSE LIPS



Moe Roddy spoke to Olympian Helena Scutt for Latitude 38's Good Jibes podcast.

It never ceases to amaze us how many great sailing stories live on the West Coast. When *Latitude 38* introduced our Good Jibes podcast our once-per-week schedule felt ambitious. Six months and well over 20,000 downloads later, we're almost wishing we could do two a week.

Below are some of the great podcasts we've recently published at: www.latitude38.com/goodjibes

Moe Roddy spoke to Mike Martin to chat about finding what you love on the water and winning at the highest level. Mike is a Rolex Yachtsman of the Year who's been a 505 Champion many times over — including North American and World Championships.

Nicki Bennett spoke to Brady Trautman & Alex Blue about their

over 100,000 nautical miles of combined sailing experience, 14 years sailing around the world with *SV Delos*, and empowering others to start their sailing journey through their sailing school and film company, Cruisers Academy.

Moe Roddy had a great chat with Santa Cruz sailor, Beau Vrolyk, about his top sailing lessons and experiences aboard his legendary schooner, *Mayan*. *Mayan* is a John Alden schooner built in Belize in 1947 and was owned by David Crosby from 1969-2014.

Moe Roddy also spoke to Olympian, Helena Scutt, a mechanical engineer who finished 10th in the 2016 Olympic Games in Rio. While racing at the 49erFX Worlds in 2013, she was hit by a boat that broke her spine, two ribs, and lacerated a kidney. Learn more about Helena's story on Good Jibes.

Hear them all at www.latitude38.com/goodjibes

28th Baja Ha-Ha — Well over 10,000 sailors have done this internationally acclaimed 750-mile cruisers' rally from San Diego to Cabo San Lucas, with R&R stops at Turtle Bay and Bahia Santa Maria. You bump into Ha-Ha vets all over the world of sailing.

The first chance to sign up for the event will be May 11 at noon at www.baja-haha.com. The earlier you sign up for the Ha-Ha, the higher up you are on the list to get a slip in Cabo San Lucas. That said, some years almost all boats have gotten a slip, and other years almost nobody got a slip and had to anchor out like everybody had to do before there was a marina.

Life is short, the Ha-Ha is long on fun.





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SIGHTINGS

give a bear a chance

A 72-year-old wooden boat washes up on the rocks after a storm, sails set, but abandoned and looking a mess — what do you do? Do you recognize a rare S.F. Bay Bear Boat, and eagerly adopt the project boat?

You do if you are intrepid sailor KC Crowell, who took command of the recovery of a wooden Bay Bear Boat in December. There are only 20 or 30 Bay Bear Boats remaining of the 65-boat fleet. The Bear Class sloop was designed by Ernest Nunes and Marty Martinson in Sausalito, the first keel laid in 1932.

Crowell's found sloop is hull #47, built in 1949. Thanks to recent neglect leading to its crash landing on the rocks in the Alameda Estuary, the wooden boat has seen better days, but its quality and craftsmanship are obvious. Crowell is more than ready for the restoration project as a sailor with a knack for traditional boats.

"I started getting involved in sailing more seriously in 2013 or 2014," describes Crowell. "I had a regular day job, just an office job. I would sail on the tall ship *Lady Washington* when she was visiting the Bay. But I was pretty burned out from my office job. I got into conversation with the captain and crew on *Lady Washington*, quit my job, and did their volunteer program. I never looked back!"

Crowell has worked on different traditional sailing ships since 2014, giving up her landside life for the rigors of the sea. "I gave up my apartment in San Francisco, put all my stuff into storage, and just traveled around working these contract gigs. That was my first start into [sailing] as a profession." After gaining her captain's license in 2017 and working with Alcatraz ferries and on various tall ships, she eventually went back to her day job.

Today, Crowell sails to maintain her license but works on land again. She was daydreaming of having a small daysailer for the Bay, until an email caught her eye.

"I'd always been interested in Bear Boats from having worked at Hyde Street. They're just really compelling boats if you're into traditional boat design and Bay history. It ticks every box I'm into for sailing! They're wood, and I've pretty much only worked on wooden boats."

In June, Crowell joined the S.F. Bay Bear Boat Association email list hoping that a good deal might show up and she could find a good project boat, as all wooden boats are.

"It's a quiet, sleepy mailing list. On December 4 an email goes out, forwarded from one of the TowBoatUS captains: 'I think there's a Bear Boat on the rocks in the Estuary, in Alameda.' He posted a picture, sails up, on the hard."

She responded, and things moved quickly. "That was the point where I got involved. I threw my hat in the ring. If someone figures out a plan, I'm more than happy to go down and organize a tow. However I can help, I'll help out."

But what the boat needed at that point was an advocate, someone to step up and say what needed to be done to at least salvage the boat. "At the time, I was thinking I'm up for the fee to dock the boat at the Berkeley Yacht Club, which allowed me to use their guest dock, but all of a sudden we needed to figure out what we were going to do. They were really gracious. And that's when things started to move fast. I had to figure out if I could get the boat registered, insured, etc. We had to track down the last two owners. I figured out a chain of custody, and they signed the boat over to me. Now I'm fixing her up."

Finding a marina to host a historical wooden boat isn't easy — no one wants an old wooden boat in their marina. You have to demonstrate having good insurance, a restoration plan, and the chops to follow through with it. Initially, Crowell found used needles in the bilge and a big mess throughout, and describes the condition as being really, really rough. But

continued on outside column of next sightings page



route d'or attempt

At 6:04 p.m. on Thursday, April 21, Jzerro and Ryan Finn passed under the Golden Gate Bridge in an amazing display of seamanship, boat design and adventure. But the last miles to the Gate were not easy. In his only downbeat post during the whole trip, he mentioned the frustration. "I was hoping to glide under the Golden Gate Bridge at noon today, and that was a conservative estimate. Well that's well out of the window now. I'm drifting at 3 knots toward S.F., which is unbearable at this point. 56 miles at 3 knots is far, far away."

"Clearly the Pacific is not done with me, and punishing me for assuming there would be stable wind for the final part of this voyage. Assume nothing. My friends and



a success for ryan finn

family are already in S.F. waiting. It hurts to think that I could be out here for another day, but I have to accept that as a possibility. Unfortunately, the only entertainment I have on board is waiting for a weather file to download, so I'm partially at fault for continuing to suckle at that teat of misinformation. I now look at the weather models the way I look at a children's show, with the costumed host singing and dancing in front of a smiling sun and inflatable trees. Meanwhile, I'm stuck in what feels more like a David Mamet play."

We've been there too, waiting just outside the Gate, knowing it's windy just ahead but it's taking forever. Ryan and Jzerro

continued in middle column of next sightings page

give a bear a chance — continued

despite finding the Bear so neglected, it had been sailed up to the last minute, which speaks to how well built the Bay Bears are.

The boat is hauled out now at Berkeley Marine Center, and things are looking up for the 23-ft-long fractional sloop. Though the carved wooden bear's-head tiller is missing, most of the work will be deferred maintenance projects.

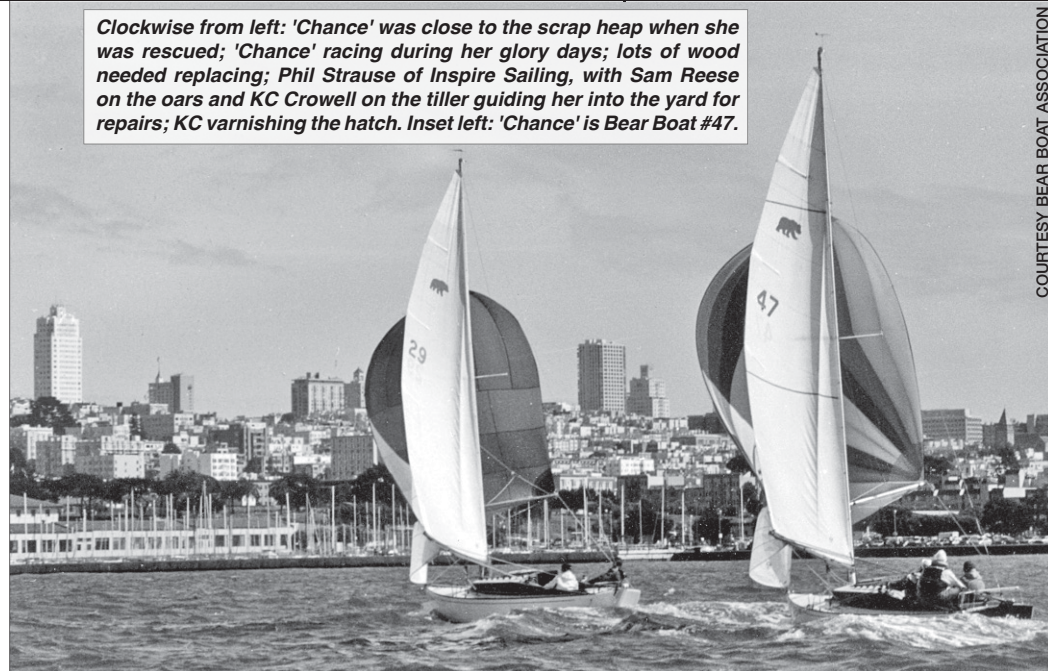
The boat changed hands a couple of times over the past few years. But while doing the research and restoration, KC has run into many people who remember working on the boat, sailing her, and servicing parts and rigging over the years.

"Her name is *Chance*, and given her circumstances," laughs Crowell, "I feel like I can't change that name. Back in 1949, she was originally named something else, and in the 1960s was burned and sank, completely rebuilt, and given the name *Chance*, as in second chance."

You can help restore the Bear Boat *Chance* at KC's GoFundMe page, <https://gofund.me/7168b0df>.

— heather breaux

Clockwise from left: 'Chance' was close to the scrap heap when she was rescued; 'Chance' racing during her glory days; lots of wood needed replacing; Phil Strause of Inspire Sailing, with Sam Reese on the oars and KC Crowell on the tiller guiding her into the yard for repairs; KC varnishing the hatch. Inset left: 'Chance' is Bear Boat #47.



COURTESY BEAR BOAT ASSOCIATION



STEVE HUTCHINSON



PHIL STRAUSE



capt. donald lawson's dark seas project

Captain Donald Lawson has announced the acquisition of the former *Groupama 2/Mighty Merloe* from the sailing team owned by Howard Enloe. *Mighty Merloe*, built for Franck Cammas in 2003, has been burning up the West Coast racing scene for years and is known as the fastest ORMA 60 trimaran of all time. *Mighty Merloe* is currently in possession of a number of sailing records, including the Transpac Yacht Race. The team completed the course in 4 days, 7 hours, 3 minutes, 30 seconds.

We spoke with Capt. Lawson to learn more about his ambitions for *Mighty Merloe*. The idea of acquiring *Groupama 2* was first considered in 2011, but it didn't come together. Now, 11 years later, she has finally been acquired for Capt. Lawson's Dark Seas Project record and education program. "We feel blessed and fortunate that Mr. Enloe and his team had built this boat up to where she is now. Even when she was winning races for Franck Cammas as *Groupama 2*, she wasn't this fast!" Lawson noted.

Capt. Lawson and his team at the Dark Seas Project plan to conduct a West Coast tour with the boat. They will visit sailing centers, yacht clubs and schools teaching about diversity, equity and inclusion opportunities in the maritime industry as well as the environmental benefits clean energy systems provide. The boat is currently in San Diego and will sail north to Seattle this spring, stopping in harbors along the coast for talks and boat tours, and introducing youth to the opportunities available in sailing. The current schedule has them passing through the Bay Area at the end of May and returning on the way south in July.

"No system out there is perfect, but the goal is to try to do things in the cleanest and safest way possible while still achieving goals. That is why we are focused on developing systems that will allow us to prove you can be successful while also being smart," Lawson added.

Capt. Lawson also serves as the current chairman of US Sailing's DEI committee. Although his work to help diversify the sport is well known, he believes he can do more. "When I started, I didn't have a role model in the sport who looked like me. I hope that through my work, we won't have the next generation go through the same. I want to leave the sport better than I found it."

Lawson's 40-year sailing history started in his hometown, Baltimore. He did lots of sailing on the Chesapeake, where he was able to overcome some of the challenges faced by African Americans making their way into sailing. He says that as he got started in the late '80s and '90s, most people he interacted with were really open-minded, but there were many subtle and not-so-subtle barriers for an African-American sailor. Despite the hurdles, he got his US Sailing certification in 2003 and his 100-ton license, and has now sailed well over 25,000 miles as teacher, delivery skipper and race crew, and looks to add thousands more very fast miles with *Mighty Merloe*.

Beyond the educational and environmental work, a primary mission for *Mighty Merloe* is tackling many of the numerous singlehanded passage records. The ambition is to search out many of the solo records ratified by the World Sailing Speed Record Council and see which ones Lawson and *Mighty Merloe* can knock off.

The idea for this was first sparked when he was helping Bruce Schwab deliver *Ocean Planet* from Portland, Maine, to Charleston, South Carolina. They had the right conditions and made the run from Portland to Charleston in about three days. Schwab commented that it was probably a record run, prompting Lawson to think that all his deliveries were essentially rehearsals for record-breaking runs. As a delivery captain, his prime mission was to get owners' boats from point A to point B as quickly and safely as possible. This meant watching weather systems and doing the routing

continued on outside column of next sightings page

ryan finn — continued

finally received enough wind to make it on a flood current in daylight.

At the Richmond Yacht Club docks, Ryan summed up the journey. "It's pretty presumptuous for me to think I can sail nonstop from New York to San Francisco in a 36-ft boat, right? By the time I got to Brazil, I thought, 'If I just make it around Cape Horn, that's all I want.' Leaving New York in winter was hard as shit. Getting around the Horn was hard. Going up the Pacific Coast is hard. This was a hard trip. Those guys that did this in square-riggers were incredible." And he did all that singlehanded. Incredible.

We'll have more on Ryan's adventure.

— ncs



MARK ALBERTAZZI

dark seas project — continued

for the most efficient run to the destination. What was needed to break records was to follow the same procedures with a faster boat. This is why *Mighty Merloe* has been in Capt. Lawson's dreams since 2011.

Since he's starting on the West Coast, one of the first sailing records he hopes to break is the solo Transpacific record to Hawaii, which currently stands at 7 days, 11 hours. Behind that is a long list of records on all oceans, though he intends to spend the next two years touring and record-hunting in the West.

Capt. Lawson and his Dark Seas Project will announce the upcoming West Coast Tour schedule soon and is inviting yacht clubs and other groups and organizations to contact him for visits and speaking engagements. If you are thinking about inviting his boat to your docks, be aware it's a big boat — 60-ft LOA, 58-ft beam, 5-ft draft with board up (15-ft 9-in with board down), and a 100-ft spar! You can contact him at donald@captaindonaldlawson.com and follow Captain Donald Lawson on Facebook and Instagram.

— john



Ryan Finn and his 36-ft proa 'Jzero' sailed under the Golden Gate Bridge around 6 p.m. on Friday, April 22.



Inset left: Capt. Lawson has sailed thousands of miles aboard all types of boats. Left: 'Mighty Merloe' in the 2019 Puerto Vallarta Race. This photo: Lawson checks out the helm of his new steed.

PHOTOS COURTESY DONALD LAWSON EXCEPT AS NOTED

scott's dream for animal farm

Since his first design in 1971, the 24-ft Nightingale, designer Tom Wylie has created many well-known and well-loved sailboats. Far from being large-scale production boats, each Wylie design was built with its own specifications and variations upon previous boats, and each boat amassed its own following. It was thus that a young Scott Krivanek came to fall in love with Wylie's 1974 build — the 28-ft half-tonner *Animal Farm*.

Scott's friend Heidi Fischer wrote us to tell the story of how *Animal Farm* came to begin a years-long restoration under Scott's skillful hands, and more recently, become Heidi's own sailboat and a tribute to her now-deceased friend.

Scott grew up in Palo Alto, and while most boys were following the NFL, Scott and his sister Justine followed sailing, and spent their free time sailing out of Pete's Harbor in Redwood City with their parents. And as soon as he was old enough, Scott joined a junior sailing program and later progressed to larger boats out of Alameda.

Despite his experience aboard a wide variety of boats, Scott had eyes only for *Animal Farm*. His parents' friend Chris Corlett raced the Wylie with Bill Carter, and Scott followed its performances closely. In its first year on the scene, *Animal Farm* became the half-ton North American champion.

Fast-forward a few years and Scott was now a knowledgeable and valued employee at Monterey Bay Boatworks, all the while sailing whenever he could.

"He was such a great sailor," Heidi says. "He seemed to know what to do in any type of wind and on any boat." Scott had already owned a number of boats, but when he rediscovered *Animal Farm* after having lost track of her years before, he was determined to make her his own.

Chris Corlett's son Jesse had inherited the 28-ft Wylie, and whether through synchronicity or pure algorithms, he popped up on Scott's Facebook page. Scott got in touch, and in July 2017, as her proud new owner, he transported *Animal Farm* to Monterey to begin her restoration.

"When I saw it, I could not believe he wanted to restore this boat," Heidi tells us. "But it was his dream to own it, restore it, and race it to its former glory."

The 43-year-old boat was in bad shape; Scott had already put his foot through her deck. The work stalled due to injury and other health issues, but *Animal Farm* was eventually hauled out and relocated to an out-of-the-way corner of the boatyard where work would resume.

Soon enough, with her name stenciled across her perfectly varnished transom, *Animal Farm* was ready to be repainted and have her hardware replaced. "There were many things it needed, but Scott never gave up hope of sailing it one day."

Sadly, Scott would not realize his dream. He died on August 14, 2020.

"It was a sad time for all who knew him," Heidi shares. "*Animal Farm* became a memorial site. It was hard to look at the boat and not wish he was still there, working on his dream. His sister Justine, brother Sonny, and many fellow sailors and friends said goodbye to him with a burial at sea, surrounded by many boats in the bay, at sunset. There was not a dry eye on the Monterey Bay that day."

Months followed and Scott's family had done nothing with the boat. A few people had shown interest, but *Animal Farm* remained in the yard, untouched. Heidi was also interested, but hesitant, as she had no knowledge or experience in boat restoration. Yet after many discussions of the pros and cons, she and another of Scott's close friends, Shannon Saylor, partnered with Scott's friend and former workmate Erik Digman to take over and complete the boat. Erik's knowledge and expertise were readily available to help make their friend's dream a reality.

Their first job was to repaint her bottom and prime the deck, after which, on February 4, 2021, *Animal Farm* was relaunched. "It was very exciting. It was an emotional experience to move Scott's boat."

"In my mind, I had thought it would be sailing by summer," Heidi reflects. "Little did I realize how long restoring this boat would take."

On February 18, the women began in earnest. The boatyard crew and

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delta doo dah 14

If you go to register for the 14th annual Delta Doo Dah cruising rally, the first thing you'll notice is that we have a new website, www.latitude38.com/delta-doo-dah. We've brought the event into the fold of *Latitude 38's* main WordPress website. It's more modern in appearance and construction than our old site, www.deltadoodah.com, which we crafted back when we first created the Doo Dah in 2009.

The new site is not necessarily perfect or complete yet, but Doo Dah veterans have graciously hammered away at the registration form and we feel it's passed the beta-testing stage. It's still free to sign up, so go for it!

This year's Delta Doo Dah will enjoy partnerships with our old friends who return for more fun. Among them are Richmond Yacht



open for registration

Club, Stockton Sailing Club, Summer Sailstice, Owl Harbor Marina, Delta Bay Marina and Peninsula YC.

New this year is sponsorship from the City of Vallejo Marina (aka Vallejo Municipal Marina), managed by F3 Marina. They're offering all officially registered Delta Doo Dah 14 entries 10 cents per gallon off fuel and 50% off guest berthing. In addition, they've donated two door prizes of two free nights plus 25 cents per gallon off fuel. (With the current cost of gas and diesel, we cruisers need all the help we can get!) Vallejo's a great place to stop on the way to or from the Delta.

Other door prizes to be raffled off include goodies from the California Delta Chambers, five copies of author Jackie Philpott's

continued in middle column of next sightings page

animal farm — continued

Monterey sailing community were very supportive, and Heidi loved every minute of it. "I felt like Scott was just smiling down on us, happy we were finishing what he started."

Fitted in among everyone's work schedules, they installed lifelines, a new motor, and finally the deck hardware. Erik built a V-berth into the cabin and taught Heidi and Shannon how to install the stanchions. "Without any idea what the deck looked like with rigging, or knowing how Scott would have wanted it, we decided to just make it as simple as possible."

"It is a very satisfying feeling working on your own boat," Heidi added. "Shannon and I learned a lot."

They decided to add some personal touches to the finish. Shannon painted sea animals on the deck, and the hatch cover was painted with a barn-shaped S for Scott. "Our tribute to him."

On September 5, 2021, *Animal Farm* was ready for her maiden voyage; her first sail in a long time.

"It handles like a dream. Scott's dream — made into reality," Heidi concluded. "May his memory forever live on, as *Animal Farm* sails into the sunsets."

— monica grant



Clockwise from top left: 'Animal Farm'; Scott Krivanek; Heidi, Shannon and Betsy; maiden voyage; farewell banner; Heidi in the cockpit.

ALL PHOTOS COURTESY ANIMAL FARM

SIGHTINGS

crew listing scores a pacific crossing

The Ha-Ha gets the credit for starting this. I got my first taste of distance sailing with the 2011 Baja Ha-Ha on my boat, *Island Time*. I commuter-cruised out of La Paz, exploring the Sea of Cortez for the next year. I sold *Island Time*, a Pacific Seacraft 37, in 2014, and have since raced some 25,000 miles with legs on the Clipper Race, Transpacs, Pacific Cups, Mexico races, ARC, Miami-Nassau and Newport-Bermuda.

Crossing the equator and becoming a shellback has been on my bucket list for a while. Thanks to *Latitude 38's* Crew List, I got the opportunity for an equator crossing via San Diego to Nuku Hiva, in the Marquesas, in March 2022. I'd been on the crew list for a number of years. A pandemic interfered, or contacts didn't work out after talking with and/or meeting the skipper and boat. We weren't gonna be a good fit. I think it's common sense and should be a priority to take the time to meet the boat crew and seek sailing references before committing to a long passage.

Last October, I was contacted through the *Latitude 38* Crew List by a skipper down in Chula Vista. He was looking for one more crew to sail from San Diego to Nuku Hiva. After a Zoom call, I met in person with Brent

continued on outside column of next sightings page

delta doo dah 14

new book, *What I Saw Sailing in the California Delta*, a fabulous gift bag from Owl Harbor, and another gift bag with swag from Summer Sailstice and *Latitude 38*.

If you're interested in donating door prizes or sponsoring the Delta Doo Dah, please contact Nicki Bennett at (415) 383-8200 ext. 109 or nicki@latitude38.com.

Where will these prizes be given away? We're so glad you asked! For the first time in three years, we'll reassemble in person for a Kickoff and Delta Cruising Seminar at RYC on Saturday, May 21, from noon to 3 p.m. Longtime cruisers Craig and Ann Perez will present their excellent and entertaining seminar. Owl Harbor's cruising guide, *Get to the Delta*, will be among free resources handed out. RYC's bar and galley



Spread: 'Steelaway' in Nuku Hiva. **Insets, left to right:** Owner Brent restored 'Steelaway' in San Diego, then ushered his crew into Nuku Hiva; the March issue of 'Latitude 38' becomes a shellback with author Jimmy Peter; landing a berth to Nuku Hiva through the Crew List is worth celebrating.

— continued

will open at 2 p.m. This event will be free to attend, but bring a credit card for drinks and lunch; the club no longer accepts cash. At press time, RYC requires all visitors to be vaccinated against COVID-19, but masks are optional. Because not everyone will be able to attend in person, we're looking into the possibility of recording at least the seminar portion of the event. An RSVP is not required.

Next up on the Doo Dah itinerary will be the Delta Ditch Run from RYC to Stockton on June 11. The Ditch Run includes several racing divisions, but we've partnered with the organizers to help grow the cruising division. Racing or cruising, sign up at www.stocktonsc.org/on-the-water/regatta/ddr.

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crew listing — continued

Miller at his boat. He was knowledgeable and professional, plus his boat was in immaculate condition. *Steelaway* is his personally rebuilt Bruce Roberts 56. Not speedy, but a perfect boat for cruising.

A couple of weeks later, after we checked each other's references, I gladly accepted the invitation to join his crew. We had a shakedown cruise over several days in early January, and I was even more pleased to join the boat. There was a total of three of us on the boat, the skipper and two crew.

We departed San Diego on March 6 with easy winds, broad-reaching away. I was lucky enough to get the 3:30-8 p.m. and the 3:30-8 a.m. watches — sunsets, shooting stars and sunrises. Yes, that means 4.5 hours on and 7.5 hours off — that's easy and relaxing!

Food was fresh and well prepared, and we soon had a poled-out headsail. Woohoo! Just cruising along.

By March 11, we were no longer even wondering about all the bad stuff, like war, pandemics and poverty back in that world. Is that good or damning? No matter, it is kinda like exhaling. Our halfway point came with mixed emotions on March 16. We had a very relaxing routine on the boat.

We only had one day of stormy weather, which didn't appear on our PredictWind forecast. That was March 19. The afternoon started with significant rain and winds in the mid-20s to low 30s for several hours. It continued building before topping out in the low 40s. After taking the poled-out headsail down and furling it, we reefed the main and mizzen. *Steelaway* sailed happily in the wind and messy chop. It was a change of pace for us and really good practice reefing, tethering on, etc. We made a good sailing team.

We had lotsa rain, overcast and cloudy days — not nearly as sunny as we'd anticipated. All sunsets are good but only nine out of 19 were full-on tasty sunsets. I took sunset photos every evening. Note that all three of us claim to have seen a green flash in the same sunset.

Days just kinda blended together. We were ready to finish but don't want to finish. 1,000 miles down and 2,000 to go. Halfway point, 2,000 down and only 1,000 to go. I was happy and sad at the same time anticipating.

We had light winds and motored three days through the ITCZ, then crossed the equator on March 22 at 4:35 a.m. Woohoo — it's Shellback Time! We had a very low-key celebration as we transitioned from pollywogs, and I checked off another bucket-list item.

We were getting close by March 25 and reefed again just to slow down. We wanted to arrive in daylight after this passage, to see the island as well as avoiding anchoring in the dark. It was a good decision — Nuku Hiva

is beautiful.

We only saw four freighters/tankers the entire trip. All were on AIS, and we could eventually see one by eyesight. However, on the very last day, we entered the Nuku Hiva harbor literally alongside the cruise ship *Zuiderdam*.

On Saturday, March 26, at 10 a.m. we anchored at Nuku Hiva — big ole smiles! It was good to get off the boat for shopping, dining, cold drinks, fresh bread, learning land balance, Wi-Fi, etc. Of course, customs isn't open on weekends and would also be closed on Monday. No matter. On March 29 we checked in and were now officially in French Polynesia! The tally was 19 days, 21 hours from cast-off to anchoring, with one jibe, one tack and reefing twice.

Brent's wife Beth will join the boat in Nuku Hiva as I depart. They'll voyage onward to New Zealand after spending the season diving and exploring French Polynesia, with family and friends flying in to join them.

Thanks *Latitude 38* Crew List! It works. Unfortunately, cruising has ruined my head for racing.

— jimmy peter



to the surf on a vintage wooden trimaran

Brandon Walters, a surfer turned sailor, loves trees. "Wood gives boats their soul," says Walters. "If I was a tree, I'd want to be turned into a boat."

His brother is a finish carpenter, and his father is a carpenter. Naturally, the quality of woodwork on Walters' own 1972 wooden trimaran is pristine. His Uncle Chuck was a long-time boater whose loyalty to surfing paved the way for Walters. "My old man, my brother, my uncle are all avid surfers. I don't think my uncle's missed a swell in 30-40 years." And that's what Walters has done now, with his Cross 26 *Poco Loco* being a key element in making it all possible.

Walters grew up on the water, a Ventura native who spent his days outside in one way or another. Already an avid surfer, he played baseball and football, and wrestled throughout high school. As a three-sport athlete, Walters took some ribbing. "My brother, he was always sayin', 'You're nuts! You're missing so many waves, B!'"

The brothers had lived near boats, but his brother found boating before Brandon did. "My brother got a boat, almost given to him. He got it for, like, \$800, but it had a seized engine. It was a mess," says Walters. That was Walters' first foray into boating since childhood, working with his dad and brother to rebuild the engine — for months.

Studying agricultural business at Cal Poly in San Luis Obispo led to his becoming a district manager as the liaison between avocado growers and sales for Calavo Growers, Inc. Cal Poly also meant bigger swells, a new community of surfers, and a healthy rivalry with his little brother. "My brother lives on his boat, and surfs when he surfs. In college, my brother came by, saying, 'I'm better than you, I'm going out, so you're going out.' Of course, I couldn't be outdone by my little brother; he was better than me. It was a healthy rivalry, and it's probably what ultimately drove me to sailing."

One day changed his mind about boats forever. Walters was at work on a Wednesday afternoon. "They all just left me on that Wednesday! They had all just taken off in my uncle's boat to get to the spot!" exclaimed Walters. The swell was supposed to peak on Thursday. And he missed out on the Wednesday of all Wednesdays. "My little brother told me, 'B. You missed the best waves of your life.' So I said, damn. I got to find myself my own boat."

Walters started dreaming and searching. "I got ditched on that one trip, so I started looking for a little 22- to 24-ft boat, just something to get across to the islands. I had found a wooden trimaran for \$7,000. I couldn't afford it, but was just looking." He knew trimarans; his brother's first trip out to the islands was on a trimaran. "Then the price dropped from \$7,000 to \$5,000, and then from \$5,000 to \$3,000. So I called up my uncle. 'What do you think about this boat?' And he said, 'Let me call my buddy.' He called me right back and said, 'You better buy that boat or I will!'"

With approval from his uncle, the vintage wooden Cross tri was Walters'. *Poco Loco* was on the scene, with Walters at the helm. "We called up my Uncle Chuck to teach us how to sail. We sailed for an afternoon, and he said, 'Aw, you guys got it.'"

Knowing nothing about sailing or boat restoration beyond the one engine-rebuild project, he found bliss in ignorance. "There's something to a boat, something to sailing. I've been out to the islands before on a powerboat — I felt like I cheated. I didn't feel like I had earned it," reflects Walters.

For the past 10 years, Walters has become a kind of boatsmith. "I've learned how to work on boats. I was a surfer that bought a sailboat, you know? Not the other way around!" he laughs. "I've read a ton, because my boat is so old, it's hard to find relevant information."

Sadly, avocado wood is too soft to use on a boat. So besides peerless woodworking, Walters has risen to the challenge of vintage wooden boat restoration. "I'm pretty proud of the work I've done — at first, it's been about just keeping her alive and now I can, you know, really make it something special."

But in the end, just being out on the water in the elements he knows so

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doo dah 14 — continued

Entries received by June 5 cost \$100; \$125 afterward. Although the Doo Dah welcomes powerboats, the Ditch Run is for sailboats only. A swell party by the banks of the San Joaquin River follows the race.

SSC also generously offers all Doo Dah boats three free nights in their harbor any time of the year.

We'll talk more about summer events in future issues of *Latitude 38*, and in *Lectronic Latitude* at www.latitude38.com.

— chris





TIM ROCHE

With the Carquinez Bridge in the background, a colorful parade of spinnakers sails past the C&H sugar plant in the 2021 Delta Ditch Run.

vintage wooden trimaran — continued

well is what drives his sailing life. As he sails to surf, he keeps an eye on forecasts, looking at the water himself to assess the conditions and make forecasts. There are only certain days he goes out. Walters explains: "It is as if you could only golf in a certain temperature range." People ask him if he surfs every day, but the ocean is temperamental.

As a surfer-turned-sailor, he brings his appreciation for the power of the ocean to boating. "Sailing just gives you a closer relationship to the elements. It's like surfing — you're in the water," he reflects. "Especially in big waves, you realize how insignificant you are. If you're at a place when a set comes, and you eat it, there's nothing you can do. You're just around for the ride."

— heather breaux

Left: Brandon and a board that hooked him into sailing. This page, clockwise from here: Sailing is now a family affair as daughter Jade, 5, and son Hudson, 2, (right) are starting sailing on a Cross tri; Brandon's wife Nicole and daughter Jade at the dock as 'Poco Loco' waits for the next surfing excursion.



ALL PHOTOS WALTERS FAMILY

FIFTY YEARS AGO

Fifty years ago, I set sail from Sausalito's Napa Street Pier with three of my best friends for a vaguely planned trip to sail south along the Pacific Coast. We had no destination in mind and no time limit — just a youthful desire to find good surfing and whatever adventures came our way.

Our crew was made up of our neighborhood schoolmate surfing buddies: Zack Schlesinger, myself, Pete Conidi, who went on to be the S.F. Cable Car head splicer, and Eric Olsson, who had a career in the Merchant Marines.

Zack, now a professor of physics at UCSC, had just returned from Puerto Rico, where he crewed on the delivery of a three-masted tall ship from Los Angeles to Puerto Rico, and I had just returned from a year sailing on an 84-ft Baltic ketch, the *Johanne Regina*, up and down the Caribbean, bringing tropical fruits from the down islands to the barren Virgin Islands.

I was 20 years old and Zack was 21, and now that we were back home in San Francisco, we went looking for the next adventure. Zack's idea was to get a whaleboat from the Navy surplus auction, put together a simple rig, and head south. He loved the whaleboat design, especially after reading of Bligh's 3,700-nautical-mile voyage that got underway after mutineers set him and 18 loyal crewmen adrift in a 23-ft ship's launch, and Shackleton's 1,700-kilometer voyage as well, in double-ended, whaleboat-designed small boats.

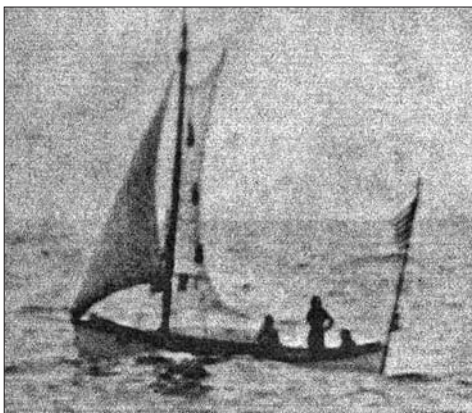
We were lucky to win a bid for a sturdy 26-ft fiberglass whaleboat launch situated in National City, by San Diego. We took Zack's father's new Ford station wagon to the Mission High School night metal shop, and Max Vela installed a heavy-duty towing rig. Towing the boat from National City probably destroyed Zack's dad's car, but that was how we were then — a little out of control.

We found a spot in a yard behind an

Zack, Jim and a friend working on 'Vendla' in the Sausalito boatyard, summer of 1971. Note the leeboards leaning against the hull.



auto shop in Sausalito on the Gate 5 road next to the infamous 'Big Bump' that damaged many a long truck and speeding vehicle. Inside the yard, there were three ferrocement boats and one steel boat under construction, and a few boats in storage. Ian Keith was building his 37-ft *Nunki*, and Tim Mahoney was building his ferrocement boat. Tim went on to become a well-known boatyard operator and wood salesman.



Jim Shaw crossing from Cabo San Lucas to Puerto Vallarta to meet up with Zack, who was on another boat at the time.

The parade of Sausalito characters was nonstop — from the lost lads of the hippie movement to the serious boatbuilders. There was quite a movement taking hold at this time in ports and harbors all along the coasts of America, especially in the Pacific Northwest and the maritime East Coast, resulting in large-scale recreations of traditional wooden sailboats, the launching of *WoodenBoat* magazine, and the emergence of skilled craftsmen using the old methods. In Sausalito, the tradition was carried on proudly by Peter Bailey, Sam Anderson, Joe Tate, Dudley Lewis, and Ray Speck, among others. Alan Watts stopped by, as did Sterling Hayden and Harold Sommers, all encouraging us and glad to see young guys getting out and doing things. Peter Sutter befriended us, gave us several bags of sails — storm jibs, drifters, and jibs — and often dropped by to check on our progress.

We made many parts in the metal-shop night classes available at George Washington High School and Mission High School. We fashioned a solid bronze rudder, made our chainplates, some blocks and our masthead crown. We made two leeboards with lead

inserts there. The teachers and many students got involved, and it became a group effort.

We, too, wanted to do things in the old ways, and Peter Sutter told us about Simpson and Fisher down near the S.F. Embarcadero, the last cotton sailmakers on the West Coast, in business since the Gold Rush. David Crosby was in Sausalito in those days on *Mayan*, and his captain was an old friend of ours. He brought David over to see our boat, and David was very encouraging and gave us some work on his boat to help the kitty. He gave us a book called *How to Make Your Own Sails* and so, with this, we went in search of the Simpson and Fisher shop.

It took us some time to find the loft, a block from the Ferry Building on a side street, 242 Steuart Street. There above a coffee warehouse reeking of roasting coffee was the sign: "Simpson and Fisher Sailmakers, since 1864." We went up, and a nice lady in her late 60s asked what she could do for us. We told her we wanted Egyptian cotton to make a sail, and she gave us the strangest look, as if we were putting her on. Then she said, "We haven't made any sails here in years — just boat covers, awnings and table shades."

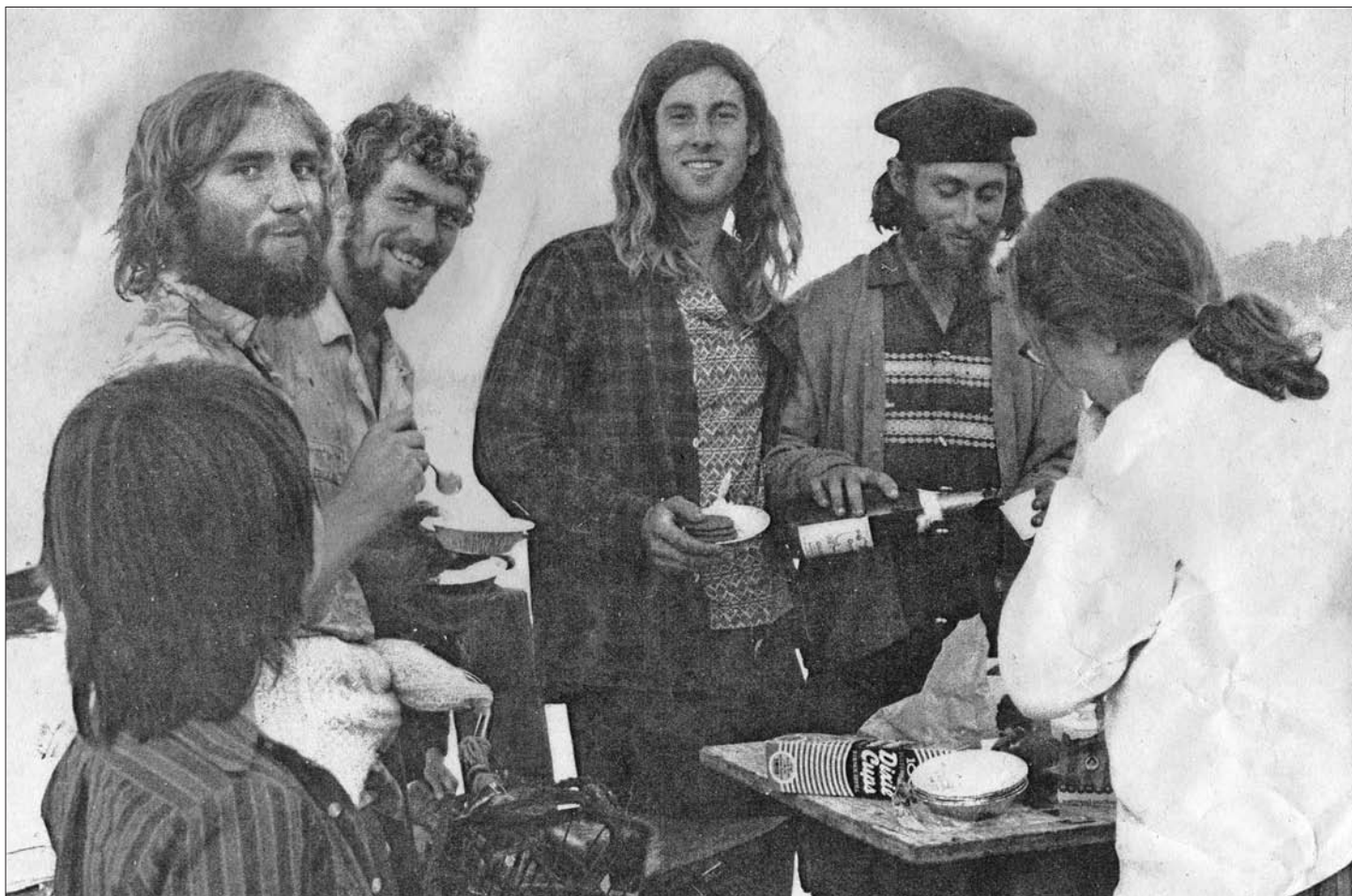
A distinguished-looking middle-aged gentleman came out of an office and introduced himself and listened to our story. His name was Andrew Fisher, the great-great-grandson of E.J. Fisher, who'd started the company with Captain J. Simpson. Mr. Fisher was actually a full-time chemist, but he kept the business open for sentimental family reasons. He brought out the Egyptian cotton; it had a deep, strong smell like freshly cut wheat, a beautiful smell. We came back over the next several days and laid out the sail plan, cut the cloth, and stitched the panels together on some ancient, heavy-duty sewing machines. Mr. Fisher showed up every day, and his two workers shared our excitement about our trip and gave us a basic course in sailmaking and a lot of helpful hints.

Between Mr. Fisher's loft and David Crosby's nice little gift, we learned the necessary terminology involved and got to know firsthand: selva, roach-leech, eyelet holes, goring cloth, reef bands, hanks, seizing, parceling, lacing, thimbles, and so on.

We bought sewing palms, beeswax, thick linen line, and square sail-stitching needles, and brought the large sail to Peter C.'s garage. Peter C. was a quick

ALL PHOTOS JIM SHAW

I SET SAIL FROM SAUSALITO



On Napa Street Pier the night of our departure. Left to right: Pete Conidi, Eric Olsson, myself, Zack Schlesinger, and his mother Jo Hanson Schlesinger.

and neat sewer, and the four of us would sew the hemp line onto the luff and the foot and put heavy patches on the four corners. The sprit entered the peak in a pocket, and that had to be built up with many layers of canvas. And, of course, the clew, the tack and the head were made extra-strong as well to support the rings and thimbles that Peter artfully stitched into them in a way that would make any sailmaker proud.

We needed building materials, and we heard about a house on 26th Avenue, between California and Clement, that was being torn down to build flats. The house was probably built at the turn of the century, with oak strip flooring over tongue-and-groove fir planking. We lifted the oak strips up as gently as we could with an assortment of crowbars, nail puller bars, cold chisels and wood chisels. Our schoolmate, Eric Reiter, held some position at the new Exploratorium at the Palace of Fine Arts, and they had a new wood planer we needed to remove the wax and varnish from the oak strips. We all cringed when the planer pinged and chinked on a regular basis, as the planer met the large quantity of finishing nails that we'd missed, embedded in the strips. Eric was none too pleased but

figured it was easier to get rid of us with the wood planed than to endure Zack's full-court press. Eric opened the shop to us many times for more complicated wood joinery and enthusiastically helped us all through our project.

We glued the oak strips to make the deck beams, and the tongue-and-groove flooring for the deck, all 11 feet of it on a 26-ft boat. Then we covered the deck with canvas and some sticky waterproof paint. A neighbor of ours, Milt Belway, was president of Triple-A shipyards at Pier 64, and later at Hunter's Point. He gave us a lot of help as well, and filled our bilge with pig iron. His wife was like a second

mother to us, so we named our boat after her: *Vendla*, a nice Finnish name.

Now we needed a mast...

As I mentioned, we were young, rebellious and larcenous. Just how we acquired the mast is best left for another time. Although it was 50 years ago, I am not sure about the statute of limitations.

So we stepped our beautiful, straight, seasoned fir mast through the deck of our little whaleboat, using cables and make-shift cranes from the top of the auto-shop roof, with all the boatyard lending a hand. We stood back and admired the complete



Left: The day we left, last-minute decisions. Right: "Let's go, lads. Time to head south."

FIFTY YEARS AGO

picture of the boat with the mast and realized our departure was coming quickly upon us.

We had to remove the mast to launch our boat, and that presented a major problem. With all the best marine brains to help, we couldn't get the mast out. It shook and rattled the entire boat as we tried to lift it out, and we feared we'd rupture the whole deck. So, again, the statute of limitations prevents me from describing in detail our boat launching, one dark and very late night, with an agile crew to help along the road from the boatyard to the Clipper Yacht Harbor ramp.

A day later in a sea trial in Richardson Bay, our large sprit-rigged sail put us over on the rail as the water rushed in with a giant gulp. We quickly righted and bailed like madmen to keep from sinking. Zack suggested "rail boards," and that is what we quickly made. Another sea trial was a complete success, and so we set our departure for the next day.

We had no keel and no motor, just the sails and some long sweeps (long oars).

Zack's mother came to see us off at the Napa Street Pier, bringing along champagne and oatmeal cookies. We climbed



Eric Reiter and I hastily attach rail boards to the whaleboat.

down the ladder at sunset to catch the easterlies to get us out the Gate during the night, and we were off. This was November 10, 1971.

Our boat proved to be too crowded for

the four of us, so Peter got off at Santa Barbara and Eric got off at Long Beach.

Zack and I sailed along the Baja and Mexico coast for almost a year. We survived a dozen perilous events and enjoyed the open nature that only an open boat can provide. We surfed unnamed spots and ate fresh clams, lobster and fish everywhere we went. We got bumped by whales at Scammon's Lagoon and got blown by 50-knot northers that tested our steering skills and desire to survive. We met characters and made lifelong friends, and saw a world that is gone to us all now.

We left our boat on the shore near the Guatemalan border, intending to return. We never did and wound up giving the boat to a local fisherman named Geronimo, who wrote me a great letter asking for the boat.

Far down the coast, we were asked to deliver a ketch back to Los Angeles, and we thought, "What the hell, why not?" It turned out to be a well-known William Garden ketch, *Little Revenge*. Its engine was broken, and we got dismayed coming home ... but that is another story ...

— jim shaw



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SAILGP —



With spectator boats visible in the background, the fleet of foiling F50 catamarans makes a run for the starting line. — photo by Louis Kruk

WINGING IT IN THE FRISKY CITY



As it did at the conclusion of Season 1 in 2019, the Sail Grand Prix traveling road show came to San Francisco for the grand finale of Season 2.

The eight-boat fleet arrived the week ahead of the March 26-27 race dates and took to the Bay waters for practice.

The week did not proceed smoothly

for all of the teams.

Jimmy Spithill's USA Team and Tom Slingsby's Australia Team endured capsize during training sails. Coincidentally, they were the only two teams already guaranteed spots in the three-boat championship race, due to their points accumulated during the long season. The Aussie F50 was still undergoing repairs

after Thursday's capsize that caused damage to the wing sail, resulting in the team missing Friday's practice racing session.

Slingsby was the defending champion, having won Season 1. Nathan Outteridge's Japan team was considered the most likely to round out the top three that would race for the \$1 million prize.

SAILGP —

RICARDO PINTO / SAILGP



Left: Australia's wing looks pretty much destroyed after a capsize on March 24. Right: USA team members and surfer Kai Lenny, who sailed with them that day, cling to their craft after capsizing on March 21.

Making his SailGP debut in San Francisco was Spaniard Jordi Xammar, driving for the Spanish team following the abrupt pre-race departure of Kiwi skipper Phil Robertson from the team. Robertson had been training Xammar in the role ahead of Robertson's move to drive for Canada's new team in Season 3, but internal drama during the final week of Season 2 led to Robertson exiting early.

The other teams represented Denmark, France, the UK and New Zealand.

Saturday, March 26, was a day of mixed fortunes for the teams. Nathan Outteridge's Japan team managed a top-three finish in two of the three races to sit alongside Australia at the top of the event leaderboard after Day 1 of the Mubadala United States Sail Grand Prix.

Racing on home waters, Jimmy Spithill's US team finished no higher than fifth across the day's three races.

Australia's Tom Slingsby expressed surprise at Spithill's disappointing Day 1 results. "I've heard on the grapevine

that the US team is trying new things, but if I was them I would cancel those plans and get back to what they know, because they didn't look too good."

Spithill admitted his team had experimented with some new strategies. "We made a lot of mistakes out there, to be honest, but for us the focus is that we take the lessons from today," he said after Saturday's races. "All that counts is tomorrow, and the only race that matters is the last one. We need to protect the asset in the first two races and make sure the F50 is in one piece for that last race, and then put the throttle down." Famous last words...

"This is why you come to San Francisco. You look at the weather, the sold-

Youth sailors in the Inspire program got their moment in the sun (and fog) ahead of the F50 racing. Left: the Inspire Racing x Waszp Program on Sunday, March 27. Right: the Inspire RS Sailing Program on Saturday, March 26.

out crowds, plus a huge audience on the water as well. It's just an amazing city, and it was spectacular to see today," added Spithill.

It was also a good day on the water for the Spanish team. New driver Jordi Xammar led the team to two top-three finishes in his event debut in the hot seat, racing for the first time in Season 2 as an all-Spanish team.

"The marks are drifting around. Nothing's really where it's supposed to be."

"It was just amazing," said Xammar. "As we hit the start line, I was sitting there thinking, 'Wow, what the hell am I doing here?' Then I said to myself, 'Jordi, stay calm, trust the guys.' It's just amazing to finish two races in the top three in our first event together like this. What the team did today with a rookie driver

FELIX DIEMER / SAILGP





SIMON BRUTY / SAILGP



LATITUDE / CHRIS

was incredible."

Great Britain started the day brightly with Sir Ben Ainslie claiming a win in Race 1, before Nicolai Sehested's Danish team held off Japan to win Race 2 — the Danes' second win of the season.

Day 1 of the grand final weekend down — so far, so good.

Could Sunday get any weirder? San Francisco Bay was certainly up to some frisky tricks, in part due to a storm front.

The original course setup wasn't going to work when the usually dependable westerly clocked around to a puffy, shifty southerly. The race committee had to reset the course. "The marks are drifting around," commented Nate Outteridge. "Nothing's really where it's supposed to be." The westerly did return, then the southerly. The first race was abandoned.

During the second attempt at the first race of the day, the Spanish team rear-ended the American boat at the leeward gate, punching a hole in the port ama's transom. Spain was out for the day, and USA limped off to try to effect a frantic on-the-water repair in time for the third race, the grand final for which they'd already qualified. They missed the second race.

In Race 2, the Kiwi and French boats collided, with the Kiwis' starboard ama sideswiping the

Left: the fateful moment when Spain struck USA. Right: the damage to USA's port stern.

French boat's port ama. The Kiwis were docked four penalty points, even though they had the right of way.

Jimmy Spithill is famous for comebacks, and come back he did, to start the ultimate race for the money against Australia and Japan. USA was first at the gate — but wait! There's a whale on the course! The race was abandoned. The rules call for racing to halt to allow the whale to pass through. In the meantime, the wind had lightened and shifted south again. The forecast had called for 25-30 knots, and the boats were using their smaller wings.

When the final race finally started again, Australia ran away with it, finding an area of better pressure on the course.

Sunday's collision #2: a sideswipe between NZL and France. The Brits (in the light-blue boat) narrowly avoided the melee.



LATITUDE / CHRIS

They took an early lead and never relinquished it as the three top teams battled the patchy wind. We would say they left the others in their spray, but the others weren't even close enough to feel their spray. Australia crossed the line first, followed by Japan, with the US trailing.

Tom Slingsby's team collected the \$1 million prize for winning the season. "More important than the money is that Australia came out on top, and we can call ourselves the best in the world," said Slingsby. "Money comes and goes and glory lasts forever. I know that's a saying, but we really feel it right now."

After a season of highs and lows, Spithill was gracious in defeat. "At the end of the day, you really have to credit the Aussies. They have been the benchmark team all season, and to come back and do it back to back, it's very impressive; they deserve the win," he said.

Co-CEOs Peter Burling and Blair Tuke's New Zealand team claimed the top prize in SailGP's inaugural Impact League, presented by marine biologist Dr. Sylvia Earle. Along with a trophy, the Kiwis collected \$100,000 for their Race for the Future partner, Live Ocean. The money will go toward funding partner research into help forests and their potential to sequester carbon. Great Britain won \$35,000 and Australia \$15,000 for their Race for



SAILGP IN THE FRISKY CITY



Anatomy of a splashdown: Fly too high, fall to Earth, stop.

the Future partners, STEM Crew and Parley for the Oceans. Dr. Earle declared the whale as the day's winner!

Season 3 will take a full calendar year to complete and will kick off this May 14-15 in Bermuda. For the grand final, SailGP plans to return to San Francisco Bay on May 6-7, 2023. In between, the league will visit Chicago, the UK, Denmark, France, Spain, Dubai and New Zealand.

Switzerland and Canada have joined

Australia SailGP Team celebrates their victory on the water.



LOUIS KRUK



the roster, now at 10 teams total. Keep track of the action and new developments at www.sailgp.com.

— **latitude** /chris

SAILGP SEASON 2

F50 — 1) **Australia**, Tom Slingsby, 65 points; 2) **Japan**, Nathan Outteridge, 59; 3) **USA**, Jimmy Spithill, 58; 4) **Great Britain**, Ben Ainslie, 50; 5) **New Zealand**, Peter Burling, 47; 6) **Denmark**, Nikolai Sehested, 45; 7) **Spain**, Jordi Xammar, 44; 8) **France**, Quentin Delapierre, 39. (8 boats)
INSPIRE RACING, 3/26-27

WASZP, MALE — 1) Sean Herbert, AUS, 65 points; 2) Jaime Framis Harguindey, ESP, 63; 3) Eliot Savelon, NED, 55. (8 boats)

WASZP, FEMALE — 1) Hattie Rogers, GBR, 86 points; 2) Mathilde Robertstad, NOR, 72; 3) Pearl Lattanzi, USA, 65. (8 boats)

RS FEVA — 1) Marco & Emilia Puertas, EYC, 37; 2) Maya Urfer & Evie Littler, SYC, 31; 3) Blake Oberbauer & Mark Xu, SFYC, 31. (8 boats)

Full results at www.sailgp.com

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AMERICA'S SCHOONER CUP



"Gray, drizzling skies and no breeze — thank goodness the tide had started running out," writes photographer Janie Noon. "Fierce competition in the run-up for the gun, with boats doing their best not to collide with one another as they had no steerage way. I believe 'Maid of Kent' crossed the start line backward. Oh, the excitement! (Actually, we had a wonderful time!)"

JANIE NOON

Eleven schooners and crew met on San Diego Bay on April 2 to race in the 34th America's Schooner Cup Charity Regatta, which benefits the Navy-Marine Corps Relief Society (NMCRS). These eclectic vessels of diverse builds, sizes and ages gathered to compete in three

race classes. The vessels of all classes were handicapped with staggered starts so that any one of them could vie for honors in winning the prized America's Schooner Cup trophy awarded each year by the regatta's host, Silver Gate Yacht Club.

Four schooners endured southerly

headwinds a few days earlier to travel south more than 100 miles from their homeports. *Quascilla* (Oxnard), *Legacy* (Marina del Rey), *La Volpe* (San Pedro), and *Lively* (Newport Beach) made the tough delivery to participate in this year's event. In addition, three local Intergalactic 10-ft schooners entered the Charity Regatta for a match race held concurrently in the Shelter Island Yacht Basin.



The state tall ship 'Californian' finished in third place in Class C. Two boats in that division, 'Age of Grace' and 'Bill of Rights', did not finish.

'Californian' was still a bit ahead of the floating swirl of other schooners.

Friday night's dense fog barely lifted for the C Class start at 11:30 Saturday morning. The little wind for the start soon faded, and the morning was completely windless. Observers watching the race start off Shelter Island and Silver Gate YC witnessed the 36-footers *Lively* and *Maid of Kent* and the 48-ft *Age of Grace* each facing a different direction as they drifted across the start

MARK ALBERTAZZI

IN A RELUCTANT SOUTHWESTERLY

line, pulled by a powerful ebb current. Their competition, the 142-ft *Californian* and 136-ft *Bill of Rights*, headed for the line simultaneously, and with lofty sail plans they could manage a stately forward-facing drift.

Given the ebb current and the day's predicted light winds, the decision had been made to start the race on time with a shortened course to give the slower boats in C Class the time they needed to finish. The 10.9-mile course ran out of San Diego Bay, rounded channel buoys 3 and 4, and headed back again to the Shelter Island finish line. The five C Class schooners had all motored up



Above: 'La Volpe' (Italian for 'the fox') took first place overall on April 2. "She is just back with us after a 15-year visit to the Wayne Ettel boat spa and restoration heaven," reports Janie Noon. "She sailed down from Los Angeles, and her cadet crew did a truly impressive job handling her with a young female driver and Wayne himself on board." Left: Andrew Mayhugh purchased 'Lively' in 2016 and took first place on his first running in the Schooner Cup. He dresses in costume. "'Lively' was a brilliant color bomb on a dreary, flat-light day," says Janie. 'Lively' took first place in C Class this year.



the A Class had had another drifting start, but the single racer in the A fleet, the 53-ft *La Volpe*, was able to pass the entire fleet just beyond Ballast Point; she was first to the outer marks with *Witchcraft* in close pursuit. By Ballast Point, all 11 schooners were sailing well and heading south out of San Diego Bay to the outer marks.

Half of the fleet met together at the leeward mark (buoy 4) and started the

and strategically set sail behind the line roughly 10 minutes before their start and were drifting off with the first start blast at 11:30.

When the predicted 6-knot wind still lagged for the second start at 11:45, the B Class vessels, including the 42-ft *Witchcraft*, 46-ft *Legacy*, 49-ft *Shine On*, 52-ft *Pegasus* and 54-ft *Quascilla*, were soon drifting past the C Class competitors, except for *Californian*, which had found a sweet spot in the outgoing current and was still a bit ahead of the floating swirl of other racing schooners. *Bill of Rights* lumbered behind them all.

A reluctant southwesterly wind developed while the flotilla converged on the bay restriction at Ballast Point, allowing the racers to gain some steerage. By then

'Witchcraft' won the five-boat B Class.



AMERICA'S SCHOONER CUP

DALE FROST



upwind leg to buoy 3; most of them followed the leading racers, hardening their starboard tack upwind as close as they could to lay the next mark. Only *Lively* and *Maid of Kent* tacked over to port heading upwind. Both gaff-foresail schooners then swapped out fisherman staysails in their second tack to the mark. *Lively* sailed to the mark much closer and easily rounded buoy 3 before *Maid of Kent*. Meanwhile *Pegasus*, *Legacy* and *Shine On* had sailed past buoy 3 from the outside with *Quascilla* in close pursuit.

From there the schooners finished in the same order in which they rounded buoy 3. First to finish and first on corrected time was *La Volpe*, winning the

34th America's Schooner Cup.

Two schooners entered the race but intentionally did not start: The 61-ft *Star-dust* and 45-ft *Del Viento* are off cruising! The regatta gratefully acknowledges their support of the event and generous donation to the Navy-Marine Corps Relief Society.

This year the schooner crews and the SGYC membership were more comfortable in company at the outdoor gathering, with the familiar smiles and friendly race stories at the awards ban-

The Intergalactic 10s are actual schooners, but only 10 feet long. Left to right: 'Poco Loco', 'Lime an de Coconut' and 'Pacifier'.

The pile-up at the buoy 4 ocean mark. This lineup of loveliness is, left to right: 'Legacy', 'Lively', 'Shine On' and 'Maid of Kent'.

quet. Hopefully we leave behind the past two difficult years with renewed interest in the future of this schooner event and increased charitable donation from the regatta to NMCRS.

— **marcia hilmen**

Check out La Volpe's video at www.youtube.com/watch?v=VIKJMym-7Rg.

SGYC AMERICA'S SCHOONER CUP 4/2

A CLASS — 1) **La Volpe**, 53-ft LOA 1926 H. Angelman, Tim O'Brien. (2 boats)

B CLASS — 1) **Witchcraft**, 42-ft LOA 1994 W. Roue, Brian Eichenlaub; 2) **Pegasus**, 52-ft LOA 1978 H. Morschtaldt, John Fay; 3) **Legacy**, 46-ft LOA 2000 J.G. Alden, Scott Mahoney. (5 boats)

C CLASS — 1) **Lively**, 36-ft LOA 1976 H. Field, Andrew Mayhugh; 2) **Maid of Kent**, 36-ft LOA 1962 W. Atkin, Jerry Newton & Marcia Hilmen; 3) **Californian**, 142-ft LOA 1984 M. Smith, Maritime Museum of San Diego. (6 boats)

INTERGALACTIC 10 — 1) **Pacifier**, Jimmy McManus/Nick Bellafiore; 2) **Poco Loco**, Alex & Nathan Packard; 3) **Lime an de Coconut**, Paul Mitchell/Chris Frost. (3 boats)

See full results at www.americasschoonercup.com

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"Mousetrap engaged," the bow crew reported back to me. He was referring to the halyard hook, a diabolical device at the top of the mast that locked the main halyard at the top, taking the load off the part of the halyard that goes down the mast to the halyard cleat. It eliminates extra compression in the mast caused by the halyard.

"Roger," I acknowledged. "But I really hate those things," I had to add. "It's bad seamanship to have a mainsail that doesn't come down unless you raise it first and then line it up a certain way just to get the darn thing to release. I can think of too many situations where you need to get the main down quickly, without being able to go dead upwind and remember the correct incantation."

"That's 'cause you grew up sailing back East, where they have thunderstorms on summer afternoons," he reminded me.

"Maybe," I said. "I still don't like them, but with the noodle of a mast on this old boat, I guess we risk the rig if we don't use it when the wind is up."

It was not my own boat. It was a classic day-racing sloop, designed early in the last century. The owner, away on a business trip, had asked me to race the boat for him in order to keep his series standing from suffering a missed race.

This would be a treat, driving an old classic design. It was billed as a "gentleman's race": No spinnaker, small fleet of one-designs, protests discouraged. On the other hand, on race day, the summer sea breeze had come up early, and this boat was all open cockpit, not self-bailing, and probably not having nearly enough flotation to keep it from going straight to the bottom if it flooded. And I had been told, by the absentee owner, that the way to make the boat go fast upwind was to let it heel way over: "The narrow hull likes to heel," he advised, "so don't be afraid to put the rail in the water."

"There's no reef point in the main," I said to my crew. But I noticed that it had the old-style sliding gooseneck and downhaul, instead of a Cunningham for luff tension. "Let's keep

the boom down at the bottom of the gooseneck track, and fly the mainsail a little lower down to power it down just a little."

"No can do, with that halyard hook," the bow crew reminded me.

"Max, we can lose the halyard hook," said Lee Helm, who had come along to be the middle crew and call tactics.

"Doesn't the halyard hook reduce the compression on that thin mast?" I asked. "I have to assume there are halyard hooks on these boats because they need them."

"Like, that's what everyone thinks," she said. "Goes back to the days of wood masts and external halyards. For sure, with an external halyard, the loaded halyard fall adds compression that you can eliminate with a mousetrap up on top."

"The internal halyard does exactly the same, I would think."

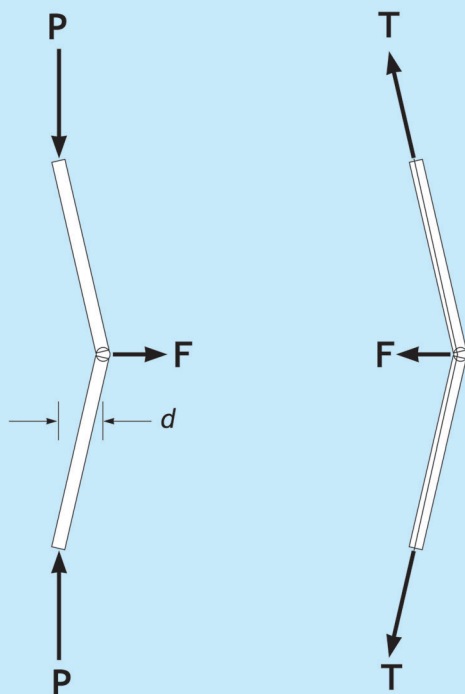
"But the internal halyard follows the same curve as the mast," Lee explained. "It adds a restoring force to the column and works against the moment from the eccentric load. So if the failure mode we're worried about is column buckling, the halyard hook doesn't do anything."

"No, the Euler buckling load is still $\pi^2 EI$ over L -squared," asserted the bow crew, who, it turned out, had been recruited by Lee from one of Lee's structures classes.

"Not when there's an internal tension member," she corrected him. "Take a simple example; a column made of two rigid links with a spring hinge connecting them end to end. Assume a small transverse displacement at the hinge, I'll call δ . The force causing the hinge to deflect more will be the compression load P times δ over L times two."

The student sketched out an imaginary diagram in the air to confirm Lee's formula, and agreed that it was a valid small-angle approximation.

"Now let's say there's an internal halyard under tension equal to the compression on the column. That's like, all the compression on this column comes from the tension in the internal halyard. The halyard makes a sharp turn around the joint, so it's pushing the joint back the other way, with a force equal to T times 2δ over L . T equals P , so the net effect of the compression and the equal and opposite tension is zero. Let's lose the halyard hook. It doesn't do anything



Simplified column of length L under compression load P , with the joint displaced a small amount d . The force pushing the joint out of column is Pd/L . If the compression is equal and opposite to an internal tension member (internal halyard), then the force restoring the joint to its original position, if $T=P$, is also Pd/L , demonstrating that a halyard hook would have no effect on the critical buckling load.

HOOKED ... OR NOT



useful when the halyard is internal."

"Your call, Lee," I said. "I just want to get that big main as low as we can get it."

"The lower boom will also reduce the air pressure lost between the boom and the deck," Lee reminded me. "Helps us point higher."

"But the compression from the halyard is still in the spar," argued the bow crew. "It might bring the aluminum closer to yield point."

"Nah," Lee dismissed his concern. "Euler buckling in a spar like this happens way before the material's yield point. But don't ignore the mousetrap on a thin mast with external halyards, where there's no compensating internal tension."

We proceeded to drop the main halyard, and the sliding gooseneck, by nearly a foot to get what we all thought would be a more efficient sail with a little less heeling moment, then cast off and tacked out of the harbor.

It was the first time in decades that I had steered a boat with a full keel and an attached rudder, and the helm feel was very pleasant. There was no

over-balance in the steering, like on some spade rudders, and a very light touch kept the boat on course. But the bow crew was still worried about not using the halyard hook.

"Here's a counter-example," he challenged. "Upper battens compressed in the batten pockets. With more compression they buckle to form more camber. But the compression in the batten is equal and opposite to the tension in the surrounding batten-pocket cloth, and the pocket and the batten are constrained to follow the same curve, so by your logic there should be no change in camber."

"That's, like, a three-dimensional effect, from the leech tension at right angles to the batten, pushing the batten tip toward the mast," Lee explained, although she did take a short pause to resolve the apparent paradox. "And like, here's the counter-counter-example: When you flake the main, those compression battens are straight, not curved, because there's no leech tension adding external compression to the batten."

That settled the issue for the time being, and when we were out in the breeze we were glad we had de-powered the main as much as we could.

I managed a pretty good start, but my speed was off a bit compared with the other boats, all sailed by their owners — probably because I was still a little afraid to put the deck edge and that open non-self-bailing cockpit too close to the wave tops.

Fortunately with these heavy keelboats, as Lee was quick to point out, they all go pretty much the same speed, and a poorly sailed boat is almost as fast as one that's well sailed. Halfway up the first leg, we were still in the hunt. But it was a wet ride.

"One nice thing about those old IOR boats," shouted the forward crew from his perch on the windward rail, "the high freeboard and wide beam amidships kept the crew on the rail ..."

He paused to lower his head as a few gallons of cold Bay water were flung at him at high velocity.

"... clear of that fire hose from the bow."

"And there were, like, these things called lifelines to hold on to," added Lee. "I guess the life of a race crew was cheap in 1935."

Rounding the mark in a very close last place, we decided to raise the main to full hoist for the run. This being a "gentleman's race," there were no spinnakers to deal with, just a reaching strut for going wing-and-wing.

"Why do the boats with internal halyards still use halyard hooks," I asked Lee as we settled into the more comfortable deep-run point of sail, "if the reduced compression doesn't contribute to the buckling strength of the rig?"

"I guess it can save a lot of weight if it's handled carefully," she answered. "Especially on, like, jib halyards on really big boats with the halyard hook on the sail side of the halyard sheave. That way the halyard fall and the sheave and its hardware only have to support the weight of the sail during the hoist, and never see

the luff tension. Saves weight aloft, and a professional crew can make sure no one hits the button for the wrong powered winch at the wrong time."

"I still don't like them, but with the noodle of a mast on this old boat, I guess we risk the rig if we don't use it when the wind is up."

I managed to gain a place during the run, probably because of our aggressive heel to windward to keep the helm neutral, and our bow crew's quick work on the whisker pole. He also rigged a "fraculator" with the unused spinnaker halyard, to rake the mast forward for the run, and this

touched off another scholarly debate about whether it worked, and why. At the end of the leg, we eased the halyard and pulled the gooseneck down again for the next beat.

The wind was up another couple of knots, and my two fearless crew were having a rough time of it on a deck edge that was never designed for getting live weight to windward in any kind of comfort.

"You know," I said by way of encouragement, "if the sport of yacht racing were created today from scratch, this sort of hiking would never be allowed. We'd have comfy places to sit with our weight well to windward, clear of the spray, and there'd be no silly complications like sliding goosenecks, halyard hooks and fraculators."

"I guess," said the bow crew, wincing as another wave sprayed him in the face with cold saltwater. "But then, if they made it too easy, anyone could do this ..."

— max ebb

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THE RACING

Midwinter racing gives way to spring regattas. Here we cover the PV Race, MEXORC, the SSS Round the Rocks, BYC's Wheeler Regatta, StFYC's Spring Fest and Spring Dinghy, SBYC's It Ain't Over Till It's Over, and the ILCA North American Midwinters West, with notes on SCYC's Champion of Champions, RYC's Big Dinghy, BAMA's Doublehanded Farallones, California Dreamin', and Cali medal winners at the Trofeo Princesa Sofia. Many more events get their moment in Box Scores.

Puerto Vallarta Race & MEXORC

San Diego Yacht Club has produced the biennial run from San Diego to Puerto Vallarta, Mexico, since 1953. The PV22 event ran March 10-18. On its heels was MEXORC, March 19-23, with action on Banderas Bay. PV22 attracted 30 crews; MEXORC tallied 28. Many boats competed in both events, including *Artemis*, *BadPak*, *Envolée*, *Fast Exit II*, *Katara*, *Nereid*, *Peligroso*, *Trouble*, *Velos* and *Zero Gravity*.

For the 1,000-mile PV22 race, the average time on course was 5 days, 2 hours. First to finish was Roy P. Disney's *Pyewacket 70* (a modified Volvo 70), earning a new monohull elapsed-time record of 3:04:38:02. Of all competitors, *Pyewacket* sailed the greatest number of miles, 1,223. Manouch Moshayed on

ber of competitors took themselves out." The final leg was relatively stable with no positions or distances changed during the 250-mile Gulf crossing. *Fast Exit II*'s elapsed time was 3:22:25:12, corrected to 4:20:16:43.

In ORR 3, Stan Fleming's J/125 *Nereid* earned top honors. For ORR 4, Tom Camp's Santa Cruz 50 *Trouble* achieved a scant 45 minutes over second-place J/145 *Katara*. Chuck Skewes on *Velos* (a Tanton 73) sailed to *numero uno* in ORR 5; the owner, Kjeld Hestahave, was unable to participate. And ORR 6 gave Paul Grossman on *White Cloud* (a Cookson 12M/Farr 39) the top spot.

"The PV Race is a tricky one for the Figaro 2, which doesn't perform as well as other fleet boats in lighter air," said Nathalie Criou, attempting both a first

optimal ergonomics for buoy racing and a new-to-the-boat crew, clear progress was made on both boat and maneuver speed. "We started to nibble spots in the rankings."

MEXORC competition is managed to ORR rule ratings on windward-leeward courses. Racers competed along the north Puerto Vallarta coastline in steady 15- to 20-knot breeze. A 22-mile pursuit race was also scheduled, although lower-than-expected winds this year caused its cancellation. Current is not a major factor here, but lifts and headers are, courtesy of the region's mountain range. Whales on the course led to one start delay.

In ORR 1 (52-feet and over), Doug Baker's Dencho/Kernan 75 *Peligroso* out of Long Beach YC claimed a near-perfect streak. *Fast Exit II* bested *Peligroso* in Race 8 to claim a gun but finished in second overall.

Hailing from Mexico and the US was a nine-boat ORR 2 fleet — although the pool reduced to eight after Ivan Batanov's



Left: 'Zero Gravity' suffered a gravity storm in MEXORC. Right: Natalie Criou's pumpkin-orange-clad 'Envolée' team laps buoys at MEXORC, where the crew steadily improved their speed.

Rio 100 (a Bakewell White 100) achieved a personal best 3:05:22:29 over 1,136 miles — 10 miles fewer than during the 2016 run.

The ORR 2 and Overall winner was John Raymont's Ker 51 *Fast Exit II*. Navigator Brad Wheeler commented, "The first third of the race was fast and very standard. A few competitors strayed from rhumb and paid the price. The middle third — Cedros to Cabo — was the most interesting, and again a num-

ber of competitors took themselves out." The final leg was relatively stable with no positions or distances changed during the 250-mile Gulf crossing. *Fast Exit II*'s elapsed time was 3:22:25:12, corrected to 4:20:16:43. In ORR 3, Stan Fleming's J/125 *Nereid* earned top honors. For ORR 4, Tom Camp's Santa Cruz 50 *Trouble* achieved a scant 45 minutes over second-place J/145 *Katara*. Chuck Skewes on *Velos* (a Tanton 73) sailed to *numero uno* in ORR 5; the owner, Kjeld Hestahave, was unable to participate. And ORR 6 gave Paul Grossman on *White Cloud* (a Cookson 12M/Farr 39) the top spot. "The PV Race is a tricky one for the Figaro 2, which doesn't perform as well as other fleet boats in lighter air," said Nathalie Criou, attempting both a first

Soto 40 *Zero Gravity* failed to make Race 2 due to mast snap shy of the start. Repeat racer *Velos* sailed to a class first. For spots 2 and 3, the Swan 42s *Vincitore* and *Supersonico* traded tight competition. Ultimately, Ricardo Brockman — a 40-year veteran of MEXORC — on *Vincitore* prevailed with 18 points. In Race 7, Carlos Romano's *Supersonico* took a DSQ for a 10-point hit.

In Farr 40 action, Fausto Olivares of *Poseidon*, Javier Velasquez Robinson on *Nitemare* and Roberto Vulling of *Flyer* mixed it up, frequently swapping the #1, 2 and 3 spots. *Poseidon* and *Nitemare*



Crew aboard 'Olas Lindas' wrangle a drop in late-afternoon MEXORC action. Canadian owner/skipper Linda Sweet earned firsts in 2018 and 2020. The crew continued competition in the Banderas Bay Regatta, taking a gold in the ORR division. The back-to-back regattas yielded eight days of competitive racing in winds averaging 15 to 20+ knots. — photo by Martha Blanchfield

both earned totals of 13.

"MEXORC is a well-attended event hosted every two years. It's tight action often with competition won or lost based on a few seconds' difference on corrected time," says Canada native and veteran racer Linda Sweet of *Olas Lindas* (a Varianta 44 based out of Vallarta YC). She took first in 2018 and 2020. "The two races where we placed first are of course memorable. There's the moment we blew our large chute — it was great to observe how fast the team got a replacement up and flying. That said, in our final windward/leeward we blew the newly reconstructed chute yet again, but quickly recovered to win."

For Sweet's division ORR 3 there were 10 on the line, including the San Francisco Bay sailors aboard *Envolée*, *Jazzy* and *Ventana*. Ernesto Amtmann's *Bandido* out of Acapulco S.F. Bay tactician Sylvain Barrielle, who helped Amtmann earn a string of firsts. Sweet clinched a second.

Roving sailor Jim Lussier competed aboard his local ride, *Ventana* (a Beneateau 46.1). Lussier enlisted famed strategist and fellow St. Francis YC stalwart Ron Young, plus a bevy of other chaps to lap the course.

— martha blanchfield

SDYC PUERTO VALLARTA RACE, 3/10-18

ORR-1 — 1) **Bad Pak**, Botin 56, Tom Holthus; 2) **GoodEnergy**, R/P 63, George Hershman/Mark

Comings; 3) **Hollywood Down Under**, JV 72, Ray Roberts. (7 boats)

ORR-2 — 1) **Fast Exit II**, Ker 51, John Raymond; 2) **Bribon**, TP52, Mark Surber; 3) **Good Call**, Swan 60, Tom Barker. (5 boats)

ORR-3 — 1) **Nereid**, J/125, Standish Fleming; 2) **Zero Gravity**, Soto 40, Ivan Batanov; 3) **Lucky Duck**, Rogers 46, Dave MacEwen. (5 boats)

ORR-4 — 1) **Trouble**, SC50, Tom Camp; 2) **Katara**, J/145, Roger Gatewood; 3) **Vela**, SC52, Steven Davis/Tim Dornberg. (5 boats)

ORR-5 — 1) **Velos**, Tanton 73, Kjeld Hesthave/Chuck Skewes; 2) **Akaw!**, Olson 40, Michael Ewens; 3) **Ho'okolohe**, Farr 57, Cecil & Alyson Rossi. (5 boats)

ORR-6 — 1) **White Cloud**, Cookson 12M/Farr 39, Paul Grossman; 2) **Such Fast**, 1D35, David Garman; 3) **Envolée**, Figaro 2, Nathalie Criou. (3 boats)

Full results at www.pvrace.com

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

April's racing stories included:

- StFYC Bunny Bash • LBYC Ficker Cup
- A Beer Can Series Origin Story
- Paralympic Sailing for L.A. 2028
- NHYC Baldwin Cup • SailGP in S.F.
- S.F. Bay Built the Foundation for Foiling
- EYC Jack Frost Midwinters
- Newport to Ensenada Race
- CYC Friday Night Race
- Previews of May Races, the Congressional Cup, and more.

MEXORC, 3/19-23

ORR 1 — 1) **Peligroso**, Dencho/Kernan 75, Doug Baker, 9 points; 2) **Fast Exit II**, 15; 3) **Artemis**, Botin 65, Raymond Paul, 24. (4 boats)

ORR 2 — 1) **Velos**, 9 points; 2) **Vincitore**, Swan 42, Ricardo Brockmann, 18; 3) **Supersonico**, Swan 42, Carlos Romano/Miguel Hidalgo, 23. (9 boats)

FARR 40 — 1) **Poseidon**, Fausto Olivares, 13 points; 2) **Nitemare**, Javier Velasquez Robinson, 13; 3) **Flyer**, Roberto Vulling, 16. (5 boats)

ORR 3 — 1) **Bandido**, Frers 43, Ernesto Amtmann, 9 points; 2) **Olas Lindas**, Varianta 44, Linda Sweet, 18; 3) **Azteca**, Capri 37, Alan Elihu Baron, 24. (10 boats)

Full results at www.mexorc.com.mx

SSS Round the Rocks

Unlike the first two races in the Singlehanded Sailing Society season (the Three Bridge Fiasco and the Corinthian Race), Round the Rocks had plenty of breeze (though not excessive) and less challenging currents. It also had sprinkles, dark clouds and chilly temps.

The race started on the Berkeley Circle off the GOC mark and finished off the Richmond YC race platform. In between, multihulls and singlehanders rounded Alcatraz, Harding Rock, the Brothers and Red Rock.

Doublehanders had a longer course for better separation. They had to round Blossom Rock and the X buoy in front of Golden Gate YC before peeling off for Little Harding. In sailing up the City-

THE RACING

ALL PHOTOS THIS PAGE LATITUDE / CHRIS



front, they had to dodge St. Francis YC's Spring Dinghy racers.

It was a quick race in all divisions, no matter the course. For once, it seemed the currents were with us instead of agin' us, with an ebb in the morning and a flood in the afternoon.

The next two SSS races are for single-handers only: a No-Trophy South Bay Race on April 23 (just after this section went to press) and the Singlehanded Farallones Race on May 21. See www.sfbaysss.org.

— latitude / chris

SSS ROUND THE ROCKS

DOUBLEHANDED PHRF <109 — 1) **Timber Wolf**, Farr 38, Dave Hodges/Doug Kirk; 2) **In-victus**, Jeanneau SF3600, Nico Popp/Jacques Benkoski; 3) **Punk Dolphin**, Wylie 39, Jonathan Livingston/Helen Babalis. (11 boats)

DOUBLEHANDED PHRF 109-136 — 1) **Green Buffalo**, Cal 40 Jim Quanci/Chad Hoppnen; 2) **Arcadia**, Mod. Santana 27, Gordie Nash/Ruth Suzuki; 3) **Siren**, SC33, Brendan Huffman/Margie Woods. (8 boats)

DOUBLEHANDED PHRF ≥137 — 1) **Sketch**, Olson 25, David Gruver/John Collins; 2) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook/Rachel Porter; 3) **O'Mar**, Olson 25, David Scott/J.P. Camille. (7 boats)

SINGLEHANDED PHRF ≥162 — 1) **Sweet Pea**, Islander 30-2, Jan Hirsch; 2) **Chloe**, Rhodes Swiftsure, Cully Cobb; 3) **Galaxsea**, Nauticat 44, Daniel Willey. (4 boats)

Round the Rocks, clockwise from top left: The race ended without starting for this Moore 24 duo after they dropped their outboard in the salty Bay; singlehander Ralph Morganstern on the J/30 'Geodesic' demos the proper attire for the chilly, damp day; the two Phils on the Hunter Legend 37 'Music' had a kerfuffle with the spinnaker sock in the North Bay; Sam McFadden and Don Schultz on the gorgeous Olson 30 'Dragonsong' sail back under the Richmond-San Rafael Bridge.

SINGLEHANDED SPORTBOATS & PHRF <108 — 1) **Kincsem**, J/105, Joerg Esdorn. (2 boats)

DOUBLEHANDED SPORTBOATS — 1) **Kwazy**, Wylie Wabbit, Colin Moore/Alex Hanford; 2) **Gezpacho with a Side**, Wylie Wabbit, Erik Menzel/Michele Sumpton; 3) **Dragonsong**, Olson 30, Sam McFadden/Don Schultz. (9 boats)

SINGLEHANDED NON-SPINNAKER — 1) **Lindo**, J/109, John Kalucki; 2) **Osprey**, Jeanneau 349, Todd Arnold. (2 boats)

DOUBLEHANDED NON-SPINNAKER — 1) **Music**, Catalina 34-2, Devin & Aaron Shanks; 2) **Willow**, Wauquiez Centurion 40s, Bob Braid/Phil Cardan; 3) **Kynntana**, Freedom 38, Carliane Johnson/Beccie Mendenhall. (7 boats)

SINGLEHANDED WYLIECAT 30 & ALERION EXPRESS 28 — 1) **Crinan II**, Wyliecat 30, Don Martin; 2) **Diana**, Alerion 28, John Arnold; 3) **So-brante**, Alerion 28, Paul Descalso. (3 boats)

DOUBLEHANDED WYLIECAT 30 — 1) **Salty Cat**, David Rasmussen. (1 boat)

DOUBLEHANDED ALERION 28 — 1) **Last Dance**, Bruce Munro/Tommy Ashworth; 2) **Resilience**, Michael Quinn/Larry Nelson. (2 boats)

SINGLEHANDED EXPRESS 27 — 1) **Salty Hotel**, John Kearney. (1 boat)

DOUBLEHANDED EXPRESS 27 — 1) **Motor-cycle Irene**, Julia Paxton/David Liebenberg; 2)

Abigail Morgan, Ron Kell/David Crowe; 3) **Under the Radar**, Greg Felton/Will Anderson. (9 boats)

DOUBLEHANDED MOORE 24 — 1) **Firefly**, Joel Turmel/Conrad Halbrook; 2) **Flying Circus**, Bill & Melinda Erkelens; 3) **Nobody's Girl**, Mackenzie Cook/Josselyn Verutti. (9 boats)

DOUBLEHANDED SPINNAKER POWER-ASSISTED — 1) **Free**, S&S 30, Jim Carlsen/Mike Bilafer. (1 boat)

DOUBLEHANDED NON-SPINNAKER, POWER ASSISTED — 1) **Bella**, Alerion Express 33, Aidan & Kieran Collins. (1 boat)

DOUBLEHANDED MULTIHULL — 1) **Bottle Rocket**, Seacart 30, David Schumann/Trevor Baylis; 2) **Greyhound**, F-22, Evan McDonald/George Kiskaddon; 3) **Lookin'Good 3**, F-28R, Haya Yahalom/Kartheek Manne. (4 boats)

COURSE 1 OVERALL — 1) **Lindo**; 2) **Bottle Rocket**; 3) **Kincsem**. (18 boats)

COURSE 2 OVERALL — 1) **Sketch**; 2) **Last Dance**; 3) **Kwazy**. (65 boats)

Full results at www.jibeset.net

BYC Wheeler Regatta

April 9-10: It was the best of times. It was the worst of times. The 49th annual Rollo Wheeler Regatta, hosted by Berkeley YC, had the lightest attendance in a very long time. Just 22 boats signed



up for Saturday's racing and 18 for Sunday's pursuit race. It was surmised that this was mostly due to competing events drawing away some of the usual one designs, such as the Express 27 and Alerion Express 28 fleets.

Nevertheless, the racing turned out to be very fine indeed. Those who opted to race other events will be burdened with the weight of their decision for the rest of their lives.

Saturday's usual two independent courses were consolidated, so both the Wheeler fleets and the City of Berkeley fleets started from the same line at FOC on the Olympic Circle. The bigger, faster, deeper Wheeler boats were sent far, far west to the deep waters of the Bay, while the smaller, slower, shallower-draft boats were sent less far west and then back east onto the Olympic Circle for twice-around-the-buoys fun.

There were two races on Saturday. The competition was electric. The starts were fiercely competitive, with expletives flying and no apologies. The wind held steady all day at 12-16 knots WSW. All boats finished the first race, with the last one crossing the finish line after about 1 hour and 45 minutes. With the wind holding steady, the same courses were chosen for the second race. This time, all but one boat finished — *Nuckelavee* retired.

That evening at BYC it was party time

Top row, StFYC's Spring Fest on April 9: Even during intense moments, the crew on 'Ravenette' has time for a grin; 'Blackhawk' makes moves as competitors pick a gate. Bottom row: Despite the threat of rain, StFYC hosted 41 boats in Spring Dinghy on March 19-20 in plenty of westerly wind.

— almost like old pre-pandemic times. There was live music, and raw oysters, Oysters Rockefeller and jumbo prawns. After the hungry racers managed to devour 800 oysters and 15 pounds of prawns, the winners were announced. The overall Wheeler perpetual will now show that Bob Walden's Cal 39 *Sea Star* was the winner. The City of Berkeley trophy will have Jennifer McKenna's Santana 22 *Zingaro* engraved.

Sunday's pursuit race brought slightly different conditions on the Bay. WNW winds gusting to 27 knots were forecast, but at the noon start, no such winds had arrived. Instead, there was 5 knots at WSW so we went with it. The first starter, a Cal 20, headed out at noon, and the last starter, the 1D48 *Bodacious+*, started more than 45 minutes later. As it turned out, about one hour into the 10.1-mile race, that northwesterly wind did indeed arrive. The big wind made for big racing, especially for the smaller boats. Speaking of smaller boats, it was the Cal 20, *Can O'Whoopass*, leading the fleet as she passed the committee boat on her way to round the final mark and then to the finish. The start/finish line was restricted, and the *Can* actually crossed through this restricted line and

then did a quick 180 back through and around the outside of the start/finish mark earning her skipper the award for the fastest reread of the sailing instructions while underway. However, those extra maneuvers cost the *Can* first place. James Wagner's J /111 *Skeleton Key* zoomed by and finished 22 seconds in front of the *Can*. Five more boats violated the restricted line. No one else did the 180.

— mark bird

BYC WHEELER REGATTA, 4/9 (2r, 0t)

WHEELER PHRF <82 — 1) **Skeleton Key**, J/111, James Wagner, 4 points; 2) **Destin**, Landmark 43, Romeo Uriarte, 4; 3) **Mintaka 4**, Farr 38, Gerry Brown, 6. (6 boats)

WHEELER PHRF 83-127 — 1) **Sea Star**, Cal 39, Bob Walden, 2 points; 2) **Heart of Gold**, Olson 911S, Joan Byrne/Axel Mehnert, 4; 3) **Ahi**, Santana 35, Andy Newell, 6. (6 boats)

CITY OF BERKELEY PHRF ≥150 — 1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook, 2 points; 2) **Phantom**, J/24, John Gulliford, 4; 3) **Di-ana**, Alerion Express 28, 6. (5 boats)

SANTANA 22 — 1) **Zingaro**, Jennifer McKenna, 2 points; 2) **Anemone**, Hank Lindemann, 5; 3) **Albacore**, Jan Grygier, 5. (5 boats)

BYC WHEELER PURSUIT RACE, 4/10

MONOHULLS — 1) **Skeleton Key**; 2) **Can**

THE RACING

SYDNE MOORE



O'Whoopass; 3) **Phantom**. (14 boats)
MULTIHULLS — 1) **Calonectris**, Antrim 30+, Nick Halmos. (1 boat)
Full results at www.jibeset.net

Sensible, Sexy Spring Fest

Love J/105 starts? After earning a fleet first with 3-3-3-2-4-3 at St. Francis YC's Spring Fest on April 9-10, Ryan Simmons says there's a new reason to keep eyes forward. "I think everyone would agree our *Blackhawk* bow team is pretty damn sexy!" For the 2022 season, this SFYC skipper has made sizable changes, starting with an entire rigging replacement plus a new mast. Sounds like sexy is sensible.

On Saturday, J/105 racers ran exceptionally short courses along the City-front, putting a huge premium on good

Left: SCYC Champion of Champions, the Moore 24 'Pegasus' team (left to right), Mark Christensen, Tom Lewin, Cole Kerby (missing: owner Philippe Kahn). **Right:** second-place finishers Evan Diola, Richie King, Karen Loutzenheizer and Chris Watts of the Moore 24 'WattsMoore'. See Box Scores.

starts and handling the corners. "The top five boats were able to break free each race, but if you were stuck in the pack there was nowhere to go. Sunday courses were significantly longer and breezes picked up to the high teens. It was really tight throughout, and felt like all mark roundings were highly contested," said Simmons, adding that *Blackhawk* often finished overlapped.

"We have an amazing crew going into our third season together. To make sure no one leaves the program, I bring gourmet sandwiches and a full complement of beers plus additional adult beverages."

Top contenders on *Arbitrage*, Bruce

Stone and Nicole Breault may not have earned chicken dinners, but at just two points from *Blackhawk* they were far from eating crow. The duo's marks ranged from 2s to a 5 in the fleet of 24.

Ian Charles' *Maverick* earned third place. Mate Mays Dickey said Saturday was a fight against the ebb, with nearly all going to the right and working to sustain plus endure. Sunday racers plowed through windier conditions; some saw rocky endings.

J/88 competition attracted six crews. These racers also ran short windward-leeward courses on Day 1. Jim Hopp's *White Shadow* crew landed mid-pack

LMSC ROBINSON MIDWINTERS (16r, 0t)

SUNFISH — 1) Roy Jordan, 72 points; 2) Bob Cronin, 66.5; 3) Russ Klein, 35.5. (6 boats)
EL TORO — 1) Art Lange, 61 points; 2) Walt Andrews, 51.25; 3) Gordie Nash, 47. (6 boats)

EYC JACK FROST SERIES

PHRF 1 — 1) **CentoMiglia**, Flying Tiger 10, Zhenya Kirueshkin-Stepanoff, 9 points; 2) **Story Maker**, Tartan 101, Mike & Sean Mahoney, 10; 3) **Leading Lady**, 1D35, Andrew Lindstrom, 19. (7 boats)

PHRF 2 — 1) **Zaff**, J/92, Tim Roche, 8 points; 2) **Heart of Gold**, Olson 911S, Joan Byrne/Axel Menhert, 12; 3) **Azure**, Cal 40, Rodney Pimentel, 18. (8 boats)

EXPRESS 37 — 1) **Bullet**, Laurence Baskin, 10 points; 2) **Spindrift V**, Andy Schwenk, 11; 3) **Snowy Owl**, Jens Jensen, 14. (4 boats)

OLSON 25 — 1) **Sketch**, David Gruver, 5 points; 2) **O'Mar**, David Scott, 11; 3) **Synchronicity**, Steve Smith, 16. (6 boats)

SANTANA 22 — 1) **Zingaro**, Jennifer McKenna, 6 points; 2) **Alegre**, Chris Klein, 10; 3) **Meliki**, Deb Fehr, 15. (10 boats)

Full results at www.jibeset.net

SPINNAKER SAILING OF REDWOOD CITY WINTER ONE DESIGN (10r, 1t)

SPINNAKER MERIT 25 — 1) **Brett**, Brett Herr, 16 points; 2) **Wildcats Racing**, Marton Neher, 17;

BOX SCORES

3) **Offsite Meeting**, Arjun Verma, 19. (4 boats)
JIB & MAINSAIL MERIT 25 — 1) **FTL**, Stan Phillips, 39 points; 2) **David P.**, David Pregeant, 62; 3) **Juan B.**, Juan Blanch, 63. (11 boats)

Full results at www.jibeset.net

SEQYC REDWOOD CUP SERIES (5r, 1t)

1) **Phoenix**, Dragonfly 25, Phillip Meredith, 5 points; 2) **Frequent Flyer**, Farr 30, Stan Phillips, 6; 3) **Allons-y**, J/70, Davis King, 8. (9 boats)

Full results at www.jibeset.net

OYC SUNDAY BRUNCH SERIES (7r, 1t)

SPINNAKER <165 — 1) **Finn**, Capo 26, Andrew/Vince/Don, 8 points; 2) **Flying Fish**, Olson 30, Michael Berndt, 9; 3) **Total Eclipse**, Kalik 40, Roger Wise, 17. (4 boats)

SPINNAKER 168 — 1) **Bandido**, Merit 25, George Gurrola, 9 points; 2) **Dream Catcher**, J/24, George Lythcott, 10; 3) **Faster Faster!**, Merit 25, David Ross, 16. (4 boats)

SPINNAKER 172-186 — 1) **Lelo Too**, Tartan 30, Emily Zugnoni, 6 points; 2) **Zeeshond**, Newport 30 MkII, Donn Guay, 13; 3) **Nice Turn**, Cal 2-29, Richard Johnson, 19. (4 boats)

SPINNAKER ≥189 — 1) **Ursa Minor**, Santana 525, Ted Keech, 7 points; 2) **Loki**, Santana

525, Tim Roche, 10; 3) **Schocktail**, Santana 525, Mark Green, 19. (4 boats)

SPINNAKER ≥192 — 1) **Obsession**, Harbor 20, Kame Richards/Aimee Daniel, 7 points; 2) **Puff Mommy**, Harbor 20, Lisa Rohr, 10; 3) **Dominatrix**, Santana 22, Ted & Todd Crum, 18. (3 boats)

NON-SPINNAKER — 1) **Blue Passion**, Tartan 3400, Al Leonard, 10 points; 2) **Alley Cat**, Capri 30, Megan Laney, 10; 3) **Scrimshaw**, Alerion Express 28, Michael Maurier, 19. (5 boats)

COLUMBIA 5.5 — 1) **Carina**, Scott McCoy, 9 points; 2) **Maverick**, Ken Bodiley, 18; 3) **Rogue**, Ryan Nelson, 22. (7 boats)

MULTIHULL — 1) **Triple Play**, F-31, Richard Keller, 8 points. (1 boat)

Full results at www.jibeset.net

SIFYC SPRING DINGHY, 3/19-20 (6r, 1)

505 — 1) Mike Holt/Rob Woelfel, 9 points; 2) Michael Martin/Caleb Paine, 10; 3) Howard Hamlin/Jeff Nelson, 11. (9 boats)

C420 — 1) Lucas Kasper/Nathan Friedman, 9 points; 2) Antonio Priskich/Max McReynolds, 15; 3) Nati Grinkrug/Katherine Jankowski, 19. (15 boats)

ILCA 7 — 1) James Espey, 5 points; 2) Al Sargent, 11; 3) Julian Soto, 16. (8 boats)

ILCA 6 — 1) Jon Andron, 10 points; 2) Chris Boome, 12; 3) Connor Bennett, 14. (7 boats)

Full results at www.stfyc.com

finishes in Races 1 and 2, then clicked into gear — thereafter claiming nothing but firsts. This squarely placed a trophy in their hands. Slicing and chopping waves into second was Dave Corbin's *Butcher*. Knowing how to smile for the camera and keep focus on the course was Brice Dunwoodie's *Ravenette* crew with third.

While boat LOA may be a tad less in the J/24 fleet, skipper LOA is longer. For example, there's ever-affable Jasper Van Vliet of *Evil Octopus*, insisting currents threw the pants off Saturday racers due to ebb action. He also mentioned something about succumbing to siren calls and a personal port-at-pin failure. Nevertheless, his peeps achieved 1-1-3, followed by 1-1-2 Sunday. Meanwhile, Anthony Jacuzzi kept his oar in the ocean, helming *Hotwater* to 17 points. Paul Van Ravenswaay *Feral Rooster* ditto earned 17 total.

Two wooden boat fleets rounded out the weekend's racing, including eight Norwegian-designed Knarrs. Buffeted about Saturday, more so Sunday, the class saw George Hecht's *Niui* sail to a first. John Buestad's *Alinea* nabbed



The 23-ft Sonar 'Bravo Zulu' races south of the Bay Bridge in the SBYC midwinter series.

second. In an interesting turn of events, Ethan Doyle's *Viva* was the lone boat to brave conditions in the final race on Sunday. Earning a first helped lessen the blow from the prior day's three DNS-9 counts. Doyle wrapped Spring Fest with 32, placing him in a third-place tie with Robin Driscoll of *Brothers*.

In the 25-ft Folkboat fleet, Tom Reed gives *Freja*'s first-place credit to Tommy Jr. and Dave Kresgi. Peter Jeal's *Polperro* made steady advances in the ranks to earn second. Folkboats can be found in Finland, Sweden, Denmark, Germany, Britain and the US.

— martha blanchfield

SBYF SCYF SPRING FEST, 4/9-10

J/105 — 1) **Blackhawk**, Ryan Simmons, 18

points; 2) **Arbitrage**, Bruce Stone/Nicole Breault, 20; 3) **Maverick**, Ian Charles, 27; 4) **Akula**, Doug Bailey, 37; 5) **Go-dot**, Phillip Laby, 42. (24 boats)

J/88 — 1) **White Shadow**, Jim Hopp, 10; 2) **Butcher**, Dave Corbin, 15; 3) **Ravenette**, Brice Dunwoodie, 21. (6 boats)

KNARR — 1) **Niui**, George Hecht, 16 points; 2) **Alinea**, John & Christian Buestad/Steve Taft, 21; 3) **Viva**, Ethan Doyle, 32. (8 boats)

J/24 — 1) **Evil Octopus**, Jasper Van Vliet, 9 points; 2) **Hotwater**, Anthony Jacuzzi, 17;

3) **Feral Rooster**, Paul Van Ravenswaay, 17. (5 boats)

FOLKBOAT — 1) **Freja**, Tom Reed/Dave Kresgi, 8 points; 2) **Polperro**, Peter Jeal, 9; 3) **Thea**, Chris Herrmann, 16. (7 boats)

Full results at www.stfyc.com

Now It's Over

The South Beach YC 2021-2022 Midwinters was appropriately named "It Ain't Over Till It's Over." Well, it's now over, and *Bravo Zulu*, representing the Bay Area Association of Disabled Sailors (BAADS), ended up on top with 6 bullets for the series that ended on March 19.

The series ended almost two years to the day that the world shut down to protect against the pandemic, which had the effect of chopping off the final race

SAN DIEGO NOOD REGATTA, SDYC/CORONADO YC, 3/25-27 (6r, 0t)

ORC — 1) **Palaemon**, J/145, Rudolph Hasl, 6 points; 2) **Aeolos**, Beneteau 44.7, Gregory Price, 14; 3) **Leverage**, Flying Tiger 10, Neil Senturia, 23. (7 boats)

BENETEAU FIRST 40.7 — 1) **Silhouette**, Warren Gross, 7 points; 2) **Lugano**, Mark Stratton, 13; 3) **Excalibur**, David Taron, 20. (4 boats)

BENETEAU FIRST 36.7 — 1) **Kea**, Chick Pyle, 6 points; 2) **Sailhook**, Peter Andreasen, 17; 3) **PI**, Larry Smith, 20. (6 boats)

J/105 — 1) **J-OK**, Bruce Stone, 17 points; 2) **Juiced**, Chuck Driscoll, 21; 3) **Sun Puffin**, George Scheel, 22. (8 boats)

J/24 — 1) **Jaded**, Deke Klatt, 8 points; 2) **Take Five**, Susan Taylor, 24; 3) **Evil Octopus**, Jasper Van Vliet, 26. (12 boats)

J/70 — 1) **Nimbus**, Eduardo Saenz, 29 points; 2) **Minor Threat**, Jeff Janov, 41; 3) **USA3**, David Ullman, 41. (14 boats)

J/70 CORINTHIAN — 1) **Sloop John B**, Tom Garrett, 56 points; 2) **Groundhog Day**, Rich Festa, 59; 3) **D.J.**, Ryan Cox, 62. (8 boats)

J/70, MIXED PLUS — 1) **Groundhog Day**; 2) **Monkey House**, Paul Castleberg, 93; 3) **Mojito**, Ole Eichhorn, 134. (3 boats)

ETCHELLS — 1) **Louise**, Thomas Carruthers, 13 points; 2) **Elizabeth**, Chris Busch, 13; 3) **Lifted**, Jim Cunningham, 15; 4) **Viva**, Don Jesberg,

BOX SCORES

19. (17 boats)

ETCHELLS CORINTHIAN — 1) **Viva**; 2) **Second Wind**, Will La Dow, 23; 3) **Capricorn**, Ethan Doyle, 26. (12 boats)

ULTIMATE 20 — 1) **Junta**, Mark Allen, 23 points; 2) **Fast Lane**, Bill Mendel, 27; 3) **Peabody**, Donna Womble, 29. (5 boats)

VIPER 640 — 1) **#hmb**, James Baurley, 19 points; 2) **Boiling Point**, Dan Milefchik, 30; 3) **Bravo One**, Shelley Caplan, 39. (6 boats)

I-14 — 1) **Dunder Pit**, Terence Gleeson, 11 points; 2) **Astragalus**, Brad Ruetenik, 31; 3) **No Name**, Kris Bundy, 34. (10 boats)

FLYING DUTCHMAN — 1) **Copacabana**, Paul Scoffin, 10 points; 2) **The Sailor Family**, Razvan Adam, 31; 3) **No Name**, Paul Hemker, 33. (6 boats)

F-18 — 1) **Olive Oil**, James Orkins, 9 points; 2) **Wet Rodeo**, Steve Stroebel, 18; 3) **Devo**, Jeff Newsome, 29. (6 boats)

NORTH SAILS RALLY — 1) **American Girl**, Alerion Express 28, Craig & Lisa Leweck; 2) **Miss Betty**, Beneteau First 44.7, Bill Quealy; 3) **Flashheart**, J/100, David Cattle. (4 boats)

NORTH SAILS RALLY MULTIHULL — 1) **UnEven Keel**, F-82R, Mark Berdan; 2) **Flexible**

Flyer, F-31UC, Michael Last. (2 boats)

Full results at www.sdyf.org

ODP MIDWINTERS WEST, ABYC, 3/25-27 (14r, 3t)

29ER — 1) Ian & Noah Nyenhuis, 16 points; 2) Samantha Gardner/Alice Schmid, 17; 3) Tyler & Drew Lamm, 28. (18 boats)

420 — 1) Freddie Parkin/Asher Beck, 14 points; 2) Griggs & Emery Diemar, 28; 3) Richard & Elle Sykes, 32. (17 boats)

IQ FOIL — 1) Makani Andrews, 17 points; 2) Garrett January, 23; 3) Maximillian Rosenblad, 40. (5 boards)

OPEN KITEFOIL — 1) Evan Heffernan, 11 points; 2) Victor Alfonso Bolaños Lopez, 24; 3) Will Cyr, 28. (21 boards)

Full results at www.abyc.org

SCYC CHAMPION OF CHAMPIONS, 3/26

1) **Pegasus Racing**, Moore 24, Philippe Kahn; 2) **Watts Moore**, Moore 24, Chris Watts; 3) **Nobody's Girl**, Moore 24, Sydnie Moore/Mackenzie Cook. (9 boats)

Full results at www.scyc.org

TYC DON WAN REGATTA, 4/2 (2r, 0t)

SPINNAKER — 1) **Joyride**, J/105, Bill Hoehler, 2 points; 2) **U Betcha**, Ultimate 20, Jeff Cook, 4; 3) **Natural Blonde**, J/105, Rob Cooper, 7. (5 boats)

THE RACING

of the 2019-2020 SBYC series, canceling the entire 2020-2021 series, and leaving a lasting memory we will all carry for our lifetimes.

What a way to emerge from the involuntary cocoon of the pandemic!

No anchors were needed for the March 19 final race day of the series, with overcast skies and rain in the forecast to wrap up the five months of sailing. While the gale-force winds initially forecast never materialized, there was more wind than in any of the prior four months of race dates to usher out the winter and welcome in spring 2022.

"It'll clean the deck and anyway — need to bless the new sails with some water," Skipper Walt told his crew as the light rain fell during pre-race drills.

A 2.5-knot flood was expected to max out right about start time, but the 8-10 knots of wind in *BZ's* brand-new sails created more than enough power to plough through the current. The series standings were locked down with *BZ* in first place, but it's all about the sailing, right?

BZ was slated for the fourth division start. *BZ* timed things perfectly and started right on the line, full-speed and close-hauled, as the race countdown clock hit zero. A quick tack onto port to take advantage of the crab angle with the wind direction, and it was off to Alameda. The course was a long one, all the way over to Alameda and the turning gate between NAS1 and NAS2, then all the way back to South Beach Harbor waters to finish, dodging container ships along the way. "Practice makes perfect," or so they say. *BZ's* crew made it look easy, as they not only took the bullet, but passed several boats in the prior spinnaker division fleet that started seven minutes before them.



Laser action at the ILCA-NA Midwinters West, hosted by California YC on Santa Monica Bay.

ANDY KOPEZKY

The second race gave *BZ* and her crew the opportunity to go head to head with the Foxtrot spinnaker division in a combined-fleets start. The second race scattered the fleets, as crews made differing strategic decisions concerning current relief and container ship dodging, but *BZ* still ended up with the bullet in her division and beat a few of the bigger spinnaker boats.

Next up for *BZ* is the challenging YRA Summer Series, which begins on May 21, the same day as the BAADS picnic on Angel Island. The goal will be to compete in the YRA Cityfront race and then swing by and join the BBQ in progress to celebrate the easing of COVID-19 pandemic restrictions. "See' you there," says Skipper Walt, the Blind Guy.

— walt raineri

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. (3 boats)

Full results at www.southbeachyachtclub.org

Women Triumph at ILCA Midwinters

On March 25-27, California YC ran the 2022 ILCA (Laser) Midwinters in Santa Monica Bay off Venice Pier. There are three classes: 4.7, Radial and Standard, from small sail plan to large. Of the 111 boats entered, 61 entered in the ILCA 6 or Radial Class.

The races saw the complete spectrum of weather conditions available during the weekend, save for rain and possible predicted water spouts.

Friday had the typical no-wind day familiar to the local denizens. The sea

NON-SPINNAKER — 1) **Lion**, Olson 25, Lon Woodrum/Steve Nimz, 2; 2) **Cinnamon Girl**, Beiley 26, Mariellen Stern, 4; 3) **Sunrise**, Newport 33, Chris Cooper, 6. (3 boats)

Full results at www.jibeset.net

EYC RON BYRNE ESTUARY CUP, 4/10

SPINNAKER — 1) **JetStream**, JS9000, Daniel Alvarez, 2; 2) **Wile E. Coyote**, Express 27, Dan Pruzan, 3; 3) **Snowy Owl**, Express 37, Jens Jensen. (10 boats)

NON-SPINNAKER — 1) **Slice**, Wilderness 21, Heidi Benson Stagg, 2; 2) **Sashay Aweigh**, Harbor 25, Ghaida Zahran, 3; 3) **Laissez Les Bons Temps Rouler**, SC52, David Bennett. (4 boats)

Full results at www.jibeset.net

SEQYC SPRING REGATTA, 4/9 (2r, 0t)

PHRF 1 — 1) **Marnie Kai**, Beneteau Oceanis 46.1, Mark Isfeld, 3 points; 2) **Frequent Flyer**, Farr 30, Stan Phillips, 5; 3) **Mistral**, Beneteau

BOX SCORES

First 36.7, Mark Wommack, 6. (4 boats)

PHRF 2 — 1) **Hijinks**, J/92, Neal Ostrem, 3 points; 2) **Osprey**, Sabre 36, Jeffrey Stine, 4; 3) **Revelry**, Catalina 42, Rick & Petra Gilmore, 5. (5 boats)

PHRF 3 — 1) **Kraken**, Open 5.70, Sergey Morozov/Andrea Ciccardi, 4 points; 2) **570**, JF Hervy, Open 5.70, 4; 3) **Don't Panic**, Open 5.70, Sebastien Rosset/Bertrand Merigot, 8. (5 boats)

Full results at www.jibeset.net

SFYC RESIN REGATTA, 4/9-10 (5r, 0t)

EXPRESS 27 — 1) **Under the Radar**, Greg Felton, 8 points; 2) **Public Enemy**, Derik Anderson, 16; 3) **Eagle**, Ross Gloelz, 16. (6 boats)

Full results at www.sfy.org

RYC BIG DINGHY, 4/16

WYLIE WABBIT — 1) Colin Moore, 12 points; 2) Kim Desenberg, 13; 3) Christine Dubuc, 16. (6 boats)

THISTLE — 1) Jacob Fisker-Andersen, 9 points; 2) Brian Bauman, 13; 3) Steve Hale, 16. (5 boats)

MELGES 14 — 1) Daniel Thielman, 2 points; 2) Steve Cameron, 4. (2 boats)

ILCA 7 — 1) Emilio Castelli, 10 points; 2) David LaPier, 11; 3) Chris Simenstad, 16. (5 boats)

ILCA 6 — 1) Chris Boome, 7 points; 2) Toshi-nari Takayanagi, 10; 3) Laird Henkel, 16. (7 boats)

RS AERO 9 — 1) Stephen Smith, 6 points; 2) Craig Perez, 7; 3) Greg Warner, 8. (6 boats)

RS AERO 7 — 1) Chris Davison, 5 points; 2) Michael Josselyn, 7; 3) Barbara Smith, 10. (3 boats)

Full results at www.richmondyc.org



An RS Aero sailor recovers from an unintended swim during Richmond YC's Spring Dinghy Regatta, held on the coattails of a spring storm on April 16.

SUSAN BURDEN

was like a mill pond. After the AP (post-ponement flag) was flown and a few general recalls, the fog rolled in so thick that marks were invisible, and the day ended sans race at 3 p.m.

Saturday was better, with ominous clouds giving way to occasional sun peeking out and winds improving to 4-7 knots. The seas began to catch up — despite the light air, the fleet was

rewarded with some chop, but persevered. Nine races, three per class, were run, and crews went home around 6:30.

Sunday morning greeted the bay with southeast winds at 15. The nearby LAX air traffic was landing over the ocean and departing over the city — a rare-as-hens'-teeth phenomenon. The SE winds gradually clocked around to SSW, taking along 5-ft-plus close-together chop.

Winds peaked at 15, and the seas gradually lay down around 2:30.

Anna Vasilieva from Key Biscayne rattled off four bullets in the 4.7 (ILCA 4) Class with 21 entries. In the 61-boat Radial (ILCA 6) Class, Katherine Doble from Cal YC won. Will Foox of San Francisco YC took first-place honors in the ILCA 7 (Standard) Class.

— andy kopetzky

ILCA NORTH AMERICAN MIDWINTERS WEST, CalYC (5r, 0t)

ILCA 7 — 1) Will Foox, SFYC, 14 points; 2) Nicholas Sessions, SFYC, 17; 3) Peter Hurley, Mantoloking YC, 24; 4) Caleb Yoslov, SFYC, 28; 5) Paul Didham, No YC, 35. (21 boats)

ILCA 6 — 1) Katharine Doble, Lauderdale YC/CalYC, 23 points; 2) Robby Meek, Severn SA/Lauderdale YC, 27; 3) Valeirio Cassanmagnago, Lauderdale YC, 44; 4) Peter Barnard, Lauderdale YC, 46; 5) Morgan Pinckney, NHYC, 51; 6) Oliver Stokke, Santa Barbara YC, 55; 7) Kelley Poole, Royal Victoria YC, 57; 8) Nicholas Mueller, Gulf Coast Youth SA, 60; 9) Kevin Gosselin, Lauderdale YC, 65; 10) Liam Andresen, Santa Barbara YC, 71. (67 boats)

ILCA 4 — 1) Anna Vasilieva, Key Biscayne YC, 7 points; 2) Andre Deseau, West Vancouver YC, 16;

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THE RACING SHEET

3) Ava McAliley, Key Biscayne YC/Coral Reef YC, 23; 4) Talia Hamlin, SFYC, 24; 5) Audrey Russler, Key Biscayne YC/Coral Reef YC, 27. (20 boats)
Full results at www.calyachtclub.com

Doublehanded Farallones Postponed

On April 8, Dave Wilhite, race chair for BAMA's Doublehanded Farallones Race scheduled for April 9, wrote: "A storm warning has been posted for our offshore waters. The forecast now shows winds of 30-40 knots, with gusts to 55. Furthermore, the even bigger problem is the forecast for boat-breaking waves. We have reviewed our course options, including the 'Dogs Off Chains' course that we posted earlier in the week, but the reality is that even that course would put competitors in jeopardy." The 'Dogs Off Chains' course would have sent racers out to the Lightship.

"We cannot send the fleet offshore in these conditions. We love you and we want you to stay alive!

"We will reschedule the race for later this year. We will be reviewing the calendar to try to find a suitable date."

See www.sfbama.org.

— latitude / chris

California Dreamin' a Reality

Dave Hood, sailing for host Long Beach YC, won the third stop in the 2022 California Dreamin' match-racing series. Hood had a perfect scoreline of 12 wins and 0 losses. However, he did not compete in the first two stops, San Diego in January and San Francisco on March 5-6. Christopher Weis of Del Rey YC therefore came away with the overall win, Nicole Breault of StFYC placed second overall, and Dave Hood finished third.

Seven teams competed in Catalina 37s near the Belmont Pier in Long Beach Harbor on March 19-20.

See www.lbyc.org.

— latitude / chris

Daniela Moroz Crowned a(t) Princesa

The 51st Trofeo Princesa Sofia regatta wrapped in Palma de Mallorca on April 9 with an exciting set of medal races and finals. Bay Area kiteboarder Daniela Moroz secured gold, and American 49er skiff sailors Ian Barrows and Hans Henken took home silver at the Hempel

World Cup Series event.

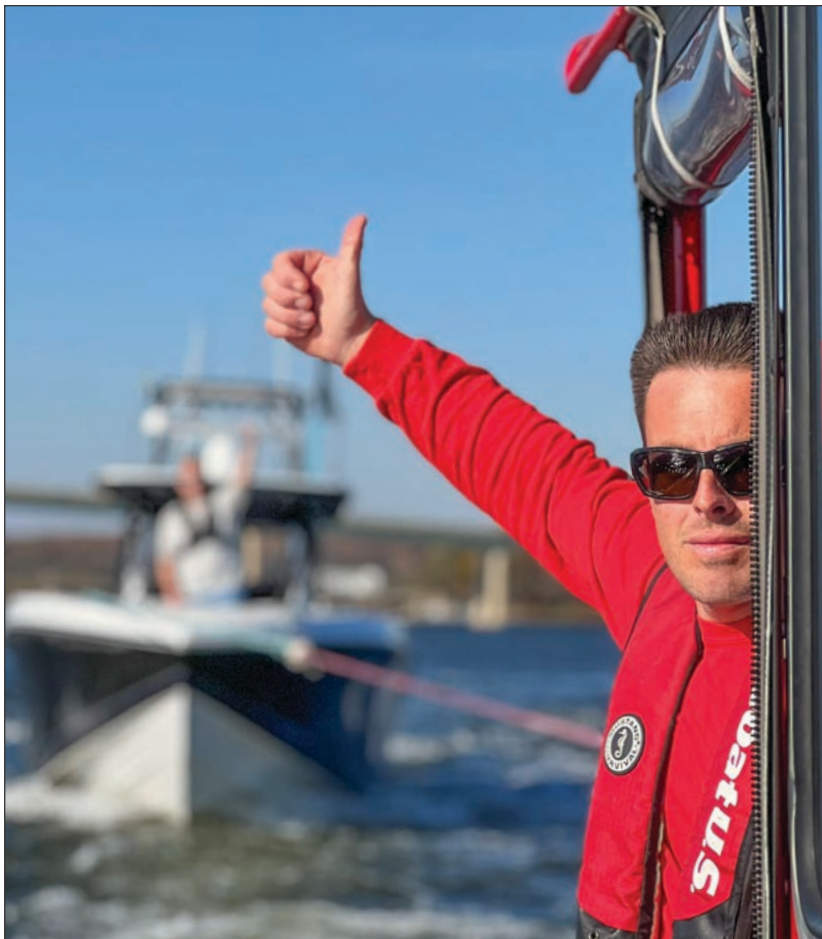
Moroz called the final day of racing "totally intense. I had to win two races in order to win the event, and Lauriane Nolot [from France] came in with one point already and only needed one race win to take the title. It was pretty high-pressure for me, but I was really happy with the first race. Then the second race I had a rough start and had a lot of ground to make up throughout the two laps. The final race came down to the last jibe. I'm stoked to come away with the win."

"Today's medal race was really exciting," said Ian Barrows. "We split from the fleet. The shift came along in our favor, and we were even with the French team. We got a nice lefty at the end of the first beat. Then we were in second, and the French team was in last."

Hans Henken added, "So Ian turns to me and says, 'The French guys are in last — what do we do?' And I said, 'I guess we just keep sailing fast and see how it plays out!'"

See www.trofeoprincesasofia.org.

— latitude / chris



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WORLD

OPB - Other People's Boats. This month we let you know how to sail on San Francisco Bay if you don't know how to sail, don't own a boat or want to sail something different. **San Francisco Bay** charter companies offer a huge variety of options for anyone who wants to sail the Bay.

If you like to sail, you probably need to have your own boat, right? Not at all! You don't have to own a tennis court to play tennis. Why would you have to own a sailboat to go sailing? The beautiful S.F. Bay is more accessible than most people think, and there are many different options to help you hop aboard a boat. It just depends on what kind of sailing you'd like to do!

There are community sailing programs, charter boats, timeshare options and much more. In fact, there are far too many options to cover in one story. Imagine you don't own a boat, but have always dreamed of sailing on a sailboat with your family. Or perhaps you do have a sailboat, something like a Catalina 22, but you have a big group of friends celebrating a birthday party. What's the best way to find the right boat? Consult the *Latitude 38* page on charters available in the Bay — there are more than 25 multi-passenger vessels alone, not including a long list of 'six-pack' charter boats and bareboat charter companies.

Charters are boat rentals either with captain and crew to guide the way or bareboat if you're certified to captain on your own. If you have always wanted to sail a traditional tall ship, you can! Want to try sailing for the very first time? You got it! In the market for a boat, but not sure which one suits you best? Maybe you want to provide an exciting off-site for your corporate team. Whatever it is, charters make boating accessible for almost any kind of sailing adventure.

Offshore certification comes with plenty of safety and offshore experience.



D. BAKKE / CLUB NAUTIQUE

Smaller group?

Try a six-pack charter!

One designation for cruises hosting smaller groups is the six-pack charter. "Six-pack" refers to a kind of captain's license, and according to the US Coast Guard, means the holder of this license is allowed to take up to six paying customers on board for cruises. Six is often an ideal number of guests to sail with, given the privacy a smaller group can experience during a charter.

Whether guests are local or have already visited the Bay Area before, charter trips can give you a whole new perspective. Often visitors and locals enjoy seeing the water from land, but more rarely do they get to see the land from the water! Captain Memo Gidley has been doing charters on the S.F. Bay since 2014, and says 90% of his guests have never been on the water before. "They want to be on a sailboat, because they've never been out before," explains Gidley. "I always try to prepare people before they come on. Sometimes I wish I had before and after shots — some are sort of dressed up, hair done up, looking like they're ready for dinner out after the sail. And we come back and they look like they've come back from a typhoon," he laughs. "I've never had someone say, 'Eh ... could have been better!'"

Gidley is part of a family tradition of improving local access to sailing. In 1960, his parents started the Cass Gidley Marina, the first sailboat rental school in Sausalito. It was different then, as Gidley recalls. There weren't many places you could get out on the water unless you owned a boat. "My parents wanted the average person to get out on the water," says Gidley. "That's the real advantage of charters."

This inclusive approach to sailing is the hallmark around the Bay. With many unique boats in harbors across the Bay, charter captains and companies rely heavily on collaboration crew, maintenance, and repairs. This means you can rent safe, beautifully maintained, and

unique sailboats, like Gidley's *Basic Instinct*. *Basic Instinct* is the only Greg Elliott 1050 in the United States — she's a 35-ft New Zealand-built racer/cruiser, meant to be fast but comfortable and stable. Memo runs sailing charter trips primarily from Sausalito, home to many boatyards and decades of maritime history.

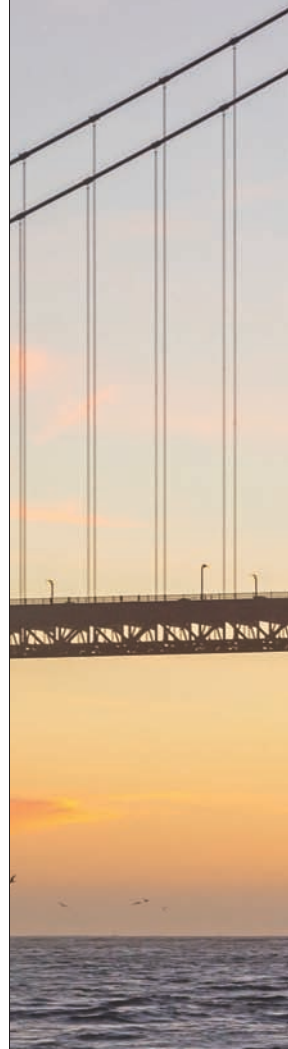
Also sailing from Sausalito is Captain Kirk's San Francisco Sailing. They host large groups on two 50-ft sailboats, but notably they provide six-pack charters on the nimble yacht *Mahalo*. At 35-ft, she is most comfortable with six guests for a smooth ride.

Povi Wagner first called Captain Kirk last year to book her trip. Even though Wagner isn't a sailor, she says it was such a thrill ride, her family still talks about it to this day. "My husband is obsessed with sailboats, and we were just talking about it one night," explains Wagner. "Renting a boat makes a lot more sense before we buy one outright."

A six-pack can be a great way to try out different boats with just a few friends or family members to see what you like before you buy your own boat. It's also a great way to gather family or friends together, even if you don't yet have your own boat. Often, customers are thinking (dreaming, is more like it!) about escaping the daily grind and sailing away on a boat — six-pack charters are a great way to test your sea legs and discover boating with experienced captains and crew to help.

This year, Wagner called back and the family went out on the water hoping to catch some of the SailGP races in the Central Bay. On this afternoon, taking a chartered trip offered one family an up-close and personal vantage to watch

PETER LYONS





The schooner 'Freda B.' shows guests a magnificent San Francisco Bay sunset sail.

some of the most impressive foiling boats you'll find. The moral of this story is that you don't have to own a boat to take your family out for an adventure!

Small charters give passengers a lot of customization regarding where they go for their cruise. You can adjust the duration of each trip, and specify what you'd like to see and do for the afternoon. If it's too windy and your picnic might fly away, just say the word and the captain can adjust course and head for calmer waters. If you're looking for thrills, you can sail accordingly.

Got a lot of friends? Find a big-boat charter!

Have you ever seen the tall ships sailing the Bay? Tall ships are large, traditionally rigged sailing vessels, usually with multiple and cornered sails,

elegant hull designs, and impressive stature. The square rigs and historical shapes call to mind San Francisco's early maritime history, when the Bay would have been full of schooners and brigantines.

One such tall ship is the renowned *Freda B.* She is a gaff-rigged schooner, meaning she has a configuration of sails, mast and rig where the sail is four-cornered, and controlled at its peak with a spar pole (or gaff).

Charles Wittholz, the famed naval architect, designed the boat and she was first commissioned *Spirit of St. Augustine*, launching in 1991. There's still a clue to her original Floridian name on the boat, easy to miss — take a sail and try to spot it! The vessel spent 18 years sailing offshore on the East Coast, and was rechristened once

before arriving in Northern California as the lovely *Freda B.*

Every detail of her 80-ft, bow to stern, is kept in meticulous good order. Every line, shackle, and inch of glistening varnished wood shines under the masterful hand of Shannon Adams, chief bosun's mate, overseer of all things maintenance, hospitality, and much more.

Fear not aboard this vessel — the captain and crew take safety seriously, and as with all chartered vessels, the ships undergo regular Coast Guard inspections to ensure all systems are in order. Adams works hard to make sure *Freda B.* passes inspections without issue, laughing that sometimes the boat is too pristine and she has to leave a line loose just to give the inspectors something to inspect.

WORLD



Clockwise from upper left: Not enough room on your Cal 20 to celebrate? Consider a charter aboard the 'Derek M. Baylis' or other Bay Area charter boats. Center: Chartering on the Bay is a great way to escape the devices and bond with the family. Right: Club Nautique's offshore flotilla cruises take them to Monterey Bay and Northern California's offshore cruising grounds. Bottom right: Magical moments happen on a sailboat and there are a huge variety of ways to try it out. Bottom left: Memo Gidley's 'Basic Instinct' is one of the most active boats on the Bay as both a charter and race boat.

There are many different kinds of trips you can take on this schooner: full moon cruises and wildlife sails, private weddings and corporate groups. But the best news is how easy it is to get on board. Public ticketed sails are a great way to hop aboard if you find yourself in downtown Sausalito on a Sunday morning looking for some fun on the water. The crew are experienced sailors who love sharing their passion for sailing with their guests, and will give kids extra fun information about the wildlife and the boat.

Partner of San Francisco Bay Adventures, and granddaughter of the real-life *Freda B.*, Marina O'Neill and her partner Captain Paul Dines have built a strong charter business in the Bay, centered on excellence and service. They take care of their crew, who work hard to provide warm hospitality to all their guests, and invest time and resources so that crew learn and develop as sailors. Captain Reno Cambridge started as a deckhand and is now a rising captain with a specialty in sailing tall ships. "It's all about the historical traditions on this boat. Some people like to put on gloves and go racing — others just like the feel of the three-strand lines in their

hands," explains Cambridge, describing what it's like to sail *Freda B.* "The aesthetics and feel of traditional boats are completely unique, and anyone can learn."

Another big ship running charters for large groups is the highly specialized, modern racing cruiser *Derek M. Baylis*, hosted by Wylie Charters. Architect Tom Wylie had a dream: design and build a one-of-a-kind ocean-crossing sailing research vessel. Wylie was determined to design minimal noise, carbon emissions and disruption in her wake. The ship had to be not only environmentally conscious but charter-conscious, meaning she had to be simple to sail. Wylie wanted to offer the best comforts and workspaces for research scientists and educators' comfort and safety while aboard. Built in California and launched in the Monterey area in 2003, she is a 65-ft technical dreamboat. The vessel moved later to the S.F. Bay Area, and the Wylie Charters organization was formed. The Wylie Charters team agrees: The decision to take advantage of a flourishing charter industry in San Francisco to conduct charters was a good one, as her accommodations leave nothing to be desired and the

camaraderie that exists here is special.

The *Derek M. Baylis* is well-known as a sailing research vessel. Of course, they can host graduation parties, birthdays, and all the usual chartered fun. But what's most interesting is their commitment to ocean conservation. Recently, Wylie Charters partnered with a private organization to study the level of microplastics in the Bay, provided a summer camp program for youth, and in past years, have even done trips to the Farallon Islands.

First time on the water? Find a sailing school with charter options!

Learning to sail: It's easier to find schools around the Bay than people realize. But not every sailing school also offers charter options. Sailing schools in the Bay primarily exist to make more sailors and give resources for new sailors to venture out into the larger Bay Area sailing community with confidence. This is what sailing schools like Modern Sailing and their

OF CHARTERING



Clockwise from upper left: Not sure what kind of boat to buy? You can charter new Beneteaus, Jeanneaus or this Freedom 35 'Mahalo' to get a sampling of the many different styles of boats you might consider. Center: There's no better place to learn to sail than San Francisco Bay. Right: Sunrise on the 'Freda B.' is another spectacular perspective of the Bay. Bottom right: The 'Derek M. Baylis' is a sweet sailing boat for celebration, corporate or scientific sailing voyages. Bottom left: Chartering a multihull on the Bay can open up new horizons.

Berkeley site, Inspire Sailing, aim to do.

For just the price of a round of golf, you can spend the day out on the water. Why would you want to sail? Leigh Hunt, owner of Modern Sailing and Inspire Sailing, says it has to do with mindfulness. "You're reconnecting with nature on a sailboat. It's the ultimate presence activity. You gotta concentrate to make the boat move properly, everyone has a job, phones are away, and you're not worried about the next conference call. You're fully immersed."

While sailing in Berkeley is focused on sport boats, and the location in Sausalito is more centered around cruising, both sites host innovative corporate team-building events. It's something different from bowling or golf — sailing schools help people go beyond the everyday experience. Even if you're already a sailor, you can share your favorite sport with all your coworkers. For many, sailing is a great unknown. Hunt aims to change that by giving larger groups and corporate teams a fun, safe

off-site excursion. You get exposure to the unique natural environment, discover an exciting sport, and learn communication and teamwork like no other sport can give.

Historically, sailing is thought to be expensive, complicated and inaccessible, which contributes to its identity as an unknown sport. Leigh describes some creative programming meant to get you onto a boat without having to own one. "When I was starting out, a lot of people would say, 'Just take a six-pack of beer and go down to your local marina and get on a boat,'" laughed Hunt. "It just didn't suit my personality. I wasn't all that interested in going somewhere unfamiliar, hoping to just, like, bump into someone by chance."

Hunt hopes the Learn-to-Race programs will help — once you complete the program, they'll help place you on crews in beer-can races across the Bay. It's a structure that should help people gain access to the competitive side of sailing through a lesson format, and help sailors discover the wider community.

Club Nautique, with locations in Alameda and Sausalito, is another school and club with a long history of training new sailors on the Bay — and offshore.

Club manager David Forbes noted that beyond the Bay school and club, they are very active as a US Sailing school providing the US Sailing Coastal Passage Making Certification. Once club members earn that certification, they are able to charter from their fleet of new boats and cruise offshore from Bodega Bay all the way to the Mexico border.

As a Jeanneau dealer, Club Nautique has a wide range of sail and power yachts, including sailboats up to 50-ft and power cruisers up to 40-ft. Like most clubs, they also offer custom private charters, ash scatterings, wine tastings, and corporate team building, and do frequent offshore trips too. With both a sailing and a powerboating school, you can truly find just about any boat to match any level of familiarity with boating.

Another school on the Bay is Passage Nautical, which also offers charters out of two locations: Brickyard Cove in Pt. Richmond and Oakland's Jack London Square. In addition to bareboat and crewed charter options, Passage offers a boat club (Nautical Access), and a variety of educational options. Through the Nautical Access club, members have access to a fleet of Beneteau boats for

WORLD OF CHARTERING

either weekday or weekend availability. Lessons are included with membership, along with maintenance, fuel, cleaning, repairs and sundries. This program allows you to learn on fleet boats, building your confidence and safety know-how.

As mentioned in our introduction, one of the great reasons to join a club before buying a boat is the opportunity to sample a variety of boat types, sizes, layouts and other variables that come



Chartering, learning or teaching sailing always brings people together.

into play when you're finally ready to think about owning. Passage Nautical owner Deborah Reynolds maintains a fleet of newer Beneteau sailboats and Lagoon catamarans. As the dealer for Beneteau and Dufour, Passage aims to get sailors ready to sail or enter ownership by offering online and in-person instruction to teach everything from how to buy a boat, to what's included in a proper survey.

The path to ownership often includes school, club and then possibly owning a boat that becomes part of one of the Bay Area club charter fleets. This is an ownership option that includes the opportunity to reduce the cost of ownership and save on taxes.

In the end, this is just a sea-level dive into the vast world of charters on S.F. Bay. Many more companies deserve mention for their fun, unique boats and programs. You can charter a boat or a bunk to do the Transpac to Hawaii, or



CAPT. KIRK CHARTERS

A 'six-pack' charter may be just the thing for those visiting, out-of-town guests.

find anything from America's Cup boats (USA 76) to charter catamarans (*Adventure Cat*) to adult dinghy programs at Cal Sailing Club in Berkeley, and many others. There are a variety of ways to get out on the Bay. What suits your fancy? You can check out all the Bay Area charter companies on the *Latitude 38* 'Resources' page at www.latitude38.com/charter.



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CHANGES

With reports this month from **Carodon**, on turning a trip to a haulout into a family cruise to remember; **Chaos**, whose three-generation family cruises mostly chaos-free; **Bella Luna**'s mast makeover; **Convergence**'s return to cruising (and their 18-year-and-counting circumnavigation); and a forepeak full of **Cruise Notes**.

Carodon — 43-ft IOR sloop Heather Richardson and Family Making a Haulout Into a Cruise Sausalito

When COVID threw a literal bug in our haulout plans and my charter business in 2020, I started to think about head-

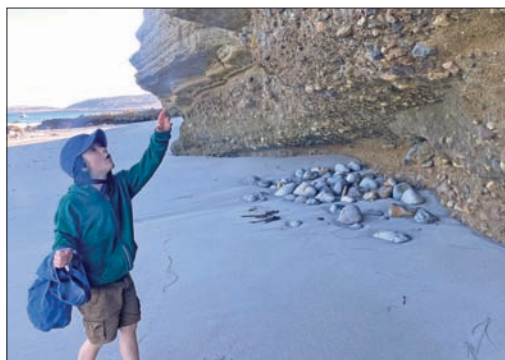


Heather with sons Sawyer (left) and Julius.

ing down to Ensenada to get *Carodon* painted. They do some pretty fine work, and the price for highly skilled labor can't be beat. I decided to turn winter 2021/22 into an excuse to go cruising through the Channel Islands on the way down to the boatyard and back.

Most people show up at the Channel Islands in the summertime, when the weather is nicer but it's much more crowded. We enjoyed the same crystal-clear water — albeit with wetsuits — with the added advantage of having every anchorage to ourselves every single night. There were no other cruisers nearby till we reached Catalina, but there were quite a few squid fishermen around from as far away as Alaska, with their bright lights in the distance at night, working the currents between the islands in what looked like a big, watery disco party. Many times the lobster boats and urchin divers would anchor nearby for the day or night and

Boat-schooling is easier and more fun when the things you're studying are right at hand.



say hello, but otherwise we met no other people the whole month of December.

We decided to try our luck with fishing and foraging, and it became a fun new challenge to find our own dinner. A perfect way to stay isolated during the height of the Omicron-variant days, we had the amazing trails, beaches and coves to explore without another soul in sight, and we quickly forgot about the mask mandates and hand sanitizer happening back on the mainland.

We did contend with some winter weather and kept a very close eye on the forecast using PredictWind and an Iridium GO!. Coupled with the daily VHF weather reports, which thankfully were very accurate, these resources gave us at least 24 hours' notice to seek a sheltered anchorage or head back to the mainland guest docks.

Essential to winter cruising with kids is having a large supply of board games, books and podcasts to listen to. *Island of the Blue Dolphins* by Scott O'Dell was a favorite for the kids and adults alike because the story really came to life when read on location. (The book is a fictionalized account of the real story of a native woman who lived alone on San Nicolas Island for many years.) Surprisingly little has changed at the islands since the time of the story. We made up our own 'Mad Libs' and played a drawing game called Exquisite Corpse (Google it!), which was so fun and such a great departure from digital gaming. We also were happy to have a lot of crafts and musical instruments aboard for options on rainy days.

Boat-schooling is somehow always more fun when you are away from home and there are naturally so many things to look up and learn about in a new place. We banked many hours of school on bad-weather days so we could have days of endless hiking and snorkeling when the weather was good. Looking back now that we're back in our home routine, the balance was nearly perfect.

My kids have all been boat-schooled off and on growing up aboard in Sausalito. My oldest, Ava, was doing her high school biology credit through an internship in Honduras, diving on coral reefs and monitoring whale sharks in warmer waters (lucky kid!), so she did not join the boat until the very end of winter. My middle son, Julius, had decided that he was ready to enroll in public school for a more



social high school experience. He's joined the high school sailing team and plays bass in a rock band with his classmates. So he also stayed behind with friends and family, but enthusiastically hopped on board for his two winter breaks. After meeting the boat in Santa Barbara (an easy and cheap train ride from the Bay), he learned to spearfish and caught his first lobster on Santa Cruz Island in what was to become our favorite new anchorage, Potato Harbor.

My youngest, Sawyer, a first-grader, really enjoyed spotting the native foxes and hiking on the islands. He participated in everything the Park Service had available for kids to discover, and earned park badges for completing the activities. The pandemic had robbed him of swim lessons at a local pool (pools were closed



'Carodon' in 40 feet of crystal-clear Channel Islands water. Left: Light-air departure from the Bay in December. Above: Ashore, parents bring home the bacon. Afloat, Mom brings home the lobster. Right: Catie shares a rainbow and a smile with Sawyer.



If you think 'Rock the Boat' is hard at home, try it on a rocking boat!



ALL PHOTOS CARODON

for COVID), so I was super grateful that our cruising meant learning to swim, even if it was in a wetsuit. He was stoked just to be in crystal-clear water where he could see kelp and fish, and he spent lazy winter days swimming laps around the boat at anchor, moving to stay warm but never complaining because there was just so much to see. He also enjoyed collecting mussels for dinner and searching the beaches for a shark tooth or other treasure from the sea.

During this journey I had two amazing crew off and on, both extremely comfortable and capable cold-water swimmers. Catie Barr recently graduated from college and was on a traveling fellowship, where we met both working on the tall ship *Matthew Turner* in 2021. She essentially was able to extend her travel fellowship by

becoming my crew for the winter. Catie embraced learning to sail and surf with determination and endless enthusiasm. Jack McDonnell, my local diver and boat neighbor, brought great positive energy, surfing and musical talent to the boat. He tried his hand at spearfishing and exploring the underwater kelp forests, where a healthy ecosystem seems to thrive. When there was surf, he took advantage of that, too.

I took the opportunity to learn to wing foil, and the winter winds provided perfect opportunities to practice what turned out to be an awesome new sport; quite addictive once you get up on the foil!

It was a proper adventure sailing the Islands in wintertime: much more weather-dodging than in summertime — yet the small challenges of doing it in winter

were totally manageable considering how much fun we all had ... I'm already scheming the next trip we might do together (Hawaii? Japan?). At the very least, we would readily sail the Islands again in winter. I may, however, have to get a bigger boat because everyone we met seemed to want to jump on board and join the fun.

Even during the haulout, we managed to camp on some pretty awesome beaches and visit some hot springs near Ensenada while *Carodon* was painted at a fraction of the price we would have paid in the US (for both the haulout and the camping). The haulout in Mexico, wrapped around a winter Islands cruise, really paid off in all ways. If you have a couple of months off and are willing to brave some colder temperatures, I highly recommend it!

— Heather 3/20/22

Chaos — Beneteau First 47.7 Kelsey Farber Third Gen Is a Charm (Part 1) Seward, Alaska

Growing up in Alaska, we had no shortage of adventure and memories made in the great outdoors. However, nothing compared with the times spent out on the ocean in our Express 34 *Expressions*. We would leave from our homeport of Seward and head to Prince William Sound for three weeks of amazing adventure. Mom would provision, cook, and clean up after two adults, six kids, and three dogs — in 34 feet of space.

Fast-forward to many years later. Now a mother of two daughters of my own, I have had the honor to sail that same Express 34 with my husband Stephen over the past few years. Stephen spent his life developing a love and passion for white-water kayaking, and spent every free moment at the river. He had no prior sailing experience, but a great respect for the water and an eagerness to learn made it easier for my stepdad, Mark, who had an

CHANGES



Above (l to r): Stephen, Emerson, Kelsey and Everly Farber. Right: 'Grandma' Karen and 'Papa' Mark.

abundance of experience and an eagerness to teach.

Mark and my mom, Karen, had just recently upgraded to a larger boat, a Beneteau First 47.7, appropriately named *Chaos*. My brothers were dedicated fishermen and decided to go the powerboat route, so my parents were thrilled that Stephen and I had the desire to take on *Expressions* and make new memories with our own kids. We enjoyed spending the summers buddy-boating together and learning the joys and challenges of running *Expressions* by ourselves, while my parents were learning the nuances of their new boat.

I never could have imagined that just a few years later, all of us would be living together aboard *Chaos* as a three-generation cruising family exploring the beautiful country of Mexico.

Mark is a lifelong sailor with crewing and offshore experience. It has long been his dream to one day combine his love of travel and sailing by completing a circumnavigation of the world. Mom, being an equal advocate for adventure and seeing the world, was ready and willing to go! While she had been sailing alongside him for nearly 25 years, she had no offshore experience, but was always eager for a new challenge.

My parents knew that my husband and I had that same adventurous spirit

'Chaos' looking serene.



and dreams of doing something similar one day. When they told us their plans, they included us in the daydream: "What if you guys came with us?" they offered. It was spoken so casually that I think it



surprised them when we immediately responded, "OK, what if we did?"

We left that conversation excited, but also realistic that we most likely could not pull it off at this point in our lives. At the time we only had one kiddo, but were hoping for a second soon. We knew that quitting our steady jobs, uprooting our lives, and having to eventually start over might not be the most responsible thing to do. But it was an exciting idea that filled me with passion and a desire for more out of our everyday life. For the time being, we continued on with normal life, but were participating in their planning while simplifying and saving as much as we could for whatever was next.

Slowly, Mom and Dad moved out of the daydream phase and into the reality phase of their plan. They would leave in summer 2020, make their way to Mexico, then across the Pacific and beyond. Then came March 2020 and with it a global pandemic. As with most people around the world, it was a very uncertain and scary time. Ultimately, after months of deliberation, they decided they would delay their departure for another year, and not leave until the summer of 2021.

For Stephen and me, this really was a blessing in disguise. It gave us the time not only to welcome our second daughter, Emerson, but to reaffirm that life is too short. We were ready for a new challenge, and decided the risk would be worth the



reward!

Once we confirmed my parents were really serious about our going and had no second thoughts, the decision was made. We committed to at least a year of cruising on *Chaos*, and agreed to reassess where everyone was at sometime in the fall. If nothing else, it would make for a great adventure together and be a learning experience for all of us during our first year of cruising.

Fast-forward to July 2021. After years of work, planning and learning to live

IN LATITUDES



ALL PHOTOS VENTANA

Above: Stephen with not-quite-stand-up-paddleboarder Emerson. Left: 'Evy' gives thumbs-up on a rig check. Top left: Isla San Francisco was a favorite stop. Above right: 'Em' the beachcomber. She will have turned 2 by the time you read this.

through a pandemic, my parents were finally setting sail toward their dream. They set out on July 24 from Seward to doublehand the first leg. Our family of four would be staying behind to tie up loose ends, and fly to meet them in San Francisco, where our journey of three-generational sailing would begin.

Besides a delayed departure date, COVID also changed *Chaos's* long-range

plan. With a lot of the South Pacific still closed, we would not be crossing this year, and instead would spend the entire season in Mexico — with a return home by plane during the summer hurricane season. I look back at this as another blessing in disguise. I think to have this first year just in Mexico made it easier for us to adjust to the cruising lifestyle — and each other. We were able to learn

so much, join a wonderful community of cruisers, and see more of this incredible country that we would otherwise have missed.

When we finally left San Francisco and sailed under the Golden Gate Bridge, it felt like the beginning of so many things: all the lessons to learn, all the mistakes to be made, and all the magical moments to be had.

My daughters — Everly, 3, and Emerson, 23 months — had already spent most of their short lives on the water. Whether on *Expressions*, a kayak or a canoe, they have been our little adventure buddies from the start and were used to adapting to whatever we would throw at them. Adjusting to boat life was the same, and went surprisingly well for them.

Creating a space of their own was important to all of us. Seeing my stepdad give up his "garage" so they had a cabin of their own made it clear they really wanted us along no matter what sacrifices they had to make! Even when Evy decided she did not want to sleep in said cabin and made the salon settee her home, there were no complaints — Mom and Dad just tiptoed in for their morning coffee.

That was just the first of many sacrifices that my parents had to make to have us along. I really can't imagine how many other grandparents would be able, not only to live with their grandkids every day, but to do it on a boat and be there for every moment, every high and low. Not to mention being the first to strap them onto their backs and carry them up a mountain when they get tired, or take them for ice cream or other treats to brighten their moods when toddler terror sets in.

In return, they've gotten to witness the growth in each of our girls — from the moment Evy first dipped her toe into the ocean, to learning how to swim and now snorkel. And how Em has grown into a stubborn but curious little one with an obsession for crabs, fish — and cows! Even the simple things like Evy helping identify fish caught or shells found, and informing us of the tides when we go ashore, is a treasure to behold.

Every day brings an extra element of 'chaos' that Mom and Dad could have easily avoided by our not joining the boat. But not once have they even hinted they regret our being here — the moments we share are so special they wouldn't miss them for the world.

— Kelsey 3/30/22

Look for Part 2 of this story in the June issue, as *Chaos* heads into the Sea of Cortez and life aboard gets even more harmonious and rewarding.

CHANGES

Bella Luna — Cheoy Lee 48 Jamie Meves Mast Makeover Novato

I've learned over the years not to react to ideas or information without carefully considering veracity and value. But as I get older, it's difficult to not think that I know a thing or two about a thing or two. So the concept of the 'preconceived idea' is one with which I humbly struggle.

My painted aluminum mast was ugly. The last time it received attention may have been 20

Jamie and Bebe are 'doublehanding' Mexico together.

years ago. Then again, it might have been 43, when *Bella Luna* was launched (as *Fiesta*) from the Cheoy Lee Shipyards in 1979. The topcoat was dead, and primer was showing through in great blotches. There were occasional corrosion bubbles around fittings and fasteners, and plenty of scrapes and scratches. Obviously, protection had been compromised.

The insurance company required a rigging survey before they would even consider carrying me, and I knew from the previous owner that — except for several chainplates — the standing rigging had not been updated since the early 2000s. Before investing in new wire and fittings, it made sense to me to refurbish the mast. With the boat currently in La Paz, finding a good rigger has not been an issue. How to carry out a total mast makeover was

Painting crew (l to r): Chava, Jorge, Arturo and Manuel. Jorge is Chava's son.

not as straightforward.

La Paz has been experiencing an explosion of pent-up cruising aspirations following two years of pandemic restrictions. Slips and yard time are not just automatically available. Most people I have met spent at least some time at anchor while they waited, which is actually a popular option thanks to the gracious privileges offered by Marina de La Paz's dinghy dock policies.

The prospect of arranging a mast removal — with the attendant removal of rigging, radio cables and electrical wires — seemed monumental enough. Then there were the laydays on sawhorses, potential struggles with corroded fasteners, and the monotonous prep, priming and painting — not to mention rerigging and re-stepping. It seemed like a huge undertaking, complicated by my inexcusably poor Spanish. But I was up for it and tried to secure some dates and commitments.

It was not going very well when a trusted service provider suggested a fellow who painted masts "in place." This is where my preconceived idea crept in and all but shut down any further consideration. How could anyone have the patience, strength, and focus to go up a 57-ft mast in a bosun's chair, meticulously scrape, sand, clean, apply several coats of various primers and a final topcoat paint, in any sort of efficient manner? It just didn't jibe with my vision of smooth, gleaming, brilliant white surfaces.

By chance, two days later I heard someone call out the name of the recommended mast painter, who was working on a boat four slips away. I sauntered over to see Chava doing some extremely beautiful varnish work on interior doors, cabin sole panels, and teak shower grates. I introduced myself and asked if he would be interested in looking at my mast, telling me about past jobs, and perhaps giving me a quote to refurbish *Bella Luna*'s mast. Later in the afternoon, he came down to look us over. He said the labor was no issue, but the price of materials had been very erratically up and down, and he needed to check current prices. He promised a price and explanation of the scope of the work by the next morning. True to his word, he came through the next day with a reasonable price and a timeline to start the following week.

I checked with the rigger to make sure his schedule was compatible, as we were still waiting for all his ordered



materials to come in, too. I also wanted to make sure I wasn't stepping on any toes. The rigger was pleased — after all, it was one of his recommendations to consider painting in place in the first place.

The entire process took 10 days. Here are the highlights.

Day 1: A team of three — Chava and two young helpers — arrived at 8:30 and set to work with sanding pads, disks and scrapers. One young fellow was hoisted in a bosun's chair to the top of the mast, while Chava and the other young man set about sanding/scraping the boom and



BELLA LUNA



BELLA LUNA

IN LATITUDES



Above: 'Bella Luna' arrived in Mexico in November. **Top:** Various before, during and after photos of the mast refinishing. At this writing, Jamie reports the rerigging job is progressing nicely.

the mast as high as could be reached from deck. After three hours, the boom and lower mast sections were sanded and wiped down and all fittings were taped off with blue painter's tape. Chava began applying zinc phosphate aluminum primer to all surfaces, while the two young guys exchanged places. (Three hours in a bosun's chair is enough for anyone.) The mast sanding/scraping was completed

over the next three hours. By the end of the day, the yellow-green zinc phosphate gave the boom and lower mast that "Duck Dynasty camo" look, while the mast from 8 feet up to the top was blotchy and burnished, awaiting primer the next day.

Days 2-4: Lots more sanding, priming and prep for the first white primer coats. Chava hoisted his son (one of his helpers) aloft to paint the first coat of zinc phosphate at the top of the mast, while the others (there were sometimes three helpers) sanded the dried primer below and applied the first coat of white primer.

The guy in the bosun's chair also started prepping and sanding the midsection of the mast. Blustery wind caused a few delays, but by the end of Day 4, the entire mast and boom had been prepped and zinc-primed. It was time to prepare for the topcoats.

Days 5-8: Sanding now shifted from "medium" (240 grit) to "fine" (400). This was followed by a thorough wipe-down and yet more coats of white primer/sealer over several days. A blue tape line marked where the upper mast topcoats would meet the coats coming from below, so the final sanding and painting could feather together in the final finish.

Days 9-10: The first topcoat went onto the upper mast. On the boom and lower mast, all cleats, winch beds, and the boom ends were hand-sanded and taped off with blue tape. They had been black since the last painting was done, and like the rest of the mast, were looking pretty ragged. On the last day, the sander went aloft with 400-grit paper and cleaning cloths to smooth out and prepare for the money coat. By 11:30, he had completed his task, and Chava's son went up to finish. Chava, a very patient man, took on the task of applying satin black to the cleats, winch beds and boom ends.

When they'd finished, the entire mast was blindingly beautiful, with contrasting black accents. Allowing everything to dry properly in the La Paz sunshine, they came back a couple of days later to remove the masking tape and completed the project with a wax job on all the newly painted surfaces for extra UV protection.

I'm happy to say the whole experience was a serious hit to my preconceived idea of mast painting in place. I continue to learn lessons while mellowing in my old age, and I am grateful that youth, experience, attention to safety and details — and just the hard-working nature of Chava and his crew — left *Bella Luna's* stick and boom looking fabulous and protected for longer than I will be around. I barely had time to thank them before they were off to six other jobs, God bless them!

— Jamie 3/18/22

**Convergence — Wylie 65 cat ketch
Sally-Christine Rodgers and
Randy Repass
Back Aboard
Santa Cruz**

Ah, it is good to be naked again. Swimming in the early morning, the sun glistening off my skin and saltwater healing every pore is why I love cruising.

It was 1998 when we were last in Bahia Chamela. There were only three other

ALL PHOTOS BELLA LUNA

CHANGES

boats, and we lingered, transfixed by tranquility. Palapas lined the beach and fishermen traded their catch for cigarettes and magazines. On the islets, curious blue-footed boobies pecked at our camera lenses, the males building circle nests and prancing in their mating dance, undeterred by our presence.

Now the bird rookeries are designated National Parks and *pangas* deliver snorkelers and beachgoers every 30 minutes from the newly built *malecon* with four *muelles* (docks) where *pangas* tie three deep. The river outflow is a birder's paradise: crested night herons, egrets, oystercatchers, belted kingfishers, cackling red-beaked gulls and dozens of other species fly the mudflats.

Pérula, on the western edge of the bay, is a dirt-road town with a few basic *abarrotos* and a good supply of fruits and vegetables. Customers enjoy local seafood specialties at the restaurants on the beach, but don't count on a beer at sunset — they close at 5:30.

The last good protection before the overnight passage to Banderas Bay (home to Puerto Vallarta, Nuevo Vallarta and La Cruz — all sailing hot spots), Bahía Chameña still feels remote despite newly built boutique Mexican hotels and unfinished houses spouting rebar. Dusty hills recede into the distance and a peach sand beach extends unimpeded to Punta La Rosada.

The anchorages off Isla Pajarera and Isla Cocinas are best with a stern anchor to calm the pitch and roll. Frigates swirl above in aerial displays. *Pelicanos* dive bomb around us, splash-bathing then roosting ashore, their bright heads like ornaments above their stick nests, where pure white babies await regurgitated meals.

Tucked behind Isla San Agustín and Isla San Pedro, egrets roost in the evenings. The water is shallow and clear, and off the rocks is an abundance of fish: Moorish idol, damsel, parrot, wrasse, dottybacks, squirrel fish and eagle rays, not to mention the whales and porpoises that enter the bay. Sadly, most of the coral is gone or bleached and covered with algae. The water temperature is 88°!

Many cruisers pass through here — 15 boats on the night we arrived. Kayaks, paddleboards, even a Sealegs dinghy trolling along the beach dropped its wheels and motored up onto the sand. We've chatted up a Swiss couple who bought a Cal 42 in Ensenada with a dream of heading to the South Seas; a Greek and Japanese couple on a CST 36 deciding between the Panama Canal and Tahiti; a lovely Tayana from Kansas City, Missouri; and a Ukrainian doctor facing the

uncertainty of returning to his family in Kyiv.

— Sally-Christine
3/9/22

Convergence is closing in on an 18-year circumnavigation. Randy and Sally-Christine, along with their 9-year-old son, Kent-Harris, left Santa Cruz in 2004, sailed straight for the Marquesas, and haven't looked back. They have been commuter-cruising their way around the world ever since.

Cruise Notes

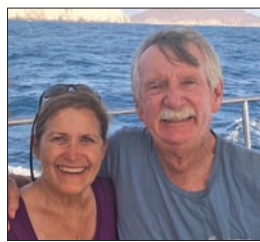
• When Bill and Sally Andrew's Hylas 54 **Second Verse** arrived in Cabo at the end of the 2021 Baja Ha-Ha, Bill sported a nice shiner. "I told people my wife got into the red wine and clocked me with a lucky left hook," he says. "It was totally false; her right hook is much better than her left." OK, he actually got the black eye when he



had his head down in the bilge and the boat took a roll. "But the trip went so smoothly we decided to invent some boat drama so we had a story to tell at the parties."

Indeed, *Second Verse* had a great trip south, with several nights of flying the spinnaker under the stars with 10-20 knots of wind. (They ended up sailing all but four hours of the 750-mile trip.) Our crew was great, and there were no problems with the boat. We caught a bunch of fish, including a 25-pound yellowtail and a 20-pound dorado.

Since then, says Bill, "It's been a lovely winter getting to know La Paz and all the many islands and anchorages to the north." Favorites include Ensenada Grande for the snorkeling and hiking; Isla San Francisco with its beautiful aquamarine blue anchorage and another



ALL PHOTOS CONVERGENCE

'Convergence', with her unstayed masts and cat-ketch rig, has proven to be a swift, easy-to-sail cruising platform. Inset left: Sally-Christine and Randy. Above center: A Sealegs amphibious dinghy ambles along the beach.

cool hike around the ridges surrounding the bay; San Evaristo with its fishing village and Lupe Sierra's restaurant that serves great fish tacos; and Agua Verde with the hike to the painted caves, great snorkeling at Pyramid Rock, and two good fish taco restaurants. "The Loreto area had some great hiking and good food too, and the trip up the mountain to Mission San Javier was beautiful and interesting," he says. Bill and Sally plan to bash back to Southern California in April, where they will spend another Southern California summer revisiting many favorite stops they enjoyed on their trip down from Blaine, Washington, over the past several years. Then next November, "We're up for doing the Ha-Ha again. The sail down in 2021 was a blast, and we made some great friends that we have really enjoyed cruising with this winter."

• Oh geez. Typos are an occupational hazard in publishing. They're bad enough when they're just spelling mistakes. The "worse" ones are misspelling people's names, boat names, or websites. We committed the latter sin with our March article about the loss of Jack van Ommen's Naja 30 **Fleetwood**, which ran onto a reef in Cuba in February. So for those of you who would like to keep up with Jack — who has been cruising more or less constantly since 2004 (he just turned 85) and has no plans of slowing down — the correct website is www.cometosea.us.

Speaking of keeping up with Jack, "If everything goes according to my expectations, I should have news and pictures of the next *Fleetwood* soon. I have earnest money on a 30-ft plywood *Waarschip*, also a kit design and also launched in 1980 like *Fleetwood*, though with slightly different hull construction. I'm scheduled to close or reject the sale on April 22 in the Netherlands."



'Second Verse' will do a second Ha-Ha this fall. Inset: Bill and Sally.

PHOTOS SECOND VERSE

• Longtime sailing friends Tim Dick, Kim Le, and Fred Reynolds, along with "new guy" Scott Carrothers, were on a mission last summer: visit all



'Malolo' crew (l to r): Scott Carrothers, Kasey Carrothers (Scott's son, who was not aboard for the Channel Islands trip), Kim Le, Fred Reynolds and Tim Dick.

the Channel Islands aboard Tim's Brisbane-based Lagoon 42 **Malolo**. "Our sub-goals were: a) Catch fish; and b) Eat well — which we did thanks to Scott, who is an absolute ace in the galley," says Tim.

Departing the Bay Area in foggy conditions in late August, their first landfall was San Miguel Island. The smallest and most northerly of the Channel Islands, San Miguel doesn't get too many visitors, so they were surprised to share the anchorage with a lone, aged urchin fisherman on a classic wood Monterey trawler. "He kindly offered us a sample, fresh from Mother Ocean. Unsurprisingly, it was the best 'uni' we have ever eaten," says Tim.

It was 'mission accomplished' by the time they headed for Ventura on

September 5. They had not only visited, but gone ashore at every island except Anacapa. "The famed 'iron ladder' has fallen in, and the moorings are

gone," he notes. "I was looking forward to setting foot on Anacapa for the first time in over 40 years, but it was not to be." • Kay and Kurtis Nelson and crew arrived in Cabo San Lucas on Friday, November 12, aboard **Oasis**, their Hunter Passage 42. Originally planning to bash right back to Alameda, they had second thoughts and, with Ha-Ha crew Paul Hedberg, instead headed to La Paz by way of Bahias Los Frailes and Los Muertos. "The beach party at La Costa was excellent and we spent another week in La Paz," says Kurt. They finally hauled the boat at Fonatur Marina and flew home December 3.

They were back in La Paz in late February to splash the boat and prepare for the bash north. "We stayed at Casa Buena,

a fabulous B&B, and hosts Milton and SuSu graciously let Kay cook and freeze some meals for our bash north," says Kurt. They took off from Cabo on March 8 and got to San Diego on the 22nd. With Kay's brother, Ross, aboard, they started up the California coast on the 24th. At this writing, they were in Morro Bay waiting out a storm before making the final push back to Alameda.

• Last time we checked in with John and Marcy Baker in September, they were putting the final touches on winterizing their Jeanneau 44 **Tlingit** in their homeport of Seward, Alaska. Then it was off to San Francisco to join **Rochambeau**, their Beneteau 49, for the trip down the coast to join last year's Baja Ha-Ha.



Kay and Kurt were the latest to fall under the spell of Mexico, staying longer than originally planned.

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CHANGES IN LATITUDES



Left: 'Rochambeau' heads south. Right: Marcy and John. This is how they dress when they cruise their other boat, 'Tlingit', around Alaska and the PNW in the summer.



PHOTOS ROCHAMBEAU

These days, John and Marcy are snorkeling, hiking, stand-up paddleboarding and visiting with fellow cruisers as they explore the Sea of Cortez. "We've been based out of Puerto Escondido since Christmas and have enjoyed many sailing adventures in the area," writes John. "We're heading toward San Carlos, where we'll leave the boat for the summer. We're already excited to return in October with

plans to explore mainland Mexico. The incredible Mexican people, the always-sunny weather and the strong cruiser community have all enhanced our time on board."

The exploring continues back home aboard *Tlingit*. "We continue to explore Prince William Sound, Resurrection Bay and Kenai Fjords National Park every summer," says John. For most Alaskan sailors, the season is Memorial Day to Labor Day. John and Marcy push that timeline, sailing from April through September — then it's back to Mexico!

• Becky and Dave Elmore retired from Peninsula School District in Port Orchard, Washington, "to go find bluewater," as Becky puts it. They did the 2015 Ha-Ha aboard their Catalina 36 *Tranquility* and have been commuter-cruising ever since. "We stay here for the winters and fly back to the PNW for the sum-

mers to see our four grown



kids and nine grandkids," she writes. Marina Palmira is their base. "Love the Sea of Cortez — so much to explore, dolphins by the hundreds; whales; jumping rays — we even saw an orca! We have made so many forever friends. So glad we were brave enough to cut the lines and just go! It's a dream come true."



PHOTOS TRANQUILITY

'Tranquility' under another magical Mexican sunset. Inset: Becky and Dave

— latitude/jr

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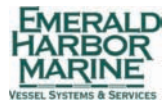


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29 – 31 FEET SAILBOATS



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30 FT CATALINA 1987. Well maintained, very clean Catalina 30, fixed wing-keel drawing only 3-ft 10-in, ideal for Tahoe's shoreline depths. Diesel, Edson wheel, full galley, and self-contained for adventure sailing on the lake. Ready to sail, see URL for full details. \$25,000 Homewood, Tahoe, CA. JennifersSandyFeet@gmail.com (775) 742-6976 www.tinyurl.com/k55yd59d



30 FT WILDERNESS 30 1980. 'Fugu' is for sale, SHTP vet from 2018, single-handed 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 masthead 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 HUNTER 1980. Looking for new home for sturdy, sound 1980 30-ft Hunter sloop. Sound hull and engine that just needs a bit of project work ... Sails, dodger, rigging need update. Comfortable open cabin. Owned since 1989 and time to move on. Email to get more photos and arrange viewing. \$7,800 South Beach Harbor, S.F.. rarzone@gmail.com

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29 FT 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



29 FT ERICSON 1972. Classic plastic. Turnkey. Low-hour Betamarine 722 diesel. Radar, MFD, 2 autotillers and radios. \$6,500 Fortman Marina, Alameda. bill.black94@yahoo.com (206) 618-6902

32 – 35 FEET SAILBOATS

34 FT PETERSON 34 1977. Has a wonderful past, from being a first-place race yacht to completing many passages up and down the coast and several trips to Mexico. Configured for distance cruising, a classic beauty with performance agility. \$29,900 Sausalito. lat38-121@magewind.com (415) 332-4810 www.peterson34.com/



32 FT HERRESHOFF 1998. Beautiful, strong cruising cutter Herreshoff designed, bowsprit and boomkoff, cedar cold-molded hull, full lead keel, spruce spars, sails in great condition (mainsail with 3 reefs; stays'l, jib; 120% Dacron; 120% 1.5 oz. nylon; storm sail; trys'l); Aries wind vane self-steering; 10-ft fiberglass dinghy; sails beautifully; no engine; sail into and out of upwind Berkeley berth or use 16 ft oar; 4 anchors (45# 35# 25# CQR, fisherman); windlass. \$39,500 Berkeley. kennoble40@gmail.com (925) 786-7878



32 FT PEARSON 323 1979. This well maintained 1979 cruiser had a major top-end overhaul on the venerable MD 11C Volvo Penta (23 pshp) in spring 2020 by the Penta-specialist mechanic who has serviced this engine since '88. There have been few hours but regular running since. A freshwater flushing setup for the engine cooling system was installed many years ago. The boat has been professionally cleaned, and diver service reports the paint still has good life left. Last bottom job at KKMI with seacock service about two years ago. The Pearson 323 is a well-regarded cruiser proven in our Bay and coastal waters. Detailed on website. Photos and equipment list available upon request. \$21,500 Alameda. Gmeansgretchen@gmail.com (510) 681-6860 www.tinyurl.com/yc6xssu

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



35 FT DOWNEASTER 1977. Tired of the pandemic, or global war? Sail away! The Downeaster 32 is a classic beauty that can take you anywhere in the world. 35-ft overall, 16,000 lbs, 4.5-ft draft, 11-ft beam. Well equipped with Anderson winches, autopilot, davits, Yanmar, GPS, AIS, and Lewmar windlass and bow thruster. \$28,500 Brickyard Cove. baysailor1@hotmail.com (510) 309-2164



32 FT SABRE 32 1984. Hand-built in Maine, the Sabre 32 is a well-designed and excellent quality sailboat. We have returned to the UK after 15 years sailing the Bay and hence the boat is for sale. Regularly maintained and in fair condition for its age. Can sleep 8. Two aft cabins, V-berth and saloon with great headroom. Lovely teak interior. Two-burner stove and oven. Roomy cockpit. Reliable Westerbeke engine recently overhauled. Sails beautifully. Email Jonathan. jonathan@killip.com \$29,995 Clipper Yacht Harbor, Sausalito.



35 FT CAL 35 MK II 1980. Great example of this classic sloop. Recently hauled and serviced. Fresh bottom paint. New Axiom MFD. Wheel pilot. Freshwater head. New canvas. Whisker pole. Gennaker. Storm jib. Dinghy w/4 hp. \$28,000 Loch Lomond, San Rafael. andrew.hall@hunterdehaven.com (650) 888-8949



35 FT SCHOCK SANTANA 35 1979. This Bristol-condition boat is being offered with a liveaboard slip in Berkeley, CA, and 5-year financing through financial institutions and vehicle trade might be considered. She is a comfortable fast cruiser, liveaboard, and competitive racer with great sail inventory and many upgrades performed in the last 9 years. Twelve feet of beam and clever use of space give her an amazing and practical interior. \$38,500 San Francisco. driende@aol.com (650) 714-7777 www.schocksantana35.com/



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. \$34,000 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



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

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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

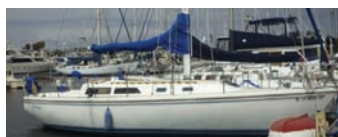
36 – 39 FEET SAILBOATS



36 FT SABRE RACER/CRUISER 1989. Sound, solid, clean Maine-built performance sailboat. Oversized primary winches, fully battened mainsail, rod rigging, Raymarine chartplotter and instruments; Westerbeke engine 1200 hr professionally maintained. All teak interior very clean. Strong dodger. Email for specs, recent survey and photos. \$39,000 Tiburon. rvwedel@gmail.com (510) 233-0102



37 FT GULFSTAR 1976. My wife and I have owned Yancey for 38 years and hate to sell her, but it's time. This boat has been loved, well maintained and constantly upgraded. Roomy comfortable interior, all appliances and electronics work, Perkins 4-108 w/2200 hrs, 3 blade MaxProp, updated rigging, new mail sail and other sails in very good condition, much more. Yancey is located in Mazatlan, MX waiting to take you into the Sea, the Gold Coast or wherever. \$48,000 Mazatlan, Sinaloa MX. SVYANCEY@GMAIL.COM +1 (818) 292-2917



36 FT CATALINA (M25XP) 1988. Sloop. Single Universal Diesel engine, 3-cyl, 4-cycle. Refrigerator. Double SS sink. Microwave. Toilet. Shower. Engine-mounted alternator. Titan VHF transceiver. Autohelm 4000 autopilot. Depthfinder. Three-cabin layout. U-shaped dinette. V-berth. Dinghy. Stereo. \$39,900 Redwood City, CA. iamerv@gmail.com (916) 792-6389 www.tinyurl.com/2tfm96d8



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/186hrs. 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

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. alindrosen@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



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



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. \$42,000 OBO Vista Mar, Panama. rockcairn@gmail.com (425) 737-3129

36 FT CASCADE 36 1977. Cascade 36 ketch-rigged sailboat, Hull #14. This was originally a kit boat built in Oregon and finished in San Leandro. She sails very well but needs extensive work, as she has been sadly neglected for the last several years. She has three roller-furling jibs, a main, and a mizzen sail. There is a large inventory of accessories and spare parts. For details contact Glen. \$10,000 OBO San Leandro Marina. glenr99@gmail.com (541) 274-9268

39-FT FREYA, 'CANDIDE', 1978. 'Candide' is a Hawaii, Australia and Mexico vet. Yanmar diesel, ProFurl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. \$40,000 OBO Brisbane. hogancanoes@aol.com (650) 728-9528 or (650) 773-3834



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

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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. \$15,500 Moss Landing, CA. sharoncoronado@duck.com

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. \$25,000 Tiburon. ilchianti@gmail.com (916) 995-7853

40 – 50 FEET SAILBOATS



40 FT BABA/PANDA 1981. Pacific Puddle Jump veteran, 'Mandolin', our seaworthy home for 14+ yrs. Equipped for cruising, stable at sea, custom Hasse sails, meticulously maintained. Galley renovated, rebuilt shower, re-finished floors, many upgrades. See link for specs and photos. \$135,000 San Diego, CA. loriserocki@yahoo.com www.tinyurl.com/2p898x8h



48 FT CHEOY LEE SLOOP 1980. Blue-water sailing vessel. Go anywhere with this seaworthy boat. Returned in 2020 from sailing in Mexico for several years, she is outfitted for liveaboard or cruising. Some of the equipment: 1100 watts of solar, C240 Isuzu 60hp main engine, 3kW Yanmar genset, Garmin Navionics. Email for a list of equipment and amenities and photos. \$130,000 OBO Bodega Bay, Spud Point Marina. jholman@sonic.net (707) 529-8982



50 FT GULFSTAR 50 CC KETCH 1977. Coming up for sale! The beautiful, well maintained and turnkey, cruise-ready, 'Spirit', 2-cabin model. Engine: Cummins 4BT 150hp; genset: 5kW Northern Lights; watermaker: VMT Squirt SPW (600 GPD); Doyle sails. Also cruising kite w/sock; reverse-cycle Mermaids; dinghy davits w/solar; VacuFlush heads ... to list a few! (Photos are current and reflect condition. Email Tom for more info. Serious inquiries only, please.) \$155,000 Channel Islands Harbor, Oxnard, CA. tvsk8r@protonmail.com



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), refrigeration, 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 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" Tillermaster autopilot and Signet instruments. Harken furling w/cruising yankee 138% and lightly used racing Dacron 150%. Kevlar #3, tall-boy. Removable carbon sprit w/2 asym kites, all original spin gear, poles, 4 kites included. Successful PHRF racer in So-Cal. 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



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 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 out-board engine, and many extra features. Located in a splendid cruising ground, Split, Croatia. \$152,000 Split, Croatia. michael@infinityyachtsales.com (615) 417-4931



40 FT PACIFIC SEACRAFT 1999. An impressive bluewater cruiser designed to cross any ocean in safety & comfort. 'Juniper' is fully loaded and outfitted for world cruising. Well maintained, extensive spare parts, 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



46 FT J. Benford 1984. The s/v 'Isa Rana' is a steel-hulled gaff-rigged schooner, designed by J. Benford and handmade by the Benford Design Group. Currently moored in Puerto Aventuras, Quintana Roo, this sleek vessel is the perfect escape for a sailing enthusiast with taste for tropical waters. For the complete listing, contact information, and many more photos, please visit website. \$80,000 OBO Puerto Aventuras, Quintana Roo. njallison@frontier.com www.tinyurl.com/5ev699y6

42 FT TA SHING TATOOSH 1982. 'Dharma Girl' exudes care and pride of ownership. This Robert Perry-designed performance sloop features a mast-head 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/reefer, 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@gmail.com www.tinyurl.com/27bzeuwv

51 & OVER SAILBOATS

54 FT IRWIN 1988. Veteran of San Francisco to Hawaii Pacific Cup race and Newport to Ensenada races. Four hundred-ft chain on Bruce, complete set of sails, asym spinnaker with sock, all electric Harken winches, electric headsail furler, 1500 watts solar, 8kW diesel gen, 600 amps Iron Edison lifetime batteries, two 2500 watt sine wave inverter/charger, 400 gal water with 60 gph watermaker, 350 gal diesel with extra fuel pump and polisher, all ss life rails — no wire lifelines, ss arch with dink davits and swiveling crane, Max-Prop with dripless gland, 20 gal hot water, two autopilots, weather fax, sonar, radar. Much more. Email for full description \$189,000 San Carlos, MX. stuwill061@gmail.com (520) 406-5260

MULTIHULLS

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



27 FT CORSAIR F-27 1991. Hull #183 with complete refit in 2021 including new aluminium trailer, instruments, solar, refrigeration, North sails 3di main, topsides painted, bottom stripped and painted, chainplates, double spreaders, new spinnaker on a Profurl top down furler. It's a long list; contact me for details. She is ready to go for fast lake or coastal cruising. On-the-trailer weight is only 3500 pounds so she can be towed easily. \$43,800 Lake Tahoe. chitwoodfarm@yahoo.com (775) 901-6206



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

CLASSIC BOATS



60 FT HERRESHOFF MARCO POLO SCHOONER 1971. 'Valkyrie' is a three-masted double-ended schooner, hull speed of 11 1/2 knots, has been up to 18 knots. Equipment: Three masts are Sitka spruce, short-rigged; has double roller-furling jibs and full sail complement, with specially designed sail covers. Hercules diesel engine 6 cylinder. 6 solar panels, Stainless steel water tanks will hold over 150 gal. Wood carving interior, tool room with tools included. Chart station with charts of the world, and all the electronics go with boat. Full galley, gimballed 4-burner stove, double sink, microwave, and all the kitchen wares to stay. Fridge and separate freezer. Washing machine, 2 oil heaters, scuba gear, dinghy and outboard. \$295,000 Half Moon Bay. Jdjellis@hotmail.com (805) 696-8513



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



35-FT WARNER YAWL, 1939. Low hrs Yanmar diesel. NEW: worm drive steering, SS fuel tanks, solar panels, air head, Simrad plotter and more. Completed extensive boatyard overhaul. Master Mariner race winner, Transpac vet. \$11,000 Owl Harbor. sagieber@gmail.com (206) 384-1175

POWER & HOUSEBOATS



48 FT OFFSHORE SEDAN 1989. 'The Wet Bar' in excellent condition and ready to cruise. Equipped to cruise comfortably in "off-the-grid" locations for extended periods of time. This boat is a seasoned veteran having cruised from San Diego, through the Panama Canal, 10 years in the Caribbean, back through the Canal and up to the Sea of Cortez. Twin 3208TA Cats, 8 kW Northern Lights generator, 480W of solar panels, watermaker, 2019 12-ft Zodiac dinghy. Extensive inventory of cruising spare parts. Perfect boat for a cruising couple at a reasonable price. Call or email Greg White. \$225,000 San Carlos, Sonora, MX. ibgreg@mail.com +52 (622) 151 2042



28 FT PMC RUNABOUT - MONOHULL 1992. -Owned for 14 years with custom trailer built in 2015. Great Delta and Bay boat with 540 bbc - 4.5 factory bored. All roller rocker drivetrain - Merlin heads. All hardware for hd use. B&M - PMT 2 speed trans. Latham power steering. Gil exhaust. SSM#3 outdrive. Rolla-4 Blade Cleaver prop. Drop out seats. No head, no galley. 85-gal fuel tank. Runs like a champ! \$26,500 Santa Cruz, CA. sst90@earthlink.net (831) 479-1595

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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

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SLIP FOR RENT. Downwind slip, \$620/mo., G dock, slip 21, 50 x 15, in beautiful, recently remodeled Emery Cove Yacht Harbor; slip has 30/50 Amp shorepower. This secure marina has wide fairways and great facilities. \$620 Emeryville, CA. ssarkis3@gmail.com

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CREW



FEMALE CREW WANTED LORETO. Female crew wanted for sailing Sea of Cortez this spring and/or next fall. I'm looking for a first mate, female companion, to help sail my 47-ft Beneteau in the northern part of the Sea in May and June, or parts thereof. Preferably has sailing experience, a cheerful attitude, friendship/camaraderie, laughs, likes to dine well, and willing to share some expenses. I am a 65-year-old sailor from Lake Tahoe. It has 2 cabins 2 heads. Boat is currently in Loreto and will sail out of there until end of April, then head north. Loreto, MX. gary.davis@garydavisgroup.com

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MAST. Aluminum mast from an Island Packet 48. In-mast furling. 64x 5.5x12. Excellent condition. All lights and wiring included. \$8,000 Marina del Rey. seageorgesail@gmail.com (310) 569-4230

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HIRING SAILING INSTRUCTORS. Inspire Sailing Berkeley is looking for sailing instructors to join our growing team! USCG OUPV License is required, though if you are interested in getting your captain's license we can help out there too. We have opportunities to teach aboard both tiller- and wheel-steered sportboats as well as larger cruising boats. We focus on the education of adults in a fun, welcoming and safety-oriented environment. Located in the heart of SF Bay, we are just minutes from the best sailing grounds, not miles! Do you enjoy racing? Our performance program is going strong and we need racing- and spinnaker-experienced captains as well. US Sailing and ASA Instructors welcome! Competitive pay! Free boat use! Fun! Berkeley, CA. careers@inspiresailing.com (510) 831-1800 www.tinyurl.com/bdhdzn6c

HIRING FLEET SERVICE TECHNICIANS AND STAFF. Inspire Sailing School at the Berkeley Marina is hiring fleet service technicians and staff. Fleet service technicians have prior experience working on sailboats, including skills in one or more areas including outboard motors, marine diesel engines, rigging, fiberglass/gelcoat, marine carpentry, marine electrical, brightwork. Fleet service staff are interested in learning about sailboats, assisting with basic tasks across the fleet including boat check-ins (cleaning), fleet data management (Excel, Google Docs, Box). Minimum 1 weekend day/week. mark@inspiresailing.com www.inspiresailing.com



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. Redwood City. rearcommodore@sequoiayc.org (925) 381-3049 www.tinyurl.com/5n83xb3

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

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



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. jrcorner@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, CA. education@spauldingcenter.org (415) 332-3179 www.tinyurl.com/yckusamm

BOAT YARD MANAGER. Spaulding Marine Center (501c3 non-profit organization) is currently seeking an experienced Boat Yard Manager to oversee our educational working boatyard. Candidates should have ABYC qualifications with relevant time and experience in a similar roles. Healthcare and other full time benefits included. Applications are open online on our website. (415) 332-3179. www.spauldingcenter.org/work-here. education@spauldingcenter.org

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



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. jnasooy@clubnautique.net (415) 332-8001 www.clubnautique.net



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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

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

SAILBOAT RIGGER WANTED. South Beach Riggers is located in Sausalito, California, and has been in the rigging business for over 30 years. Currently we are looking for a motivated individual to join our skilled team. Our sailboat riggers are responsible for effectively and efficiently installing, maintaining, repairing, and replacing sailboat rigging and sail systems. An ideal candidate would be familiar with boats and nomenclature, mechanically inclined, and experienced in the use of basic hand tools, air tools and electric power tools, but we are willing to train the right person. If you are interested in working with and learning from an experienced leader in the marine industry, please contact us today! Compensation based on experience. Free parking, waterfront location. Sausalito. southbeachriggers@gmail.com (415) 331-3400



EXPERIENCED YACHT BROKER / SALESPERSON NEEDED. Rubicon Yachts is seeking a professional yacht broker/salesperson for its new Alameda, CA office. Yacht sales experience required, must be a self-starter, membership in CYBA is a plus. Contact owner/broker Mark Miner. Alameda, CA. mark@rubiconyachts.com www.rubiconyachts.com

JOIN OUR TEAM OF INSTRUCTORS! Spinnaker Sailing in Redwood City is looking for ASA-certified sailing instructors to teach out of our Redwood City Marina location. Part-time, flexible schedules, midweek and/or weekends. Please contact Rich or Bob by phone or email. Redwood City Marina. office@spinnakersailing.com (650) 363-1390 www.spinnakersailing.com



LICENSED CAPTAIN WANTED. Wanted: Licensed Captain with towing endorsement for TowBoatUS./Vessel Assist on the San Francisco Bay and Delta. Preferred if you live by SF waterfront, Alameda or Bethel Island areas. Philipdelano@gmail.com (925) 382-4422 www.vesselassistsanfrancisco.com

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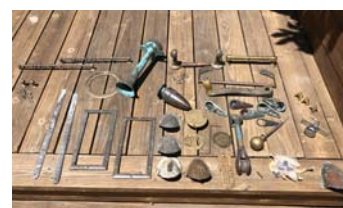
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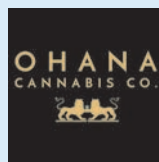
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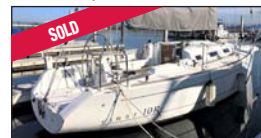
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Mariana Vasquez 7 yrs 4/13/2022



About the Artist - Mariana Vasquez

Seven-year-old Mariana is an aspiring artist who absolutely loves the water. She has been drawing inspiration from the KKMI yard since she was born to her proud papa, Jose, a member of Richmond's travel lift team.

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