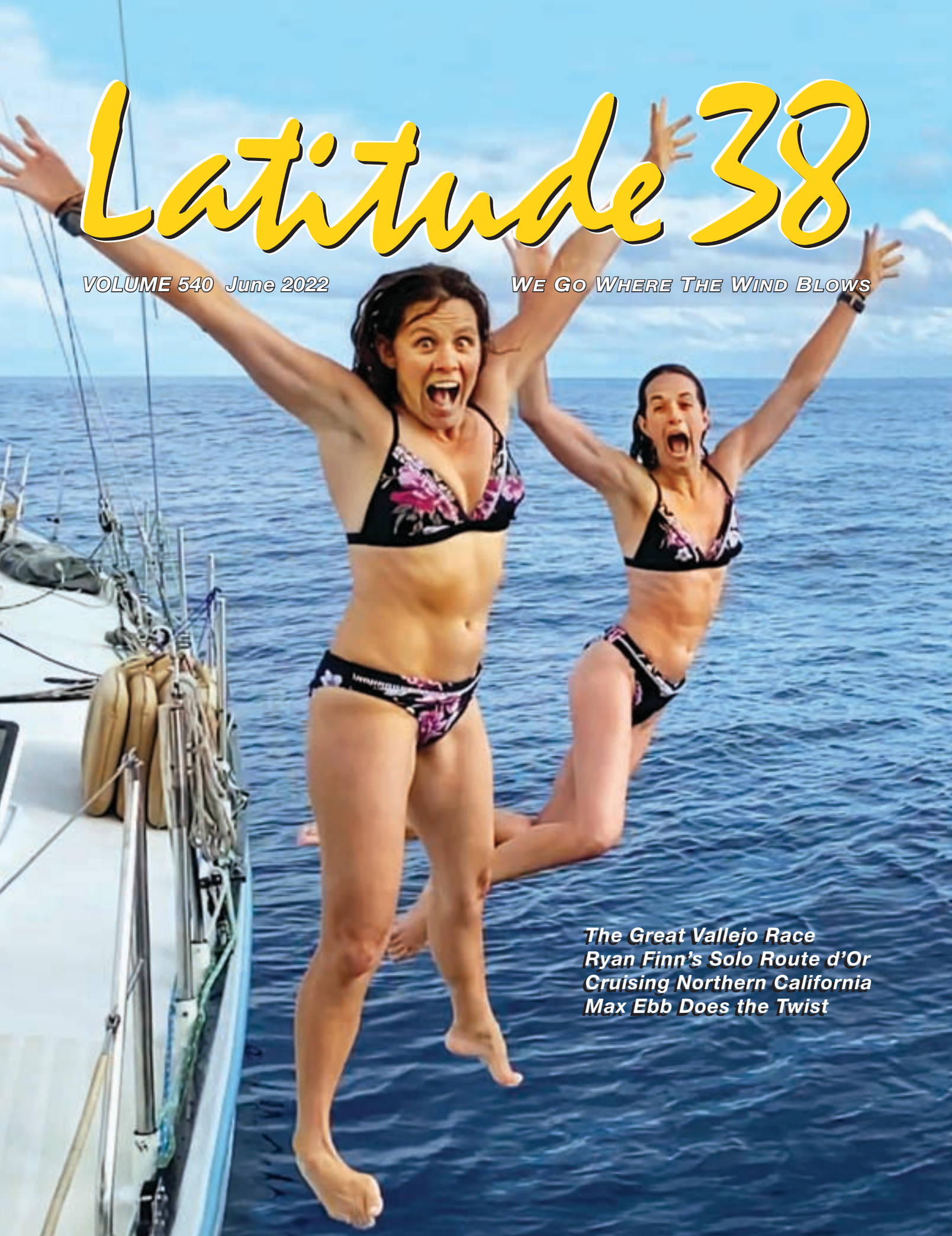


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the wind shut down on the way to the Marquesas.

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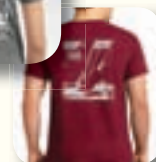


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Founded 1976. Published from 1977-2016 by Richard Spindler.

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## CALENDAR

### Non-Race

**June 1-29** — Wednesday Yachting Luncheon, via YouTube, 12:30-1:30 p.m. StFYC, [www.stfyc.com](http://www.stfyc.com).

**June 5** — Life Jacket Trade-in Event, UCSF Regents, Mission Creek, 9 a.m.-1 p.m. Other trade-in events throughout California. State Parks, <https://tinyurl.com/m5bnrbe5>.

**June 5-26** — Keelboat Sailing, South Beach Harbor, San Francisco, noon-5 p.m. Sundays, weather permitting; RSVP in advance. Free. BAADS, [www.baads.org/sailing](http://www.baads.org/sailing).

**June 8** — World Ocean Day. Info, [www.worldoceanday.org](http://www.worldoceanday.org).

**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](https://dbw.parks.ca.gov/?page_id=29230).

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

**June 11** — Marine Gear Sale & Boat Auction, Coast Community College District, Costa Mesa, 8 a.m.; auction at 9 a.m. Preview day: 6/10, 1-4 p.m. Info, (949) 645-9412 or [www.occasailing.com/marine-gear-sale-boat-auction](http://www.occasailing.com/marine-gear-sale-boat-auction).

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

**June 14** — Full Strawberry Moon on a Moonday.

**June 18** — Northern California Virtual Dockwalker Training, 10 a.m.-12:45 p.m. Info, <https://tinyurl.com/54azu5xt>.

**June 18** — Boarded! a Pirate Adventure, Maritime Museum of San Diego, 10:30 a.m. or 12:45 p.m. 90-minute show aboard the *San Salvador*. \$25-\$60. Info, [www.sdmartime.org](http://www.sdmartime.org).

**June 18-19** — San Diego Wooden Boat Festival, Koehler Kraft. Info, [www.sdwoodenboatfestival.com](http://www.sdwoodenboatfestival.com).

**June 18-19** — International Offshore Safety at with Hands-on Training, Southwestern YC, San Diego. \$350. Info, <https://sailaweighllc.com>.

**June 19** — International Offshore Safety at Sea Refresher and Hands-on Only, Southwestern YC, San Diego. \$250. Info, <https://sailaweighllc.com>.

**June 19** — Father's Day.

**June 21-23** — RS Aero Clinic, Cascade Locks, OR. CGRA, [www.cgra.org](http://www.cgra.org).

**June 26** — Wooden Boat Show, Corinthian YC, Tiburon, 10 a.m.-4 p.m. MMBA, [www.sfinastermariners.org](http://www.sfinastermariners.org).

**July 4** — Independence Day.

**July 11-14** — Wind Clinic for Lasers and Optis, Cascade Locks, OR. CGRA, [www.cgra.org](http://www.cgra.org).

**July 15** — C420 Heavy Air Clinic, Cascade Locks, OR. CGRA, [www.cgra.org](http://www.cgra.org).

### Racing

**May 30-June 2** — California Offshore Race Week continues. 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](http://www.offshoreraceweek.com).

**June 4** — OYRA Farallones Race. YRA, [www.yra.org](http://www.yra.org).

**June 4** — Merton Yolles Race. CPYC, [www.cpyc.com](http://www.cpyc.com).

**June 4** — Spring Series. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**June 4** — Mercury Series. EYC, [www.encinal.org](http://www.encinal.org).

**June 4, July 9** — South Bay Interclub Series. Info, [www.jibeset.net](http://www.jibeset.net).

**June 4, July 9** — North Bay Series. VYC, [www.vyc.org](http://www.vyc.org).

**June 4-5** — J/105 & Knarr Regatta. SFYC, [www.sfyfyc.org](http://www.sfyfyc.org).

**June 4-5** — Go for the Gold on Scotts Flat Reservoir near Nevada City. GCYC, [www.gcyf.net](http://www.gcyf.net).

**June 4-5** — US Match Race Championship Qualifier in San Diego in J/22s. SDYC, [www.sdyc.org](http://www.sdyc.org).

**June 4-5** — Cal Race Week in Marina del Rey. Invited





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## CALENDAR

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](http://www.calyachtclub.com).

**June 5** — Shorthanded Sunday. YRA, [www.yra.org](http://www.yra.org).

**June 5** — Spring Series concludes. Fremont SC, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).

**June 5** — Gromeekeo Race. LGYC, [www.losgatosyc.com](http://www.losgatosyc.com).

**June 11** — Delta Ditch Run, 67 miles of mostly downwind glory. RYC-SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**June 11** — S.F. Schooner Regatta. SFYC, [www.sfyf.org](http://www.sfyf.org).

**June 11** — Classic Boat Invitational Series #1. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**June 11** — Katherine Eavenson Regatta on Folsom Lake. FLYC, [www.flyc.org](http://www.flyc.org).

**June 11, July 9** — Singlehanded/Doublehanded Races. BenYC, [www.beniciayachtclub.org](http://www.beniciayachtclub.org).

**June 11, July 16** — H.O. Lind Series. TYC, [www.tyc.org](http://www.tyc.org).

**June 11-12** — Cat Harbor Layover Race. DRYC, [www.dryc.org](http://www.dryc.org).

**June 11-12** — US Women's Match Race Championship Qualifier in J/22s. StFYC, [www.stfyf.com](http://www.stfyf.com).

**June 12, July 10** — Sunday BBQ Pursuit Races. SBYC, [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org).

**June 13** — Race to Alaska starts. Port Townsend, WA, to Victoria, BC, to Ketchikan, AK. Info, [www.r2ak.com](http://www.r2ak.com).

**June 15-19** — US Youth Match Racing Championship/Rose Cup, LBYC, Long Beach. Info, [www.ussailing.org](http://www.ussailing.org).

**June 17** — Optimist Heavy Weather Slalom. StFYC, [www.stfyf.com](http://www.stfyf.com).

**June 17-19** — PICYA Lipton Cup. StFYC/CYC, <https://race.cyc.org/lipton>.

**June 17-19** — West Marine US Open Sailing Series in San Diego. Info, <https://raceoffice.usopen.ussailing.org>.

**June 17-19** — South Tower Race, Stockton to Golden Gate Bridge to Stockton, nonstop. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**June 18** — Doublehanded Farallones Race. BAMA, [www.sfbama.org](http://www.sfbama.org).

**June 18** — YRA Summer Series #2. YRA, [www.yra.org](http://www.yra.org).

**June 18** — Summer #3. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**June 18** — Spring One Design #3. SCYC, [www.scyc.org](http://www.scyc.org).

**June 18** — BenYC/VYC Carquinez Challenge. BenYC, [www.beniciayachtclub.org](http://www.beniciayachtclub.org).

**June 18** — Independence Cup. SFYC, [www.sfyf.org](http://www.sfyf.org).

**June 18** — S.F. Pelican races, Alameda. Fleet 1, [www.sfpelicanfleet1.com](http://www.sfpelicanfleet1.com).

**June 18-19** — Opti Heavy Weather. StFYC, [www.stfyf.com](http://www.stfyf.com).

**June 18-19** — South Beach J/105 Stop. SBYC, [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org).

**June 18-19** — RS Aero Pre-Worlds, Cascade Locks, OR. CGRA, [www.cgra.org](http://www.cgra.org).

**June 19** — Spring SCORE. SCYC, [www.scyc.org](http://www.scyc.org).

**June 19** — Around the Pins on South Lake Tahoe. SLTWYC, [www.sltwyc.com](http://www.sltwyc.com).

**June 19, July 17** — Baxter-Judson Series. PresYC, [www.presidiyachtclub.org](http://www.presidiyachtclub.org).

**June 20-24** — Race Week, Anacortes, WA. Info, [www.raceweekpnw.com](http://www.raceweekpnw.com).

**June 23-26** — US Youth Championship, Mission Bay YC, San Diego. Info, [www.ussailing.org](http://www.ussailing.org).

**June 23-26** — El Toro North Americans, Lake Washington SC, West Sacramento. Info, [www.eltoroyra.org](http://www.eltoroyra.org).

**June 24-26** — Ullman Sails Long Beach Race Week. LBYC/ABYC, [www.lbrw.org](http://www.lbrw.org).

**June 24-July 1** — RS Aero Worlds, Cascade Locks, OR. CGRA, [www.cgra.org](http://www.cgra.org).



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## CALENDAR

**June 25** — OYRA RC's Choice #1. YRA, [www.yra.org](http://www.yra.org).

**June 25** — Alameda One Design. EYC, [www.encinal.org](http://www.encinal.org).

**June 25** — Race of Champions. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**June 25** — Rear Commodore Race, Sausalito-Vallejo. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**June 25** — Little Boreas. ElkYC, [www.elkhornyachtclub.org](http://www.elkhornyachtclub.org).

**June 25** — Southern Crossing (of Lake Tahoe). SLTWYC, [www.sltwyc.com](http://www.sltwyc.com).

**June 25, July 9** — Cal Cup Windsurfers. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**June 25-26** — Woodies Invitational. StFYC, [www.stfyc.com](http://www.stfyc.com).

**June 25-26** — 505 Spring Regatta. SCYC, [www.scyc.org](http://www.scyc.org).

**June 25-26** — Kettenburg & Classic Yacht Regatta. SDYC, [www.sdy.org](http://www.sdy.org).

**June 26** — Summer Series #1, 2, 3. Fremont SC, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).

**July 2** — Brothers & Sisters Race. TYC, [www.tyc.org](http://www.tyc.org).

**July 2** — 4th of July Regatta, Long Beach. ABYC, [www.abyc.org](http://www.abyc.org).

**July 2** — Stars & Stripes. CPYC, [www.cpyc.com](http://www.cpyc.com).

**July 2** — Purissima Regatta. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**July 3** — Firecracker Regatta. SCYC, [www.scyc.org](http://www.scyc.org).

**July 4** — Fireworks Folly. SFYC, [www.sfy.org](http://www.sfy.org).

**July 6** — LongPac Race. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

**July 8-9** — Trans-Tahoe Regatta. Buoy races Friday; long-distance race Saturday. Tahoe YC, [www.tahoeyc.com](http://www.tahoeyc.com).

**July 9** — OYRA Half Moon Bay Race. YRA, [www.yra.org](http://www.yra.org).

**July 9** — Hart Nunes for Mercurys. SFYC, [www.sfy.org](http://www.sfy.org).

**July 9** — Midnight Moonlight Maritime Marathon pursuit race. SFYC, [www.sfy.org](http://www.sfy.org).

**July 9** — Twin Island. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**July 9** — Intraclub #2. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**July 9** — Santana 22 Team/Match Races. SCYC, [www.scyc.org](http://www.scyc.org).

**July 9-10** — High Sierra Regatta Centerboard Weekend on Huntington Lake. FYC, [www.fresnoyachtclub.org](http://www.fresnoyachtclub.org).

**July 9-10** — Founding Fathers Regatta on the San Joaquin River. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**July 11-15** — Snipe Nationals. SDYC, [www.sdy.org](http://www.sdy.org).

**July 15** — Gorge Blowout. CGRA, [www.cgra.org](http://www.cgra.org).

**July 15-17** — West Marine US Open Sailing Series in Long Beach. Info, <https://raceoffice.usopen.ussailing.org>.

**July 16** — Westpoint Regatta. YRA, [www.yra.org](http://www.yra.org).

**July 16** — Jack & Jill Race. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**July 16** — Light House Race (evening). BenYC, [www.benicayachtclub.org](http://www.benicayachtclub.org).

**July 16** — Centerboard Regatta on Folsom Lake. FLYC, [www.flyc.org](http://www.flyc.org).

**July 16-17** — BAYS High School Summer Regatta. EYC, [www.encinal.org](http://www.encinal.org).

**July 16-17** — Multihull Regatta. SCYC, [www.scyc.org](http://www.scyc.org).

**July 16-17** — Wind Regatta, Cascade Locks, OR. CGRA, [www.cgra.org](http://www.cgra.org).

**July 16-17** — J/105 Fleet 1 Invitational. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**July 16-17** — High Sierra Regatta Keelboat Weekend on Huntington Lake. FYC, [www.fresnoyachtclub.org](http://www.fresnoyachtclub.org).

**July 17** — Funnette Race. SLTWYC, [www.sltwyc.com](http://www.sltwyc.com).

### Beer Can Series

**BALLENA BAY YC** — Friday Night Grillers: 6/3, 6/17, 7/1, 7/15, 7/29, 8/12, 8/26, 9/9, 9/23. Gary, (510) 865-2511, [www.bbyc.org](http://www.bbyc.org).

**BAY VIEW BOAT CLUB** — Monday Night Madness. Fall: 7/25, 8/8, 8/22, 9/5, 9/19. BVBC, [www.bvbc.org](http://www.bvbc.org).



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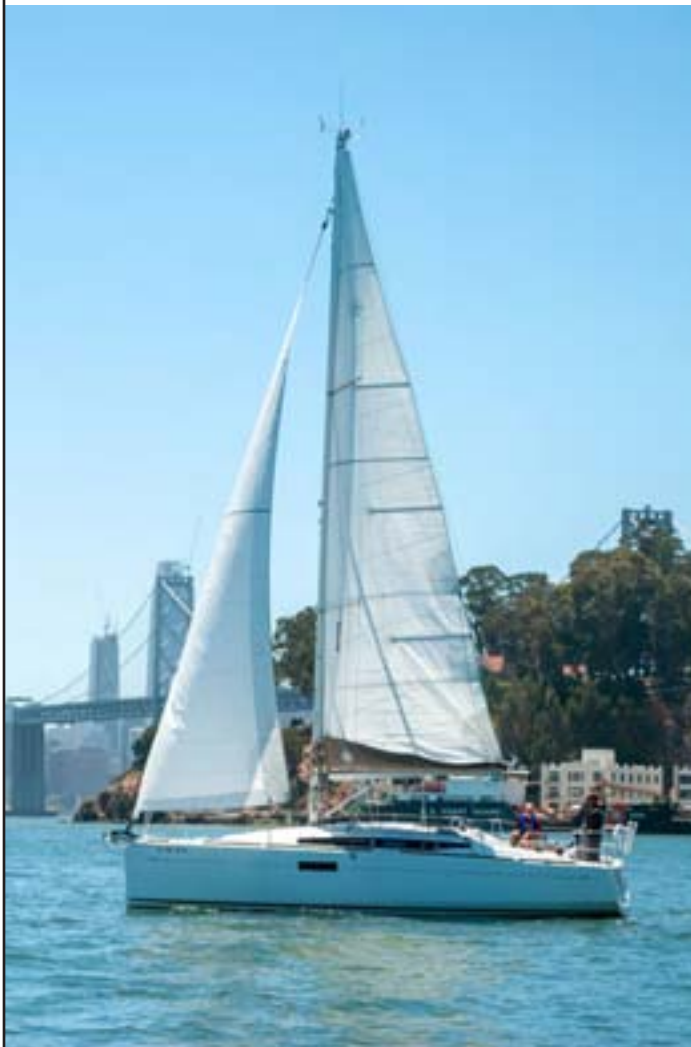
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# CALENDAR

**BENICIA YC** — Every Thursday night through 9/29. Dan, (707) 319-5706, [www.beniciaayachtclub.org](http://www.beniciaayachtclub.org).

**BERKELEY YC** — Every Friday night through 9/23. Mark, (214) 801-7387, [www.berkeleyyc.org](http://www.berkeleyyc.org).

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

**CLUB AT WESTPOINT** — Friday Night Fun Series: 6/3, 6/24, 7/1, 7/22, 8/5, 8/19, 9/10. Larry, [lrmayne@gmail.com](mailto:lrmayne@gmail.com) or [www.theclubatwestpoint.com/friday-fun-series-2022](http://www.theclubatwestpoint.com/friday-fun-series-2022).

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

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

**ENCINAL YC** — Twilight Series, Fridays. Spring: 6/10. Summer: 7/8, 7/22, 8/5, 8/19, 9/9. Chris, (650) 224-3677, [www.encinal.org](http://www.encinal.org).

**GOLDEN GATE YC** — Fridays: 6/3, 6/17, 7/1, 7/15, 7/29, 8/12, 8/26. GGYC, [www.ggyc.org](http://www.ggyc.org).

**ISLAND YC** — Spring Island Nights: 6/3, 6/17, 6/24. Info, (510) 529-8227, [www.iyc.org](http://www.iyc.org).

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

**LAKE WASHINGTON SC** — Every Thursday night through 10/27. Info, [www.lwsailing.org](http://www.lwsailing.org).

**LAKE YOSEMITE SA** — Thursday races delayed due to low lake level. Info, [www.lakeyosemitesailing.org](http://www.lakeyosemitesailing.org).

**LOCH LOMOND YC** — Every Thursday through Sept. except Friday races on 6/10, 7/15, 8/12. Matthew, (415) 235-8187 or [www.lochlomondyachtclub.com](http://www.lochlomondyachtclub.com).

**OAKLAND YACHT CLUB** — Sweet 16, every Wednesday through 6/15 & 7/6-8/24. Info, [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**RICHMOND YC** — Every Wednesday night through 9/28. Info, [www.richmondyc.org](http://www.richmondyc.org).

**ST. FRANCIS YC** — Knarr, Folkboat & IOD classes, every Wednesday in June & August. Summer J/22 Series every Wednesday in July. Thursday Night Kites: 6/2, 6/23, 7/7, 7/21, 8/4, 8/18, 9/1. Windsurf Course, Friday nights: 6/10, 7/15, 8/12. Wing & Windsurf Slalom, Friday nights: 7/1, 7/29, 9/2. Info, [www.stfyc.com](http://www.stfyc.com).

**SANTA CRUZ YC** — Every Tuesday & Wednesday through 11/2. SCYC, [www.scyc.org](http://www.scyc.org).

**SAUSALITO YACHT CLUB** — Sunset Series, Tuesday nights. Spring: 5/31, 6/14. Summer: 7/19, 8/2, 8/16, 8/30. Dan, (415) 577-5602, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**SEQUOIA YC** — Sunset Series every Wednesday night through 10/5. Info, [www.sequoiayc.org](http://www.sequoiayc.org).

**SIERRA POINT YC** — Every Tuesday night through 8/30. Info, <https://spyc.clubexpress.com>.

**SOUTH BEACH YC** — Friday nights: 6/3, 6/17, 6/24, 7/15, 7/22, 7/29, 8/5, 8/19, 8/26. Info, (415) 495-2295 or [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org).

**SOUTH LAKE TAHOE WINDJAMMERS YC** — Every Wednesday night 6/8-10/5. Steve, [sdkatzman@yahoo.com](mailto:sdkatzman@yahoo.com), [www.tahoewindjammers.com](http://www.tahoewindjammers.com).

**SPINNAKER SAILING OF REDWOOD CITY** — Every Wednesday night through 9/7. Info, [www.jibeset.net](http://www.jibeset.net).

**STOCKTON SC** — Every Wednesday night 6/1-8/31. SSC, (209) 951-5600, [www.stocktonsc.org](http://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](http://www.tahoeyc.com).

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

**TREASURE ISLAND SC** — Vanguard 15 fleet racing, every Thursday night through 9/8. V15 team racing, every Tuesday



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## CALENDAR

night through 11/1. V15 Fleet 53, [www.vanguard15.org](http://www.vanguard15.org).

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

### In the Tropics

**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](http://www.pssala.com).

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

**July 4, 6** — Vic-Maui Race starts. Victoria, BC, to Lahaina, Maui. Info, [www.vicmaui.org](http://www.vicmaui.org).

**July 4-8** — Pacific Cup starts. San Francisco to Kaneohe, Oahu. Info, <http://pacificcup.org>.

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

### June Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
6/04Sat	0219/5.2	0929/-0.3	1722/4.4	2149/3.4
6/05Sun	0307/4.9	1015/-0.1	1805/4.5	2302/3.2
	LOW	HIGH	LOW	HIGH
6/11Sat	0342/0.0	1026/4.1	1505/2.1	2137/6.4
6/12Sun	0428/-0.8	1130/4.4	1554/2.5	2217/6.7
	HIGH	LOW	HIGH	LOW
6/18Sat	0230/6.1	0927/-1.2	1653/5.1	2150/2.8
6/19Sun	0331/5.5	1020/-0.7	1743/5.3	2311/2.5
	LOW	HIGH	LOW	HIGH
6/25Sat	0415/-0.1	1112/4.2	1528/2.7	2146/6.1
6/26Sun	0454/-0.3	1205/4.4	1613/3.0	2220/6.1

### June Weekend Currents

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

date/day	slack	max	slack	max
6/04Sat	1112 2324	0124/1.5F 1512/2.0F	0412 1918	0718/1.5E 2106/0.7E
6/05Sun	1142	0212/1.4F 1548/2.0F	0500 2000	0812/1.3E 2154/0.7E
6/11Sat	1154 2306	0112/1.9E 1400/1.0E	0518 1630	0830/2.0F 2000/2.6F
6/12Sun	1254 2342	0154/2.2E 1454/1.0E	0600 1724	0924/2.4F 2048/2.7F
6/18Sat	1106 2306	0100/2.3F 1436/2.9F	0354 1824	0700/2.3E 2030/1.1E
6/19Sun	1154	0200/2.0F 1524/2.8F	0454 1912	0800/2.0E 2124/1.2E
6/25Sat	1224 2318	0136/1.7E 1430/0.9E	0542 1654	0906/2.3F 2012/2.3F
6/26Sun	1318 2354	0212/1.8E 1530/0.9E	0630 1742	0954/2.5F 2054/2.2F

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

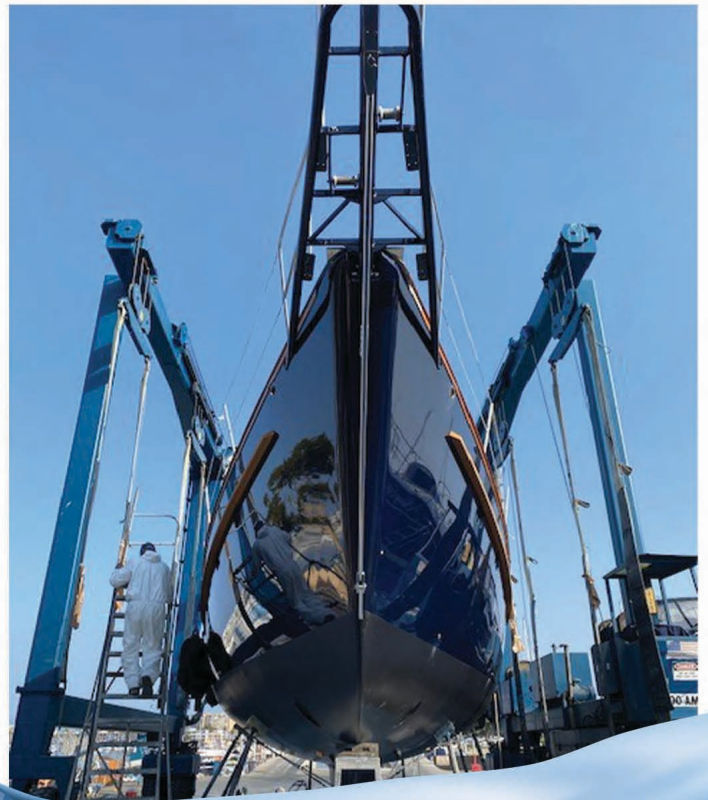


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## LETTERS

### ↑↓ **WHAT IS THAT RACE TO VALLEJO CALLED?**

As part of the Great Vallejo Race planning committee, I would like to thank all the volunteers, sponsors, and racers who made this historic event a blast — no matter what you called it!

Amy Hendricksen  
Vallejo Yacht Club

*Amy was commenting on the May 2 'Electronic Latitude with the same name as this letter.*

That was a fun race, except the hole in Richmond. But overall, great job, Vallejo and Richmond Yacht Clubs. It's an awesome time that never disappoints.

David Bennett  
Waterworks, Soverel 33  
Brickyard Cove



**On Sunday, May 1, several boats tried their luck with spinnakers for the reach down Mare Island Strait. This year's Great Vallejo Race certainly saw some weird, contrary conditions, but the regatta was a ton of fun.**

This was a great race this year, wind direction anomalies notwithstanding.

Michael Bender  
Seascope, Ericson 32-3  
Bay Area

Just 81 starters? Man, our sport is in trouble.

Larry Nelson

Larry — There were 119 boats in this year's race.

Barbara Blotzer Brown  
VYC

### ↑↓ **IN APRIL, RYAN FINN COMPLETED A SINGLEHANDED VOYAGE FROM NEW YORK TO SAN FRANCISCO, KNOWN AS THE 'ROUTE D'OR', ABOARD A 36-FT PROA**

It was a great honor to greet Ryan at the Richmond YC docks, and amazing to see him and the boat looking so calm and collected — just as if they had only been out for a short trip. This is a huge accomplishment in American solo sailing, and I hope it doesn't take too long for the world to catch on to just how great of a job he's done here. Congratulations, Ryan Finn, on a job massively well done.

Greg Carter  
Ravenswing, Farrier 39  
Bay Area

Thanks to Greg Carter for being at the dock to welcome Ryan to the West Coast and congratulate him on completing a feat that is almost unimaginable. I hope there was a big welcome party to punctuate the arrival with a joyful





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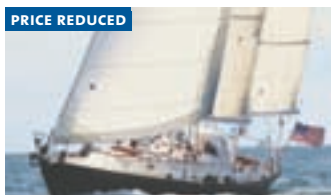


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80 Chuck Paine/Kelly Archer	2003	\$2.6 million
64 Frers	1978	\$275,000
55 Tayana	1988	\$325,000
53 Gribbon PH	2008	INQUIRE
50 Bestway	1986	\$139,000
46 Allures 45.9	2022 €	770,000
46 Dream Boat	1928	\$175,000
46 Swan	1978	\$175,000
46 Ker	2006	\$249,000
46 Cal 2-46	1976	\$175,000
45 Jeanneau DS	2011	\$250,000
44 Swan 441	1975	\$175,000
42 Passport	1980	\$150,000

42 Passport	1981	\$129,000
42 Sabre 425	1995	229,000CAD
41 Hunter 41 DS	2007	\$159,000
40 Ellis Custom	1990	INQUIRE
40 Pacific Seacraft	1998	\$279,000
37 Pacific Seacraft	1998	149,000CAD
36 C&C 110	2005	179,000CAD
36 Pearson 36-2	1986	INQUIRE
35 Brewer Cutter	2005	\$229,000
33 Beneteau First 10R	2007	\$89,000
32 Nordic Tug	1993	\$139,500
30 Henderson	1997	\$29,000

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## LETTERS

exclamation point. Ryan Finn's progress toward his long-sought goal was sometimes hard to watch, as he crept frustratingly slowly, or other times when the seas were surely unkind as he flew at breakneck speed. It was both thrilling and awe-inspiring to follow *Jzerro*.

Ryan has confirmed he is a one-of-a-kind sailor.

Debbie Huntsman



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On April 21, 43-year-old Ryan Finn sailed his 36-ft proa 'Jzerro' under the Golden Gate Bridge after 92 days at sea and 14,000 nautical miles.

### ↑↓ KENICHI HORIE PASSES HAWAII IN GOOD SPIRITS, WITH JAPAN STILL ON THE HORIZON

Kenichi is a wonderful man and an inspiration. Someday, I hope to meet him. I have sailed my 1956 23-ft wooden Japanese sloop *Kaze* on S.F. Bay for 30 years, and often think of his connection to her.

Liz Diaz

### ↑↓ AGE IS NOTHING AND EVERYTHING

I am 70 now and wonder how many sea days I have left. Great to see someone older do a big trip. He's like Sir Francis Chichester.

Bill Chase

General manager, Ventura West Marina

### ↑↓ THE MAN HAS STYLE

I really appreciate Horie's style. The low-tech and small-boats approach makes it more easily identifiable with most sailors. Many solo sailors on the Great Lakes are members of the Great Lakes Singlehanded Society. It is possible to do a race a thousand miles long, but what Horie does is the pinnacle. He is the Sir Francis Chichester of Japan!

And yes, more of the boat design please.

Duke Mueller

### ↑↓ A HAUNTING EXCERPT FROM MR. HORIE'S LOG

Thanks for the link to Kenichi's logbook. Here's his entry from April 19:

"Johnston Island is approaching. On July 8, 1962, a high-altitude nuclear explosion experiment was conducted 400 km above the island. At that moment, I heard that the streets of Hawaii disappeared all at once, and I couldn't use the radio or telephone. At this time, the first *Mermaid* was just approaching the north of Hawaii. [*Mermaid* was Horie's 19-ft plywood boat that he sailed from Japan to San Francisco in 1962.]

"It was 11 p.m. on July 8, Honolulu time. [I] was lying in the cabin listening to the radio. Somehow it flashed. After about 10 minutes, the clouds covered the western sky with an eerie reddish tinge.

"And from that day on, I couldn't hear the radio at all for



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## LETTERS



KENICHI HORIE

*Kenichi Horie passed Waikiki, Oahu, Hawaii, on April 25, more than a month into his singlehanded journey from San Francisco to Japan on the 19-ft custom-built 'Suntory Mermaid III'. Horie is 83 years old.*

four days. And an eerie red cloud in the dark sky. Fallout may fall. There is no escape. I was really scared.

"It wasn't long before I learned about the effects of electromagnetic pulses from high-altitude nuclear explosion experiments. I don't think there are many Japanese people who have been directly affected by this experiment. The only electronic device in the first *Mermaid* was a small radio. *Suntory Mermaid III* includes radios, satellite phones, GPS and tracking systems. Daily safety confirmation is an absolute requirement on current voyages. If you can't use any of the electronic devices, you won't be able to sail.

"The world is flooded with electronic devices that are incomparable to 60 years ago. The world will be irreparable with one weapon.

"A few years ago, the story of an electromagnetic pulse bomb was reported. Never use it, whether it's an experiment or a production! This year, I especially think about passing through the waters near Johnston Island."

Jeff Martin  
Kentfield

### ↑↓ THE MAN HAS STYLE AND CLASS

I love how his shirt was so clean, crispy and white after so many days at sea — no scruffiness at all! It's amazing how put-together he looks!

Suzi Beatie

### ↑↓ WELL DONE ON THE SAILGP COVERAGE, LATITUDE

Wonderful coverage of SailGP, *Latitude* and Chris Weaver! It was really well written and technical, but still accessible to this reader. I hope you get lots of positive feedback for a job well done. My compliments. (PS: I just sent my check in to Owl Harbor for the end of June for at least a month. Looking forward to the Delta this year!)

Jackie Philpott  
Dura Mater, Cal 2-27  
Point Richmond

### ↑↓ IN EARLY APRIL, THE 564-FT CONTAINER SHIP WAN HAI LOST ITS ENGINES OFF POINT REYES, AND HAD TO BE TOWED INTO SAN FRANCISCO BAY. WE POSTED A VIDEO OF THE OPERATION.

Great footage — this was a textbook evolution. It is challenging and difficult work, but I wouldn't say that it's "precarious." [We used that word when describing the work on the deck of a tug to get *Wan Hai* under tow.]

The crews on both vessels knew what they were doing,





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## LETTERS

and the conditions were challenging but far from extreme. This type of work takes place more often than you might think, and sometimes in very horrific conditions when filming is impracticable. Well done to both crews and all the operators.

John Tebbetts  
Ichi Ban, Yamaha 33  
Whangarei, New Zealand



TAYLOR BACON / USCG

The 'Wan Hai 176' was towed into San Francisco Bay in early April after suffering engine loss approximately 7 miles off Point Reyes, where 15-ft seas and 50-mph gusts had slowed rescue efforts. Check out the April 15 'Electronic: Video Footage of 'Wan Hai 176' Under Tow from Point Reyes to see a time-lapsed version of the operation.

### ↑↓ DUDE, IT LOOKED PLENTY SKETCHY FROM HERE

Watching them launch the pilot line up to the freighter from what seemed like a very short distance looked precarious enough to me!

Yes, they're all pros, but out in the ocean, anything can happen, like a rogue wave or a rudder malfunction. All of a sudden, things can get deadly. Kudos to those who do this day in and day out.

Marcy Zimmerman

### ↑↓ POINT REYES DODGED A BULLET

Highly skilled and dangerous work skillfully executed. Thank you to the crew for protecting the beaches of Point Reyes from what could have been a major environmental disaster.

Mark Darley  
Mill Valley

### ↑↓ RESPECT FOR THOSE DOING THE JOB

It is high time that people realize what these tug operators and crews quite often face. Standing on the stern of that tug when approaching the bow of that pitching ship is not for the faint of heart. We in Point Reyes were very concerned — there was not nearly enough news coverage of it.

Milly Biller  
Big Pink, International 110  
Inverness

### ↑↓ A WORD FROM THE TUGBOAT COMPANY

It is so cool (and rare) to see so many positive comments online! I will share everyone's words with the crews. Trust me, they were working hard out there. At one point when I asked how things were going, the reply was just a photo of the anemometer reading 59.6 knots True Wind Speed.

Shawn A. Bennett  
Manager, Baydelta Maritime

### ↑↓ A REMARKABLY TIMELY BIRD BOAT MEMORY

I sailed on *Puffin* from 1960 to 1970 when she was owned



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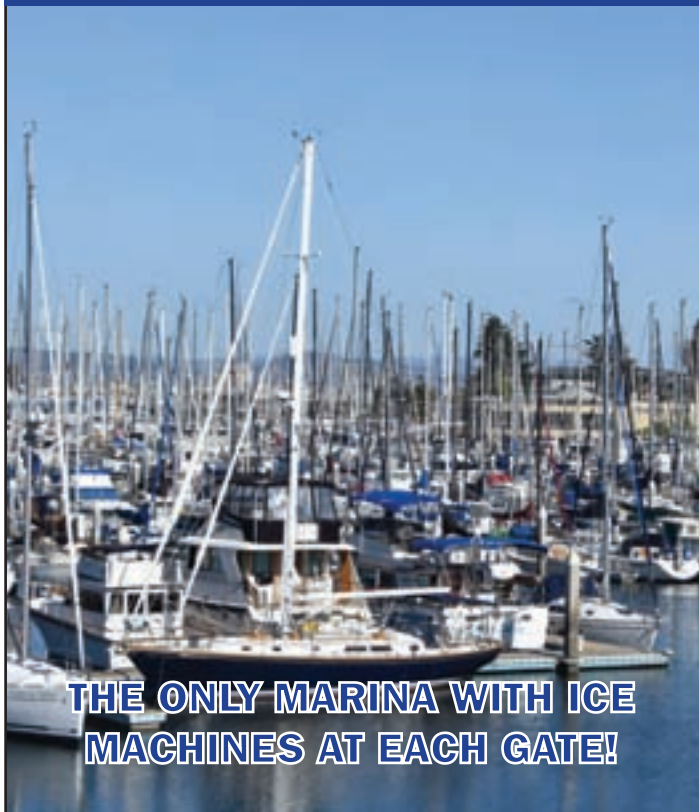


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## LETTERS



LATITUDE / RICHARD

*The Birds 'Robin', foreground, and 'Curlew' racing on the Bay more than a decade ago.*

by Mary Sutro, and later with owner Bob Pechoultres. I had a great time; it's a very wet boat, but we enjoyed it.

I'm now living in Ennis, Montana, so I don't think I will be in the City anytime soon, but I miss the great times on the boat and sailing on the Bay.

I went on the Lightship race one year, and we were the first of all the boats back under the Golden Gate Bridge, finishing with the A boats. The next Bird Boat was one hour behind us.

Martin Brenneke  
Ennis, MT

*Martin was commenting on the October 2007 'LL: Bird Boats Birthday Party Tomorrow. It is a complete coincidence that Steven made this comment the same month that the Bird class is celebrating its 100th anniversary, as commemorated on Latitude's May cover last month.*

### ↑↓ **MANY GREAT MEMORIES**

I grew up sailing/racing on *Amorita*. The two-hatch business is silly. The aft hatch was over the galley for ventilation, and the forward hatch was over a foc's'l that was not a stateroom, but was used for sail storage primarily — it was never set up as a place to sleep.



LATITUDE / JR

*We first spotted this boat in a beautiful photo a few years ago. Our readers helped us identify her as the 46-ft Nicholas Potter-designed California 32 'Amorita'.*

in Richmond crated her up for the journey to Europe. We lived aboard during the summer of 1964, and spent two-plus months cruising the California coast and down into Mexico. Many, *many* great memories!

Steven Grandin



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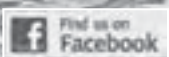
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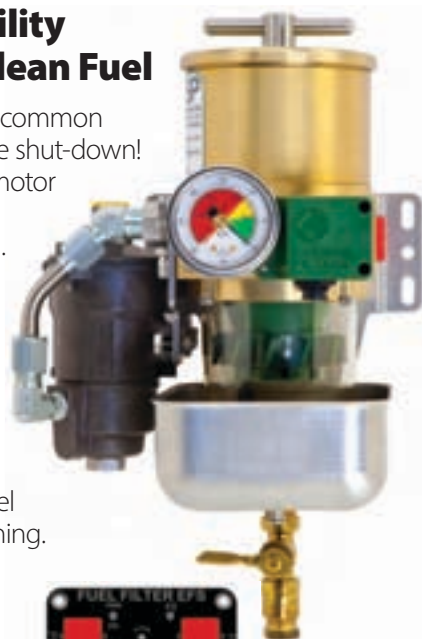


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## LETTERS

Steve was commenting on the June 25, 2018, 'Lectronic Latitude: Mystery Boat No More.

### ↑↓ A DOMINANT DESIGN

[The aforementioned Nicholas] Potter certainly was the best yacht designer on the West Coast in his era. For years, the Potter-designed California 32 class was tearing up SoCal racing, winning regattas well into the '70s with boats built in the '30s.

The story about the fleet of California 32s is interesting: Donald Douglas became disenchanted with the sailing performance of the 8-Meters and other designs of the era. He commissioned Potter to design a boat with a 32-ft waterline that completely disregarded the various racing rules, got at least 10 of his friends to each buy one, and organized the construction of a fleet at Wilmington Boat Works in L.A. (according to my memory).

For years, they raced one design, and it was a tremendously competitive fleet with numerous innovations, like Dacron sails from Ken Watts and the new Nylon for spinnakers. As a 15-year-old, I spent a few seasons on the bow of one, *Tempest*, and I've never forgotten it. I believe there are three California 32s racing competitively in the Med now, where they are treasured for the wonderful designs they are.

Beau Vrolyk  
Schooner *Mayan*  
Santa Cruz

### ↑↓ MORE WANDERING MEMORIES

In the late '60s and on for a few years, Harold [Sommer] had a few of us young wharf rats working on *Wander Bird* under his tutelage. We all learned quite a bit about wooden ship building.

There were three of us, primarily Kit Africa, Billy Martinelli and myself. I remember Billy and I went to the Maritime Museum in San Francisco and made a template of the rudder of the boat, took that back to Sausalito, and proceeded to build a rudder with adz and hand planes, until we had the new rudder built. I never did get to sail on the boat because I had left to pursue my own sailing career.

Harold, I remember, always fed us, so we wouldn't starve. Great memories.

Bill Johnson

### ↑↓ WE TALK ABOUT TWO YEARS BEFORE THE MAST BECAUSE... JUST BECAUSE

Along with Royce's *Sailing Illustrated*, Richard Henry Dana's *Two Years Before the Mast* fired up my dreams about sailing in the early 1960s when I was a Southern California teenager. I still have my tattered copy of Royce, and I reread *Two Years* about every 10 years.



*The 2019 'LL' 'Sinking of 'Wander Bird' has produced a steady trickle of letters for nearly three years now. We often forget the insane and inexplicable collision on the Elbe River in Germany that ultimately led to so much wonderful reminiscing. Amazingly, no one on 'Wander Bird' was seriously hurt in the collision above, but someone was surely fired.*

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## LETTERS



ASA B. EATON / WIKIPEDIA

*Richard Henry Dana Jr., photographed in 1868, some years after he sailed aboard the brigantine 'Pilgrim' and penned perhaps the most iconic piece of sailing nonfiction ever written. Did you know that Dana had Ralph Waldo Emerson as a teacher, attended Harvard, once argued before the Supreme Court, and ran, unsuccessfully, as an Independent for the US House of Representatives? Oh yeah, isn't he loosely associated with Dana Point, California, as well?*

After this prompt from John [Arndt], it's obviously time to read Dana again. Thanks for the nudge!

Peter Detwiler

*Peter was commenting on the April 18: 'Electronic: Trader Joe's and Two Years Before the Mast.*

### ⇅ A PORTRAIT OF CALIFORNIA

I remember from an earlier reread that the crew would hurl bundles of cowhide from the top of cliffs to the beach below, where they were picked up and loaded onto rowboats to be taken to the trading ship.

Dana also sketches an interesting portrait of Spanish California settlement, with visits to rancheros, their families and daughters. During the Gold Rush, the book went through several reprints, since it was the only account available of what life was like in California for those prospective prospectors!

Nick Brand

### ⇅ HISTORICAL IRONIES

I just delivered a Transpac 49 from Hilo, Hawaii, to Oxnard, California, and as I was reading the description of the terrible storm that the *Pilgrim* encountered off Point Conception, I was in the midst of a similar storm in the same locale. We also experienced 40-plus knots of wind and 25-ft seas on our transit of the Point, just as Dana described it.

Ironie, I'd say!

Ron Harben

### ⇅ THE GHOST OF RHD

We suspect *Sonrisa* picked up the ghost of Richard Henry Dana during one of her pre-circumnavigation shakedown runs from Point Loma up to Dana Point, circa 2016. Ever since then, he opens our bathroom sink faucet and dumps our freshwater tank all over the floor whenever he wants attention. Love that guy — it's always good to invite a real sailor aboard as crew. We do try to remember to duct tape down the faucet handle before going to sea though. We promise we will bring him back, soon.

OddGodfrey  
*Sonrisa*

### ⇅ A DESCENDENT OF RHD

Sally and I loved re-reading *Two Years Before the Mast* on our trip on *Illusion* from San Francisco to Rhode Island.

One bit of trivia that you likely know: Nick Dana, the widely sought-after professional sailor, is a direct descendant of Richard Henry Dana, as of course is his father, Charlie Dana, who until recently owned Newport Shipyard in Newport, Rhode Island. Saltwater runs through that family.



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## LETTERS

I've sailed with Nick on a number of boats including *Comanche* and *Hanuman*. Nick's done a number of Volvo Ocean Races, is on the American Magic America's Cup team, and is one of the best seamen and shipmates that I've had the honor to sail with.

The crew turned out to be remarkably international. I was one of only three Americans on an American boat. Nick's ancestor would not have been surprised at all by the international crew, their good nature, and teamwork — but he would have been astonished by the boat.

Here is a photo of *Comanche's* crew when we set the Transatlantic Monohull Record in 2016, which still stands.

Stan Honey  
*Illusion*, Cal 40  
Palo Alto



Nick Dana, who is kin to Richard Henry Dana, is the fifth 'Comanche' crewmember from the left, wearing a white hat. (Stan Honey is second from the right, in the back row.) Honey broke the crew down by nationality: three American, two Dutch, one Kiwi, four Australian, one Antiguan, one Canadian, two Spanish, two French, one British.

### AS LONG AS WE'RE TALKING ABOUT STAN HONEY AND HERITAGE

Can anyone fill in the history of Sally and Stan's *Illusion*? There was a black Cal 40 on the East Coast by that name in the early '70s, owned by Commodore Monte-Sano and raced by him and Bus Mosbacher. I raced on the East Coast *Illusion* as a junior and have wondered if it's the same boat. Thanks for any ideas.

Tom Keogh

Tom — Yes, Sally and my Cal 40 *Illusion* is the same boat owned by Bus Mosbacher and Vince Monte-Sano. We sailed *Illusion* around to the East Coast to do the 2020 Bermuda Race, which was canceled. Our fallback was two terrific summers cruising in Maine.

We'll be racing *Illusion* in the upcoming Newport Bermuda Race in June 2022. Interestingly, *Illusion's* first Bermuda Race was in 1966 raced by Mosbacher and Monte-Sano, in which she came second to the Cal 40 *Thunderbird*. The seven Cal 40s swept the results that year.

Stan Honey

You can also read more about the Honeys in this month's Cruise Notes in *Changes in Latitudes* on pages 91-92.





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## LETTERS

### ↑↓ A LITTLE DISTRESS CALL ETYMOLOGY

"CQD," the old distress signal, is merely a combination of "seek you" (general call) with the "D" added to denote distress. It was changed to "SOS," because that particular "tattoo," or rhythm, is more easily heard over the noise on the radio bands.

Bob Huntsman  
 Sparx, O'Day 37  
 Long Beach

*Bob was commenting on the April 15 'LL: Survivor of Ship Sinking Sends Letter to Family.*



JONATHAN LIVINGSTON

*This illustration of the so-called South Tower Demon dates back to the mid-'90s MORA days. The sign on the bridge reads: "Welcome to the Midget Ocean." Among the arrows the Demon is hurling at the Express 27 fleet: "Rudder Cavitation, 50K Puffs, Leeward Broaches."*

### ↑↓ BLUEWATER BASH BASHES OUT THE GATE

Thanks for honoring Jocelyn with this race. [Chris is commenting on the May 6 'Lectronic with the same name as this letter.] She loved sailing in the Ocean. Jonathan 'Bird Man' Livingston drew the South Tower Demon because he knew the demon personally.

Christopher Nash  
 El Gavilan, Hawkfarm  
 Point Richmond

### ↑↓ PLANES, STRANGE, AND EMERGENCY POSITIONING RADIO BEACONS

We were in the postponed group, but did a practice sail out the Gate anyway. Very light out there with big swell. The strangest part of the whole day was listening to the Coast Guard request help looking for an emergency beacon that was set off around the Golden Gate. After a few hours the description was a yellow single-engine Cessna, which we all thought was very strange. It turns out there was a plane crash in Marin.

Greg Clausen  
 Pacific Northwest

### ↑↓ THE HONOR IS ALL OURS

I loved sailing and being in a race honoring Jocelyn! We were the ones who felt honored.

Tony Bourque  
 Circe, Freedom 40/40  
 Point Richmond

### ↑↓ THIS YEAR'S NEWPORT TO ENSENADA RACE

We had a great race on *Sapphire Knight*! The boat, which was trying to pick us up at Ballast Point, got stuck in the channel in Long Beach and caused a bit of havoc.

Two kind dinghies, a Whaler and RIB, finally ferried us out to the unstuck boat outside Long Beach Channel. (The Whaler had to do two pass-offs.)

It was higher to get aboard and easy on the hull in the bumpy conditions. Being so late created many unprepared boat-handling issues not planned on, but we still finished



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## LETTERS



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Steve Dair  
San Pedro

*Steve was commenting on the April 22 'Electronic Latitude: 74th Newport to Ensenada Race Starts Today.*

### ↑↓ **SAN RAFAEL CHANNEL WILL BE DREDGED FOR THE FIRST TIME IN 20 YEARS. WILL OTHER ANCHORAGES IN NEED BE NEXT?**

Nice to know we can soon frequent the channel again without getting stuck in the middle. But what about the long awaited and many-times-discussed dredging of Ayala Cove, this beautiful serene nature spot where people love to anchor out overnight, enjoying the peace and wildlife in close proximity to several cities?

Will this ever happen?

We draw less than 6 feet, and still it's mostly too shallow at low tide to stay overnight. The mooring buoys are pretty much useless without dredging the cove.

Harvey

*Harvey — We don't have an answer for you, though we have heard several people complain that Ayala Cove has become too shallow for most boats that draw more than 4-ish feet, depending on the tides, of course.*

*The process to secure federal funds for dredging is complex and involves tenacious lobbying. We know that several business owners on the San Rafael Canal have been pushing Washington lawmakers for at least several years.*

*Is anyone lobbying on behalf of Angel Island, a California state park? We can only hope that the State of California is making its voice heard on this matter, but we'll let you know.*

### ↑↓ **LET'S DO IT. LET'S TALK ABOUT FERRIES AND PUBLIC-TRANSPORTATION POLICY, ESPECIALLY AS IT PERTAINS TO BERKELEY MARINA**

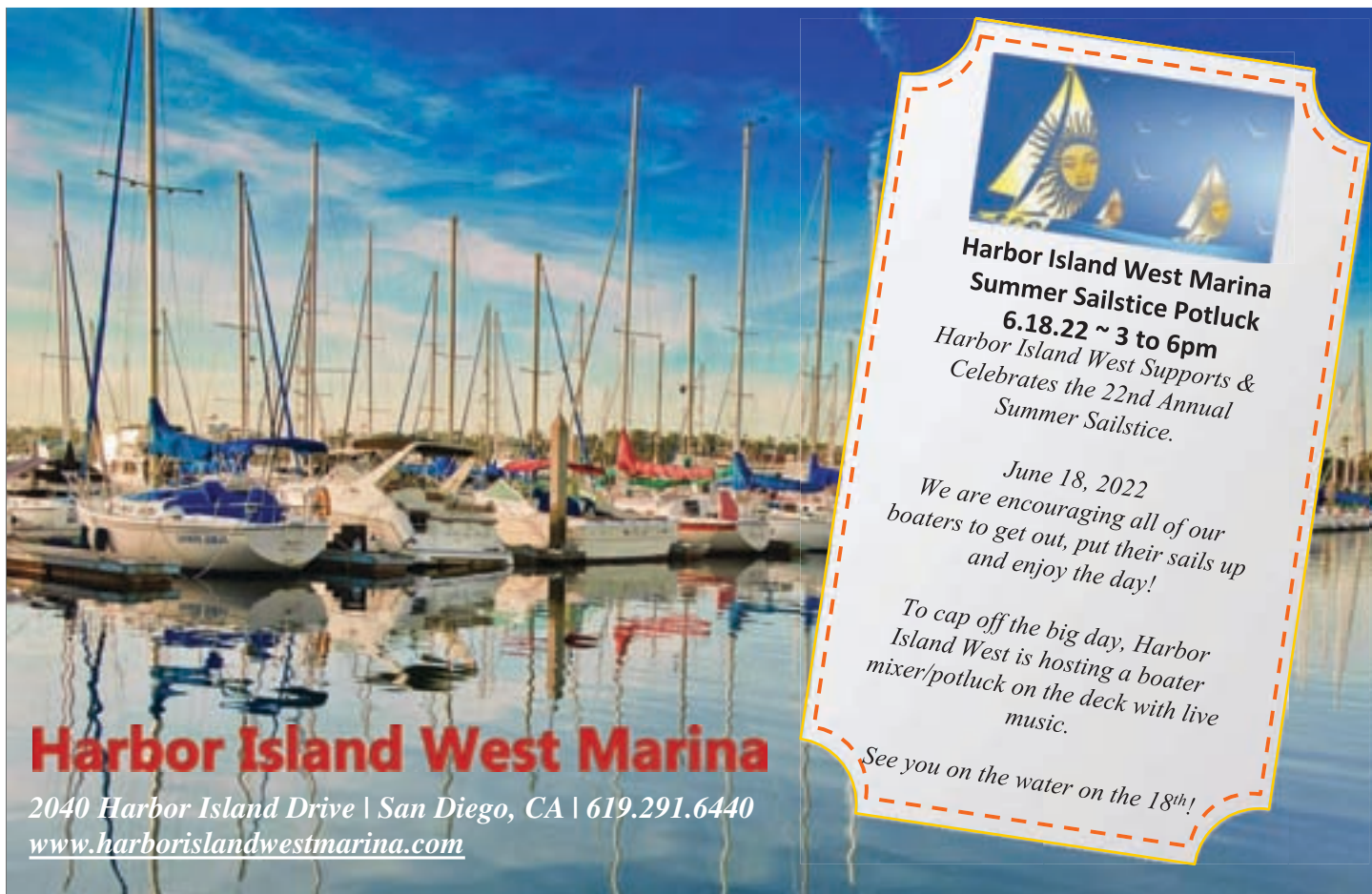
Ferries, despite the romantic appeal of traveling across water, aren't always the problem solvers that people think they are.


There is a reason people go through the extraordinary effort of building bridges. It's 10 miles by road from the Berkeley Marina to the San Francisco Transit Center. If there were a dedicated bus lane, a bus commute would be much faster and more efficient.

1) Ferries are choke points requiring everyone to arrive at a single location at the same time, bunch up, and wait for departure.

2) Unless they have great complementary feeder systems, the majority of those people arrive by car, again converging in traffic surges to a single point, in this case, on one road, through one already overloaded intersection.







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## LETTERS

3) They are carbon-use terrible, requiring massive horsepower to displace water. Sure, you can hope they might someday be electric or foiling, but where does that electricity come from, how often will their huge lithium battery banks need to be replaced, and do we really want high-speed foiling ferries blasting through the recreational boating areas surrounding Berkeley?

4) In order to be a reliable commute system, a ferry has to run on a schedule — even when almost empty. So half of the time, that carbon is being burned for just a few people. It would be much more efficient and environmentally friendly to drive them across the Bay in a limo.

Ultimately, a Berkeley ferry would be a fun and romantic but environmentally destructive option for a tiny elite group of commuters, while being massively subsidized by the masses. If we want an innovative new commute system, we should build an aerial cable tram from UC Berkeley to the Marina to Treasure Island to S.F., with stops along the way.

Greg Milano  
Sausalito

### ↑↓ I CAN'T DISAGREE, BUT...

Yes, Greg, all solid points. I do love the romance of a ferry though.

Mark McGoldrick

### ↑↓ LOW-TECH AND UN-SEXY

Buses, buses, buses. So low-tech that no modern bureaucrat will ever approve, and yet they solve the largest problems with Bay Area public transit.

Michael Wilson

### ↑↓ A BERKELEY MARINA SAILING SCHOOL VOTES YEA

This would be awesome for the commute of many our staff, students and members!

Inspire Sailing

### ↑↓ WE ARE ALREADY FEELING THE COSTS BUT NOT THE BENEFITS

Sure, let's raise the bridge tolls again and add a ferry or three that need huge subsidies.

David Philipp  
Latitude Nation

David — The combination of record-high gas prices, general inflation and increasing bridge tolls — which ticked up a dollar this year, and will go up another dollar in three years — has been crushing for some of us. Is there a payoff on the horizon in the form of robust, low-emission public transportation, and will that service benefit everyone, especially the drivers



TIM HENRY

*Downtown San Francisco looked absolutely stunning from an Alameda ferry back in 2018. As much as we love the romance of a boat ride, the reality is that ferries are, by far, the most inefficient means of moving people around the Bay in terms of subsidies needed, energy used and pollution emitted.*



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## LETTERS

*paying higher tolls to subsidize buses, trains and boats?*

### ↑↓ A ROAD TO SOMEWHERE?

They can't even keep the road to the Marina in good repair! I'm 69 years old, and that road has been just terrible my entire life.

Dan Knox  
Luna Sea, Islander 36  
Bay Area

*Dan — University Avenue, the road you mentioned that leads into the Marina, has recently been redone.*

### ↑↓ FERRIES ARE BAD FOR PUBLIC TRANSIT, AND BOATS ARE BAD FOR SEA LIFE

I live in Berkeley, and am strongly opposed to adding a ferry line to the Berkeley Marina. We should not be adding more boats or ships with engines to the waters of this planet — there's already far too much of this.

It was pointed out decades ago that the large ocean ships make so much noise that the whales could no longer hear each other adequately, and that problem is far worse now. Same with the problem of hitting seals, sea lions or other marine life that lives in the Bay.

Ferries are not environmentally friendly public transit, despite the propaganda to the contrary. People crossing the Bay should be strongly encouraged to take BART, strongly discouraged from driving, and strongly encouraged to live near their work so that they don't have to make this crossing regularly. Those are the only environmentally friendly options.

Jeff Hoffman  
Berkeley

*Readers — Please turn to pages 58-59 of Sightings for a conversation about Berkeley Marina.*

*Jeff — We're going to ultimately agree with you about the Berkeley ferry, but we'll temper your assessment on the impacts of boats and ships in the Bay, though that's a difficult needle to thread, and admittedly, we want to have our cake and eat it too (if we can throw a bunch of metaphors at this paragraph).*



*It was the year of the humpback whale in San Francisco Bay in 2017.*

*Yes, there are now decades' worth of studies documenting the harmful effects of marine-noise pollution on sea life, though noise pollution might now seem trivial compared with*

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## LETTERS

the scourge of plastic in the ocean, and the horrific, widely reported impact it has on sea life. In last month's Letters, we quoted a nonprofit that said 20,000 whales each year are killed in collisions with ships. (This was after a reader expressed concerns that foiling presented a growing threat to sea life, of which there is no evidence.)

Despite all of the bad news, there is good news, too. Many species of whales, including humpbacks, sperm whales and even blue whales, have seen steady increases in their populations. Anecdotally, we saw a ton of humpback whales in San Francisco Bay in 2017, and spoke with a NOAA marine biologist who said, "The health of the Bay has been really excellent. There's a lot of marine life in the Bay that wasn't there 30 or 40 years ago."

So what's the needle-threading balance? There are any number of technical options for ships, such as modifying propellers and/or hulls, decreasing vibration in on-board machinery, and routing ships away from feeding and breeding grounds. (And as far as plastic goes, just don't. Don't. Put. Plastic. In. The. Ocean.)

We can have our cake and eat it too. We can take our boats (even stinkpots) onto the Bay. There is impact in everything we do, but there are common-sense ways to reduce those impacts. We consider ourselves environmentalists, but are wary of a hyper-sterilized environmentalism that completely removes us from the very nature that we so dearly love and strive to protect.

### ↑↓ THE TOLL OF AN EXPANDING TREASURE ISLAND AND BAY AREA

Since there is already a bill on the books that prohibits limiting access, to me a toll onto Treasure Island is a moot point. It can't happen. Not to mention, the cost to staff a toll bridge often exceeds the funds collected.

I wonder exactly how they plan to determine someone is low income. A special sticker on the windshield? No, wait: That would be discriminatory. It would notify everyone that the people in the car are low income.

nicesailorette

Nicesailorette was commenting on the March 11 'Lectronic Latitude with the same name as this letter. (We also wrote about the TI toll in the April issue's Sightings.) The City of San Francisco has proposed a \$5 toll to get onto and off of Treasure Island at peak hours during the morning and afternoon commute. Given that the Bay Bridge currently costs \$7, someone driving from the East Bay to Treasure Island could potentially pay \$17 for an afternoon sail.

There are several exemptions baked into the proposed toll, including a waiver for low-income people.

Latitude 38 is against the Treasure Island toll in its current form, but we recognize the need to address traffic congestion. (At the moment, someone driving from San Francisco to a new high-end condo on Treasure Island pays zero toll.) "Unless anyone wants to support strict population-control measures or a one-child policy," we wrote in the March 'Lectronic, "we have to recognize that every person, whether recreating or commuting to work, is part of the maddening crowd. Who is going to make sacrifices? Who is going to pay the toll?"

### ↑↓ SIMPLE SOLUTIONS?

Interesting conundrum — Those connecting with the east shore are already paying the bridge toll on one leg of their trip, so they should be left alone. However, those connecting with the west shore are avoiding the toll entirely. So, why not



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# LETTERS

set up a toll collection at the entry to the westbound bridge to even the game?

Simple.

The bridge authority already uses revenues to support public transport, so if the present toll for all doesn't provide enough then just adjust all tolls. No need to get into the details of who's getting the best deal. If you want to create special rates for 'special' people, do it only with FasTrak.

RovingJohn

## ⇅ TAX NOW, FIGURE IT OUT LATER

The City of S.F. has no system in place to give discounts and no model or example to point to. They said they will "work with" the Bay Area FasTrak program to give discounts or implement their own system. And occasional visitors, from delivery drivers to recreational visitors, would not know about such a program in advance. One hundred percent of the toll would go toward the new shuttle ferry and bus that benefits new residents and helps to sell condos.

Basically, their plan is to tax now and figure out the details later.

Tom Gandesbery



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*One of the worst traffic choke points in the Bay Area is immediately adjacent to one of the most recreated-upon waters in the Bay Area: Berkeley Marina. Anyone have a solution to swelling traffic? If only there had been some type of global event that forced people to stay home (which was no fun) but redefined the working landscape for millions of people, and showed that it's not necessary to have every single human commute in a car on the road five days a week.*

## ⇅ DARE I SUGGEST...

I often hear the low-income argument used to defend car facilities/access, but I do wonder if people with space and money for surfboards and cars to haul them generally qualify as low income. I am generally at the lower end of the income scale, and I already pay \$9 each way to go to Treasure Island on the bus and/or from Berkeley.

When they start a new bus route from the East Bay, I will save both money and time. Dare I suggest that people consider taking the bus to TI? Or maybe the new ferry?

I. Sargin

## ⇅ WE WERE JOKING ABOUT A "ONE-CHILD POLICY," BUT HOW MANY PEOPLE CAN WE HANDLE?

I for one support a one-child-family policy. Reducing human population is the *only* solution to the overpopulation problem. There is no shortage of housing in the Bay Area or



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## LETTERS

anywhere else; there are just far too many people. The biggest problem with overpopulation is the great environmental/ecological harm it causes — but it also clearly makes life more unpleasant for humans.

To be clear, there is an *affordable* housing shortage in the Bay Area, and a big one at that. But developments don't solve that problem for two reasons: First, the vast majority of the housing units built are not affordable; second: You can't build your way out of the overpopulation problem, because you could never build enough housing units fast enough.

We can choose selfish individualism or doing what's good for the planet and the greater society. We can't have our cake and eat it too. So we either greatly reduce human population, or we continue to destroy the planet and make life for humans ever more overcrowded.

Jeff Hoffman

His second letter this *Letters*

### ↑↓ AN APRIL FOOLS JOKE THAT HIT A LITTLE TOO CLOSE TO HOME — EXACTLY AS WE LIKE IT

On April 1, 2022, we ran the 'Lectronic Latitude: San Francisco to Impose "Sailing Toll" for People Driving to Boats; Funds Will Subsidize Luxury Bay Ferries. *Needless to say, the impetus for the story wasn't much of a stretch, given some recent headlines.*

### ↑↓ A LOT OF PEOPLE SAID THIS:

Good April Fools story — unfortunately. I'm afraid it is probably more a prediction than a joke.

Bill

Good one, but don't give the bureaucrats and politicians any more bad ideas. They come up with enough of them all on their own.

Jim Norman

This joke is sadly a bit too close to reality.

Monica Kat

As absurd as this is on April 1, it is all too plausible given the mass mentality of most municipalities.

Dave McCarthy

### ↑↓ A FEW PEOPLE DIDN'T SEEM TO REALIZE THAT THIS WAS A JOKE (BECAUSE IT SO CLOSELY RESEMBLES ACTUAL PROPOSALS)

Whoever is still living in California deserves the hell that it is becoming. Move to Florida and leave the Democrats' failed policies behind. The boating in Florida is amazing.

Adam Webb

Adam — *We were going to go to Florida, but someone in our crew said that they were having a "gay-old time sailing," so now we can't. [Sad face.]*

How does the "out-of-control, tax-what-we-can-because someone-thought-it-up-recently" thing end?

I have a lot of good, controversial ideas for taxation myself. Corruption in our elected public servants: Reform starts right there. This sort of thing is stupid, but if we don't push back hard, it passes. This is deep. I'm probably preaching to the choir that is listening, not the blind.

Mikey Bamboo

Time to reread 1984 by George Orwell.

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# LETTERS

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JJ

As an old, not-yet-retired woman who is also disabled and has a sailboat, this sucks. Public transportation is not disabled-friendly, no matter what they say. Nor does it go to marinas, nor is it a good method of transportation if carrying gear and fuel cans.

Mary P.

I can see this really happening now that the idea has been "proposed."

After all, the ability to own a sailboat and sail is an "equity" issue. That is, shouldn't the government subsidize the downtrodden and provide boats, slips and special transportation to and from? How about provisions for a day on the water? It's just not fair that some people can afford this sort of thing while the homeless cannot.

Daniel Irwin

Another S.F. government non-thought-out punishment that they will not have to endure, simply because the politicians never suffer the atrocities they inflict on the ones they "serve."

Shel Hamblin

You have to love California. Already the highest gas prices, now one more attempt to keep you from enjoying why you're living in California.

Susan Grover

## ↑↓ EAGER CANADIAN SEEKS A BOAT TO CREW ON

I am 55 years old, Canadian and in great shape.

I am soon finishing a cycling trip that took me around Tasmania, and from Melbourne to Sydney. I am currently continuing my journey to Brisbane, then I intend to return home to Montreal.

I would very much like to be able to live the experience of crossing the Pacific on a sailboat. I've done a lot of sailing trips, and I never get seasick. I am ready to work if needed to make this crossing for anyone who needs crew. I am open to other types of craft if I cannot find a sailboat to embark on.

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Jean-François Bienvenue  
Montreal, Canada

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## LOOSE LIPS

We really topped the polls with last month's *Caption Contest*(!). We received more than 120 captions for the photo below. Food was at the top of some minds: "That's the last time I recommend that we have shish kebabs on the boat," Tim Henry wrote. And @svavocet came up with a new recipe: "Boat kebab, anyone?" While reaching back into the movie archives, Rob Falconer wrote, "King Kong was upset to find Fay Wray wasn't on the yacht." Thanks for playing along, readers; this was fun! See below for winning comments.



INSTAGRAM/@YACHTCLUBBLOGNA

**The winner:** "My ex said he wants the sailboat in the divorce, so I told him, 'It's all yours.'" — @charlotte\_wanderlust.

"Pole position!!" — @sv\_miette.

"Marvin ... I don't think we're moving anymore ... why don't you pop your head out and see what's happening?" — Jeff Collier.

"The day after 'hold my beer and watch this!'" — Mark E Keast.

"What's the cheapest slip I can get in this marina? I'm super-low on funds." — @jordan197911.

"Honey, the head's flushing great now!" — Becky Lacey Elmore.

"Finally the boat stopped rocking and I can sleep ..." — Tom Larson.

"When you have a dope on a rope, you can get speared by a pier." — Rob Sesar.

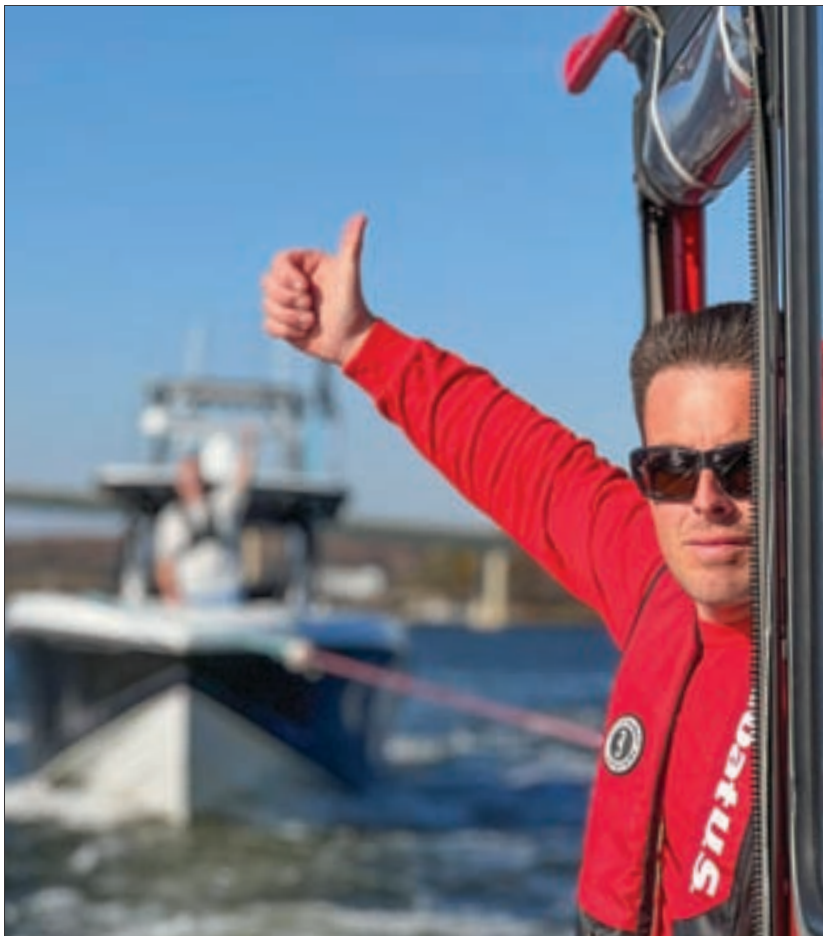
"Harbormaster: 'There's a little spot you can squeeze in on the dock.'" — @greg.clausen319.

"First prize: Your boat wins a trophy. Second prize: Your boat \*is\* the trophy." — Sean Casey.

"I know I left the boat around here somewhere." — Blake Wiers.

"Because the mountains are there ...' There is no reason for the mountains of the world to drive the challenge of mountaineers. In my case, since I crossed the Pacific Ocean on the yacht Mermaid 60 years ago (1962), the sea has been a challenge to this day, and the sea has always given me a challenge." — Kenichi Horie.





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## a daysail and a chat with paul cayard

When Dave Migdal from Here and Now PR in the San Diego area invited us to go for a daysail on a Swan 65, a sistership to an Italian team's Ocean Globe Race entry, we admit that Paul Cayard was part of the appeal that led us to accept the invitation. We didn't have to go to San Diego (or Italy, bummer!) to go for a sail with the famous San Franciscan; the boat was conveniently berthed in Sausalito.

Cayard has been helping owner Marco Trombetti and the *Translated 9* team recruit and prepare for the crewed 2023 circumnavigation with stops, using 1970s technology to commemorate the original Whitbread Race.

In our *Lectronic Latitude* post on May 13, we referred to Cayard as "a Bay Area sailing legend." That's really an understatement. "National" and even "global" would not be exaggerations. After all, he won the around-the-world Whitbread Race in 1997 and placed second in its successor, the Volvo Ocean Race. He was inducted into the National Sailing Hall of Fame in 2011. Paul has also sailed in the Olympics twice, and has crewed in, then skippered, multiple America's Cup teams. Currently, he's the executive director of US Sailing's Olympic team.

As we pulled out of Sausalito, headed for a jaunt out past the Golden Gate Bridge, Paul talked about the original Whitbread Race. "In 1973, they used a sextant, they didn't have GPS, they didn't have Gore-Tex foul weather gear. It was a different world 50 years ago. To go around the world, it was much more adventurous and dangerous in some ways. It was much more about making sure you came back alive." He added that the upcoming Ocean Globe Race "is celebrating the original adventure. That's why they're taking only three professionals and seven amateurs, allowing people to have this big life experience of sailing a leg around the Horn or down to Cape Town. The race will be in four legs: Southampton to Cape Town, Cape Town to Sydney, Sydney to Rio, and Rio back to Southampton. Each of the legs is going to take about 40 days."

Our host, Marco Trombetti, remarked, "I've never met someone who actually did an around-the-world race and wanted to do it again. Except Paul did it twice." That got chuckles from the crew and guests aboard the lovely Swan ketch.

"I won it my first time," said Paul. "Eight years went by and Disney asked me to do it again under the banner of *Pirates of the Caribbean*. They were promoting the second movie, *Dead Man's Chest*. They thought, for them this was cheap — \$20 million to go around the world. In every stop-over, we were all liveried up with the pirates and everything.

"I didn't really want to do it. I can sit by the fireplace. I lived in Marin County. I could put my feet up and be with my kids. But I realized that almost everywhere I went, when I encountered other sailors, we would inevitably end up talking about the around-the-world sailing. Not the Olympics, not the America's Cup. I realized that was the richest experience that sailing had given me in my life. So I said, 'Yes, I have gone around the world, but I feel fit enough and young enough to do it again, so I can sit on my couch and remember the great times, or I can do it again and I can keep living.' So I did it again and I got second that time.

"Truly, they're just amazing experiences. I can't really describe it. Some of the stuff you get yourself into in the Southern Ocean — it's sort of like a ship of fools at times. Like, what are we really doing down here? When you survive all that, you gain an amazing inner strength, confidence, reliance on your teammates. When you're in a super-stressful situation, somewhat dangerous, that's so far away from our mundane day-to-day lives, that bond that you create with those nine other people is just on a different level. That's the opportunity that sailing around the world gave me."

Paul described racing in the Southern Ocean. "You have a drysuit so no water can get in, and even with gloves, hats, balaclavas, I remember just shaking my hand if I was steering the boat or standing in the cockpit. We'd all be doing the tomahawk chop the whole watch trying to get the blood to flow down through the extremities. We'd keep moving our legs. It was bitter cold. Sometimes the sun comes out in the Southern Ocean — not often. It

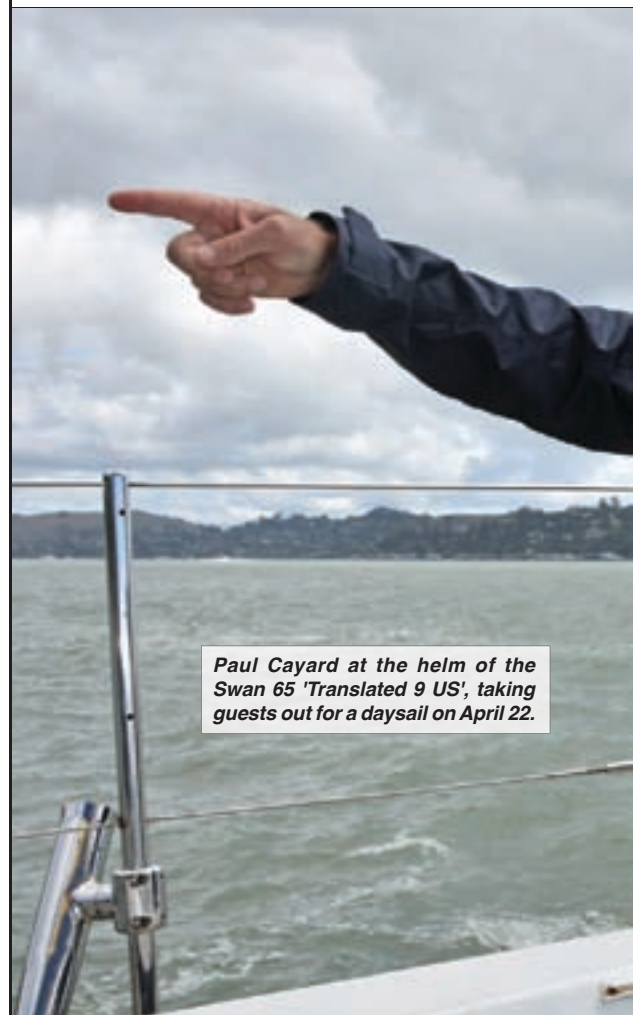
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## imminent arrival

As we go to press, Kenichi Horie is closing in on his final destination in Japan after sailing under the Golden Gate Bridge 57 days ago, on March 26. He's on another of his unique record attempts with the goal of being the oldest person to sail singlehanded from San Francisco to Japan. He's doing this on his 19-ft custom engineless aluminum cutter *Suntory Mermaid III*.

It's about 6,000 miles to his destination of Nishinomiya Yacht Harbor in the southern part of Japan. He's been averaging almost 100 miles per day. As we write this on May 22, he's about 600 miles from his destination, but he's traveling at about 1.5 knots, according to his Furuno tracker. Surely conditions will change, and if he gets back up to his average daily runs, he should be pulling into Nishinomiya around the time this issue is distributed.

As perhaps Japan's most famous sailor, his voyages have all been keenly followed in his homeland. Beyond Japan, his many prior solo voyages have made him a hero to sailors everywhere, and especially to San



Paul Cayard at the helm of the Swan 65 'Translated 9 US', taking guests out for a daysail on April 22.



## for kenichi horie

## a chat with paul cayard — continued

LATITUDE / JOHN



**Kenichi Horie and 'Suntory Mermaid III' departed San Francisco Bay on March 26.**

Franciscans who remember his first voyage here in 1962, when the 23-year-old Kenichi sailed into San Francisco Bay after 94 days at sea aboard the original plywood *Mermaid*. Now 83, the apparently unflappable Horie continues striving to set records while carrying a message of environmental

*continued in middle column of next sightings page*

would be a 35- to 40-knot day. In those conditions you don't actually have the spinnaker up, it's faster to just be on the jib, ripping along doing 30-35 knots. That's not so scary, because the top end of the spinnaker is where it's really hard to steer the boat. We would think of our friends who were lovers of sailing but amateurs, and how fun it would be if we could helicopter them onto the boat just for a four-hour watch. They wouldn't want to stay when they turned the lights off. You go from here to Hawaii in the Transpac? That's a mild adventure. That's beautiful, and I did it with my kids to give them a taste of it, but it's nothing like the Southern Ocean."

Dave Migdal, the PR guy, asked Paul, "Do times like that make you question your love of the sport?"

"It's very much on the edge of sanity. One time we pushed it too hard in race mode and got into some trouble. We tipped the boat over on its side. There was a guy up the mast at the time. It was blowing 40 and snowing and 2 a.m. and it was really brutal. We thought we were going to lose him overboard, but he hung on somehow. The boat broached and was lying on its side for about four minutes. Until we were able to cut the halyard and get the spinnaker down, the boat was being shaken by the spinnaker being whipped by the 40-knot wind. The guy up the mast was clipped on, but he was getting battered, and he had to just stay down below for three or four days after that, he was so bruised. I don't know if there was a moon that night but I can still kind of see the whole scene."

The new Ocean Globe Race will start on September 10, 2023. To follow the adventure, see [www.oceangloberrace.com](http://www.oceangloberrace.com).

— chris



LATITUDE / CHRIS

# SIGHTINGS

## baja ha-ha xxviii

Sixty folks entered the Baja Ha-Ha in the first 24 hours. As of Sunday, May 15, there were already 69 entries. What a great fleet!

The boats range in size, starting with Joel Stone's Bristol Channel Cutter 28 *Akela* and Maxwell and Linden Lampman's Olympia, Washington-based Down East 32 *Amatheia*. Sturdy boats. The Poobah once interviewed an elderly couple who finished a seven-year circumnavigation aboard a Downeast 32 by getting rolled 360 degrees just 50 miles from their San Francisco finish. No problem. The biggest boat entered so far is Jeff Wahl's Yankton, South Dakota-based Sundeer 60 *Just Passing Wind*. Jeff did a previous Ha-Ha with a Wellington 47, but took the Sundeer to the South Pacific. You can ask him why he prefers Mexico to French Polynesia.

Speaking of coming back for more, entry #1 will be Zacary Singer's Bay Area-based Andrews 56 *Encore*, to be skippered by Ha-Ha legend Eugenie Russell de Rodriguez. In 2009, the Ha-Ha boat Eugenie skippered was sunk by a whale, and she and her five crew had to get into the liferaft. Trailing the fleet by two days because of a mechanical stop in Ensenada meant they were out of touch with the other boats. Fortunately, they had an EPIRB and were still just inside the maximum range of a Coast Guard helicopter from San Diego. Because of the boat's preparation and Eugenie's skill as a captain, the Coast Guard described their rescue as "text-book." But based on that experience, Eugenie says a method of two-range communication would have been extremely helpful.

Did we mention that *Encore's* owner is battling MS? And that half the crew will be fighting the same battle? Well, they are.

What comes after 1? Number 2. This year's second entry is the indomitable Ronnie Simpson with the Lahaina-based Serendipity 43 *MatuaMai*. Ronnie is an even bigger legend than Eugenie. Severely injured in Iraq, Ronnie was put into an induced coma for several months to save his life. Understandably in a dark place when later recovering, he turned to sailing to turn his life around. And what a sailing life he's lived! He singlehanded an engineless Cal 2-27 from Hawaii to New Zealand, completing the voyage after a dismasting and replacing the stick with one that had been lying in a field for seven years. Then he did two Singlehanded Transpacific Races with a Moore 24. Then he had a charter business in Fiji. Now he's a charter boat skipper on Maui. He's also done countless long deliveries and sailed on just about every hot boat there is. He's also a great sailing journalist for several publications including *Latitude 38*.

Yes, there will be multihulls this year. Currently, six are signed up. On the small end is *Jane'O*, the Privilege 39 owned by Ron Duris from San Francisco, and Lance Lott and Sherri Benedict's Blaine, Washington-based Seawind 1260 *Quest Grande II*. A sistership to *Quest Grande II* once did two Ha-Ha's and is now deep into a circumnavigation. The biggest multihull — besides the 63-ft mothership *Profligate* — is David Walsh and Ellie Javid's Sausalito-based Outremer 51 *Wanderer*. Now, there's an excellent performance cruising cat.

Cruising kids have always been a big part of the Ha-Ha. Among the boats already entered with kids are the Vashon Island-based Hylas 48 *Kokopelli*, with Ben and Kate Davidson, and starring 10-year-old Addie Davidson. On the boys' side, there is the San Francisco-based X-46 *Ara*, with adults Nigel and Yulia Beck, but with 6-year-old Aaron no doubt calling the shots.

Should you do the Ha-Ha? That all depends. If you like sailing adventure, like other people, and like to have fun, it might be for you. In an unsolicited recommendation, Julie Green King of the Long Beach-based Moody 44 *Myla*, who did the 2015 Ha-Ha with husband John and is still buddy-boating the East Coast with a boat they met on the Ha-Ha, says, "The Ha-Ha is one of the best things we ever did. We made lifelong friends and wouldn't trade our Ha-Ha experience for anything."

The Baja Ha-Ha is the 750-mile cruisers' rally from San Diego to Cabo San Lucas, with R&R stops at Turtle Bay and Bahia Santa Maria. It leaves San Diego on October 31. Find the Notice of Rally and the registration form at [www.baja-haha.com](http://www.baja-haha.com).

— richard spindler

## kenichi horie

awareness and the circular economy with every mile he sails. His past voyages have included records on solar-powered boats, pedal-powered boats, boats of recycled aluminum beer kegs, and recycled wooden whiskey barrels, and using sails of recycled plastic.

His course for the first-ever solo crossing of the Pacific in 1962 took him over the Pacific High to the chilly North Pacific. For his return voyage 60 years later, he's gone south to the trade winds, with a close sail-by of Diamond Head in Oahu. The voyage started with a storm, with at least 40 knots



NIGEL BECK



BEN DAVIDSON



RICHARD SPINDLER



## — continued

of wind, right after he left the Gate. Following that, Horie has experienced steady sailing punctuated by squalls, calms and ram-bunctious Pacific sailing conditions.

He's been posting regularly on his blog as he crosses. On May 16 he wrote, "The wind is weak and the waves are small. Last night was a quiet night. I went to the cockpit with non-alcoholic beer for the first time in a long time. A sky full of stars and a big moon. Comfortable shaking and a refreshing breeze. The shining North Star is on the right. From the bottom of my heart, I'm glad

continued in middle column of next sightings page

## harbor of refuge tragically denied

As COVID cases show signs of diminishing, South Pacific-bound cruisers are celebrating the news that Fiji, French Polynesia, the Cook Islands and New Zealand are reopening their maritime borders to visiting yachts and megayachts. Lost amid the fanfare, though, is the fact that many other South Pacific island nations still remain locked up tight, staunchly clinging to government mandates that no one may enter or exit by air or by sea.

Sadly, last month such a policy led to the grounding and eventual destruction of *Volunteer*, a vintage 36-ft Pearson Vanguard formerly based on San Francisco Bay. Having singlehanded her from the West Coast to Tahiti in 2020, owner Esteban Galvez — a gregarious Argentine who also holds a Belgian passport — then spent the past two years exploring the archipelagos of French Polynesia.

Recently, when he decided to pursue new adventures farther west,

continued on outside column of next sightings page

*Spread: Magic awaits at the end of each leg of the Baja Ha-Ha. Left, top to bottom: Nigel, Yulia and young Aaron Beck will join all the other kids in San Diego at the start of the Baja Ha-Ha; Ben, Kate and 10-year-old Addie Davidson will start their voyage to the start of the Baja Ha-Ha in Vashon Island, WA; Aaron and Addie will be just two of many kids who romp on the transom of 'Profligate' each year.*

## harbor of refuge — continued

Esteban invited his brother Francisco to join him on the 2,000-mile hop from Bora Bora to American Samoa, from which — they assumed — Francisco (who is an American citizen) could catch a flight back to California. Before jumping off, they checked the viability of their plan by phoning directly to the US Customs and Border Protection agency in Pago Pago (American Samoa's capital). According to Esteban, they were given the green light to visit, provided that they were fully vaccinated, and upon arrival could show a negative pre-departure COVID test.

Anticipating downwind sailing conditions fueled by easterly trades, the brothers hoped to make the crossing in less than two weeks. Unfortunately, the weather was anything but cooperative. "There were cyclones to the north and south of us," recalls the young skipper, "and we were trapped between them in an area of doldrums, with squalls all around and light, fluky winds from the north and northwest, causing us to beat upwind to the northwest for three days." When the wind eventually clocked to the south, then died, Francisco suggested they use their remaining diesel fuel to motor the final 100 miles, which they did. Instead of the anticipated 12 days, it had taken 20 days to reach the main island, Tutuila. As they finally approached the harbor, they had less than a gallon of diesel remaining.

Before the weary brothers could get the hook down and rest, though, they faced a new challenge — this time a bureaucratic one. Despite pre-departure assurances, they were refused entry into Pago Pago's harbor, and were told they'd have to wait offshore until the governor's office gave its approval.

The brothers complied initially, but with no reasonable option of anchoring outside the harbor, nighttime descending, and the tide rising, they entered the harbor again and implored port officers to let them anchor inside or temporarily hang on a quarantine buoy — honoring the long-established practice of offering a harbor of refuge to vessels in need. But the port's harbormaster reportedly refused to reverse his decision and *Volunteer* was forced to exit.

That evening the brothers did their best to idle safely, but twice were driven by wind and waves toward the reef-lined shore. The first time, they just barely recovered thanks to *Volunteer's* small engine. But the second time, the blue-hulled sloop grounded on a dense reef. A harbor patrol boat responded to the brothers' radio calls for help, but according to Esteban, when it arrived, rather than offering a tow line, the officers aboard simply ordered Esteban and Francisco to "jump overboard and swim to shore." Despite bruises and coral cuts, they made it to safety, but Esteban lost virtually everything he owned. Adding to their misery, the brothers were informed that they would have to pay the costs of removing the wreck — \$10,000 or more.

As news of the grounding spread, the brothers received an outpouring of support from members of the local community, as well as from fellow South Pacific sailors, friends back home, and anonymous donors who contributed to the 'help *Volunteer*' GoFundMe campaign. Several islanders, including the capital city's mayor, offered the brothers free places to stay. "Just about everyone here has been super-kind to us," said Esteban. "They've given us lots of love."

As we go to press, the brothers are stuck in limbo, as there are no scheduled flights into or out of American Samoa for the foreseeable future. We can only hope their luck will soon change.

How can the sailing community help these shipwrecked sailors? Realistically, it's doubtful that railing against the harbormaster's decision would accomplish much. But if someone out there has a stout, seaworthy boat that needs a new caretaker, giving it to these Argentine adventurers would be the best way we can think of to give this sad tale a happy ending.

— andy

## kenichi horie — cont.

I came out to the sea. Cheers!"

Kenichi Horie is small in stature but huge in the hearts of sailors who recognize the significance of his many fearless accomplishments. His comfortable demeanor in the face of uncomfortable moments and challenges shines a guiding light for us all.

— john



LATITUDE / JOHN



*The Pearson Vanguard 'Volunteer' shortly after she grounded on the reef.*

ESTEBAN GALVEZ



LATITUDE / JOHN





## hall of fame class of '22

The America's Cup Hall of Fame will induct Larry Ellison, Dawn Riley and Dirk Kramers into the Class of 2022 at a gala in New York City at New York Yacht Club.

Larry Ellison began his America's Cup career with the 2003 Louis Vuitton Cup challenger trials in Auckland and then raced in the 2007 Louis Vuitton Cup in Valencia. In 2010, his Oracle Team USA won the 33rd America's Cup in Valencia in a Deed of Gift Match, using a 113-ft long, 220-ft tall wing-sail trimaran to defeat Alin-ghi's catamaran.

His team then defended the Cup successfully in 2013 on San Francisco Bay. Skipper Jimmy Spithill pulled off an astonishing comeback, winning eight straight races after being down 8-1 in the first-to-nine-wins series, sailed on foiling catama-

continued in middle column of next sightings page

## summer sailstice 2022

It's one thing to own a sailboat; it's another thing to sail it. Blessed with a 12-month sailing season, Californians often struggle to know how to define "the sailing season." The long coastline is home to a diverse collection of ever-changing sailing micro-climates. And yet, regardless of where you sail along the coast, summer is when the days are long and it's vacation time. Take advantage of it. (On pages 70-72 of this issue, you'll see a story about cruising Northern California.)

To start your summer right, Summer Sailstice is here to inspire you to #raiseyoursails in a communal celebration of sailing on the weekend closest to the solstice. What often gets an idle sailboat off the dock is to sign up and commit to an event — a race, cruise, club rally or a solo sail, all happening at Summer Sailstice on Saturday, June 18.

What's going to get you off the dock and raising your sails on June 18? Truls Myklebust has added BAMA's Doublehanded Farallones Race to the Saturday lineup, and PICYA has posted the 2022 Lipton Cup being sailed that week. A more casual option is to sign up for the Delta Doo Dah and sail to the Delta that weekend, possibly to join Owl Harbor Marina's weekend Sailstice cruise-out. Public access is available at Alameda Community Sailing Center's Open Sail, while Club Nautique is rallying all members

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*Clockwise from top left: You can do Summer Sailstice while you race in this year's Doublehanded Farallones on June 18; Summer Sailstice ambassadors Quincey Cummings and Mitchell Andrus are sailing their home, the Kelly Peterson 46 'Esprit'; commit to Summer Sailstice to uncleat the docklines and #raiseyoursails on June 18.*

ESPRIT

## summer sailstice — continued

to take out their fleets of charter boats based in Alameda and Sausalito. Besides the wind, what's going to move your boat out of your slip?

You can sign up for any of the above and then add those events to your personal Summer Sailstice plan, or you can go rogue and just sail for the fun of it. One boatowner in Baltimore, who's been part of Summer Sailstice for more than 10 years, says he's going to take out his MacGregor 26x *Malorca* to "sail in circles." Whatever floats your boat and fills your sails.

There are more than 100 PICYA-member yacht clubs and dozens of marinas full of sailboats ready to hoist. For the young at heart, a photo treasure hunt will offer prizes to those who digitally capture wildlife and landmarks on a Bay sailing tour.

On June 18 in San Francisco, the sun will rise at 5:45 a.m., and it won't set until 8:34 p.m., so if you're ready for a daylight sailing marathon, this is the day to do it.

As everyone knows, the best way to improve sail shape is to hoist it. The summer is coming, so it's time to gather friends and sign up for Summer Sailstice to connect with the world in a global celebration of sailing. Join the fun at [www.summersailstice.com](http://www.summersailstice.com).

— john

## sail2shelter

Angela Abshier was captivated by sailing the moment she started racing with a friend in Southern California. Her interest ramped up quickly to sailing aboard the Marina del Rey-based *J/70 Janga* and the San Pedro-based *Farr 40 Kantana*. All this was in the bright, sunny days of pre-pandemic 2019.

Suddenly, the world changed, and Angela found herself boatless in Santa Cruz but with a new passion for sailing. This has yet to lead to more

sailing, but it has caused her to connect her vocation to her budding new avocation of sailing.

In her day job, Angela is an intellectual property lawyer and product development business professional. In 2020, she was working on a sustainable fashion project that was finding ways to keep fashion "deadstock" out of the landfill when she had a second epiphany: "Where is the deadstock sail material going?" Followed immediately by, "And what about all these sails piled up in hangars and warehouses in harbors around the world?"

What began as a passion project has become a humanitarian aid mandate. Today she is thinking about sails and unusable sail fabric as a building material and using it to address

humanitarian crises around the world.

With her avid environmentalism, she's been focused on reusing waste, and has experience with recycling, repurposing and upcycling discards and overstocks in clothing — essentially fabric. Sails are very different, but they became the raw material for other upcycling possibilities.

In 2020, she started a nonprofit, Sail2Shelter, which works to upcycle and repurpose retired racing sails, keeping them from landfills and giving them a valuable second life. They create everything from small consumer goods like backpacks to industrial installations like shade and shelter.

continued on outside column of next sightings page

## hall of fame

rans.

Ellison's run ended in 2017 when the Kiwis avenged their 2013 loss in Bermuda. He then moved on to form the SailGP league.

In 1992, Dawn Riley joined Bill Koch's America<sup>3</sup> defense team. Three years later she captained the all-women's America's Cup crew of *Mighty Mary*. In 2000, Riley organized San Francisco YC's America True challenge. Her team advanced to the semi-final round of the Louis Vuitton Cup. In 2007, she served as general manager of the K Challenge, based in France.

Riley crewed aboard the all-female *Maiden* in the 1989-90 Whitbread Round the World Race. The team won the toughest leg of the race, in the Southern Ocean. She skippered *Heineken* in the 1993-94 Whitbread. In 1999, US Sailing named Riley Rolex Yachtswoman of the Year for winning

DAN SNIPES



Angela Abshier

LATITUDE / JOHN





## — continued

major championships in both match racing and fleet racing.

Since 2010, Riley has served as the executive director of Oakcliff Sailing in Oyster Bay, New York. She's the third woman to be inducted into the America's Cup Hall of Fame, following Gertrude Vanderbilt and Lucy Jewett. Mark Reid interviewed Riley for *Latitude 38's* July 2021 issue.

A native of the Netherlands, Dirk Kramers served as a designer and engineer for 11 America's Cup campaigns, from the 12-Meter era to the foiling catamarans of America's Cup 35 in Bermuda.

Kramers earned six America's Cup wins on teams run by fellow Hall of Famers including Dennis Conner, Ted Hood, Bill Koch, Ernesto Bertarelli, Russell Coutts and Larry Ellison.

— chris

## sail2shelter — continued

Initially, she had the vision to help the homeless on the streets outside her home in Los Angeles, but the Ukrainian war created a new, urgent need for fabric shelters in support of the unfolding humanitarian tragedy.

She's now developed a growing network of supporters who are helping to source materials, create designs, and build prototypes to ship to the front lines in Ukraine. She particularly credits Ken Madsen of Dimension Polyant in Connecticut with supplying deadstock, and Doyle Sails, Ullman Sails Newport Beach, and OneSail in the UK with providing outdated sails for projects.

This has rapidly progressed to relationships with the University of Rhode Island and NC State University textile schools; the design firm CoArchitect, which is helping design shelters; Arup Engineering for design and stability; Save Our Allies; and World Central Kitchen, which is coordinating relief efforts in Ukraine through Poland. It's in Poland where the first projects have landed to provide shelter for food and materials distribution points.

Sailing has always created new connections and inspired creative approaches to challenging problems. Angela Abshier says that for her, the story is now about a multidisciplinary approach to upcycling responsibly and in meaningful ways. To learn more, visit [www.sailtoshelter.com](http://www.sailtoshelter.com).

— john

*Spread: Ukraine has inspired much solidarity and support from many sailors such as those aboard the J/88 'Pelagia' at the recent SailGP. Inset: Ken Madsen and Angela Abshier look at the rolls of DP deadstock destined to become tents for Ukraine.*



INSET: BETHAN BROME



## opinion: have we all been seduced

We love Berkeley Marina. We love sailing out of Berkeley Marina, and we love hanging out there. We have friends, colleagues and advertisers who work, teach and live aboard their boats at Berkeley Marina. We were there in the heyday and have seen the Marina weather hard times, and now we're witnessing a slow rebirth.

Over the past few years, there's been steady improvement with new docks, piers and bathrooms in the Marina proper, and new public infrastructure in the South Basin. After homeless encampments were removed last year, there's been an overall increase in security and improvement in quality of life for liveaboards. And we are delighted to report that what was surely the worst road in America, University Avenue, has been repaved, and is now as smooth as a freshly wet-sanded bottom.

When a proposal for a ferry line from Berkeley Marina to San Francisco was reintroduced in late 2020, we were — like everyone — attracted to the romance of it: the workforce being whisked back and forth across the Bay, the briny spray wafting across the faces of commuters sure to make them love the sea and take up sailing. We were most attracted to the idea that the maritime industry, packed with cutting-edge wind-assist, hydrogen and electric vessels, would revolutionize the ferry sector, and could provide meaningful public

transportation solutions that would be of benefit to the Bay Area, and exportable to the rest of the country and world.

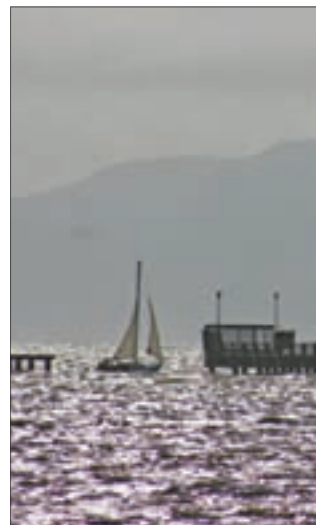
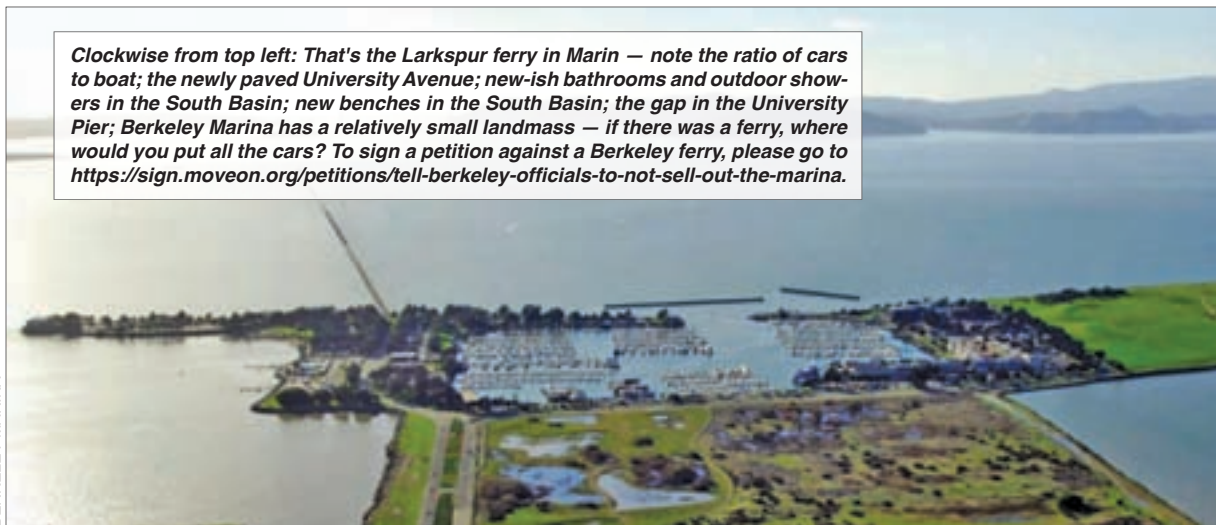
We are still a long way from viable "green-powered" ferries and a realistic green infrastructure to power and support them. No matter what types of vessels are used, ferries are among the most expensive public-transit options, and require huge subsidies from state and local coffers. (One estimate says it costs as much as \$4,000 per year to subsidize just one ferry passenger.) Ferries are among the least efficient modes of transportation and are huge polluters, even with their current "cleanest-ever" tiers of diesel engines; high-speed ferries burn up to 300 gallons of diesel an hour. They often run with very few people aboard, as they must keep schedules.

In some areas, such as the post-industrial waterfront of Richmond, a new ferry line fit in perfectly and with minimal impact. But at Berkeley Marina, we fear that a ferry could fundamentally change the DNA of one of the Bay Area's great recreational hubs.

Berkeley Marina was designed to be "self-sustaining," though it has not broken even in a very long time. Recently, Berkeley's vice mayor, Kate Harrison, challenged what had been accepted for years: "Why does the Marina have to be self-sustaining?" Harrison asked at an April budget meeting. "Why is the Marina charged for extra services, unlike



*Clockwise from top left: That's the Larkspur ferry in Marin — note the ratio of cars to boat; the newly paved University Avenue; new-ish bathrooms and outdoor showers in the South Basin; new benches in the South Basin; the gap in the University Pier; Berkeley Marina has a relatively small landmass — if there was a ferry, where would you put all the cars? To sign a petition against a Berkeley ferry, please go to <https://sign.moveon.org/petitions/tell-berkeley-officials-to-not-sell-out-the-marina>.*





## by the romance of a berkeley ferry?

other city departments and businesses?" Harrison continued, referring to the fact the City of Berkeley charges the Marina for road work, trash collection, landscaping and police coverage for events — just to name a few expenditures — that other public entities, like parks and libraries, do not pay for. Harrison made a motion that the Marina no longer be charged for trash or road repairs, and that \$1.5 million be pumped into Marina coffers from the city.

It's not clear what effect the vice mayor's motion or statements will have, as the Berkeley City Council continues to entertain the ferry proposal to the tune of hundreds of thousands of dollars for consultants and city staff expenditures. But, finally, it's been said. Why treat the Marina this way?

The City of Berkeley actually removes about \$4 million from the "Marina Fund" in the form of the Transient Occupancy Tax, or TOT, which is levied on hotel guests at the Doubletree Hilton. "The Marina Fund is in fiscal crisis," a City of Berkeley report said. Is it, though? Isn't the Marina actually *making* the city money?

Still, the Marina is regarded as a burden, and the ferry has always been seen as a cure — or as a means to generate revenue, and to subsidize the rebuilding of the University Avenue Pier, where the proposed ferry terminal would sit. The pier, which was very popular with fishermen (anglers still fish all

over the Marina) has been shuttered since 2015; we've heard estimates of between \$25 million and \$55 million to replace the half-mile-long pier. The Water Emergency Transportation Authority, or WETA, which would run the ferry, would reportedly pay for only as much pier as they would occupy; the City of Berkeley would pay \$14 million for "shoreside improvements" around the new pier.

While it might help to subsidize Marina infrastructure or dredging, the ferry will *never* make the City of Berkeley money. It will only ever cost money, and not making money is what the Marina is already doing. Some people believe that the ferry will actually take money away from the Marina by removing parking from other businesses, and permanently transform a recreation hub into a subsidized commuter hub.

At an April board meeting, WETA said, "It is not expected that the City of Berkeley will subsidize operation of the ferry services from its General Fund. However, local (City) funding may also be established, similar to the funding provided by a local property tax charged in Bay Farm Island [a district of Alameda], or a portion of Contra Costa sales tax revenue for the Richmond service to provide an operating subsidy."

Just so we're clear, that's higher taxes in the City of Berkeley to subsidize the ferry, correct?

The City of Berkeley owes its citizens a clear, transparent budget of exactly how much the ferry will cost taxpayers. The city also owes its citizens a firm environmental commitment.

In WETA's 2050 business plan Executive Summary, a consulting firm wrote: "An all-electric ferry fleet may be cited as a milestone for incentivizing a community to come out and support the development of a new ferry terminal." This language certainly makes it sound as if WETA should use the idea of an electric ferry as a kind of political prop, and/or it makes it appear you can pull at the heartstrings of hopeless romantics, like us, who would support anything that sounded like innovative, green technology.

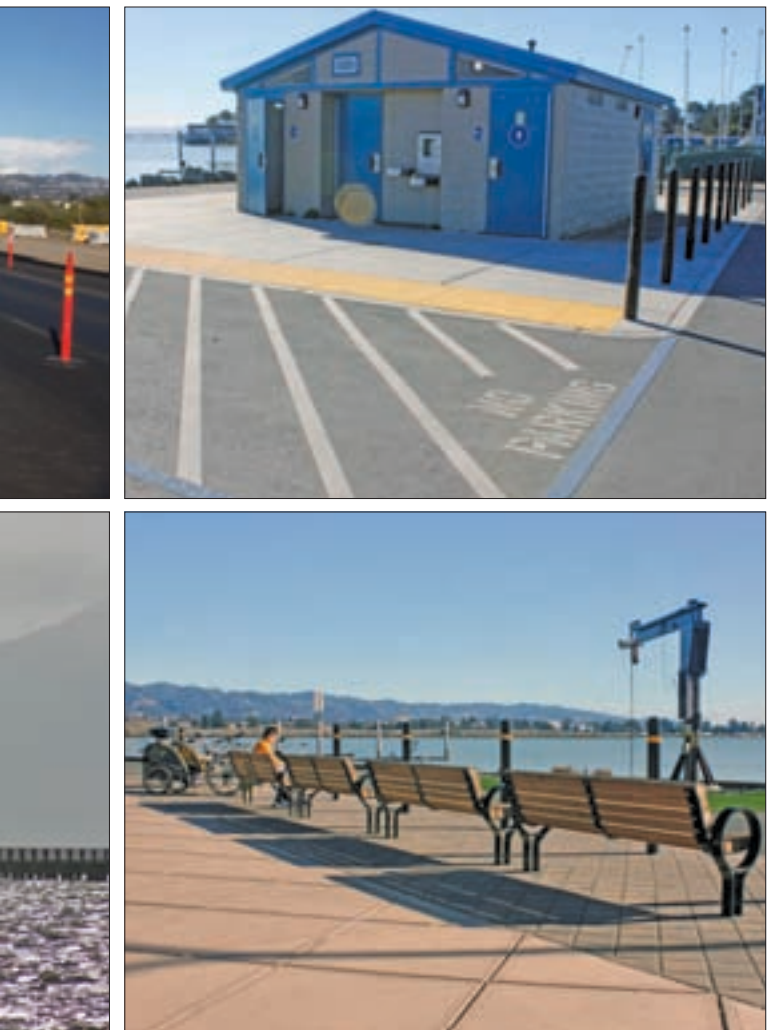
WETA says the ferry will "reduce commute times, reduce traffic congestion and help the environment." In its 2050 business plan, WETA made the extraordinary (and surely inaccurate) claim that "Ferry use reduces bridge traffic by 50%." WETA continued, "The air is cleaner. Road rage is nearly gone. All of this has been achieved in record time due to the dedication of motivated transit professionals, and the belief of the public in their vision for a new and different way to enjoy the Bay." These are wonderful and lofty aspirations, but are they rooted in dispassionate fact?

Let's see some hard, objective data on traffic, pollution, fossil fuel use, commute times and comparisons of modes of transportation. If City of Berkeley councilmembers cannot say exactly how much carbon a ferry puts into the air per passenger versus a car, a bus, BART, etc., then they just aren't thinking objectively. They're thinking about the romance of the ferry, too.

Like us, they seem to want the ferry to be something that it's not.

What is the biggest source of income at the Marina? It's berth fees made from people renting slips. After weathering a few years of crumbling infrastructure and degrading security, the marina part of the Marina has been improving. We hope the city will continue to focus on this community and revenue source, and that they can see the romance of a strong community of liveaboards and daysailors enjoying a splendid Bay Area marina.

— latitude



ALL PHOTOS TIM HENRY EXCEPT AS NOTED

# THE GREAT VALLEJO RACE —



The weather forecasts for the weekend of April 30-May 1 called for strong breezes on Saturday and somewhat lighter wind on Sunday. What they failed to predict was Saturday's northerly.

As in pre-COVID years, the Yacht Racing Association held the Great Vallejo Race as the first of their big weekend regattas. After an August anomaly in 2021, the race returned to its normal time slot in the increasingly busy racing calendar.

The race from the Berkeley Circle to Vallejo on April 30 went off on time, without a hitch, for all 18 divisions, in a typical westerly ocean breeze flowing through the Golden Gate into the Slot. The windward drop-mark was a mere three-quarters of a mile away. Once around that, boats reached off, some setting spinnakers or code zeroes, others opting for jibs.

One expects a hole in the lee of Angel Island — but this one stretched all the way to Richmond. Boats bobbed about in sloppy waves, carried slowly north by a flood current, until they rejoined the westerly at the mouth of Raccoon Strait. Then, suddenly, a northerly took over and competitors found themselves beating straight into the wind to make it into San Pablo Bay. Some earlier starters were able to set kites as early as the Brothers, a few more at the Point San Pablo buoy, but many weren't able to carry until Point Pinole. The windy white-

**Great Vallejo Race starters on Saturday, April 30, reach off after rounding the windward mark in more-or-less typical spring conditions in the Slot.**  
— photo latitude / chris

sail reach up Mare Island Strait brought the racers across the finish line between the ferry terminal and the yacht club.

In the gusty wind, most of the fleet entered Vallejo Yacht Club's harbor to rest for the night. "Five boats had engine failure and had to be towed in," reports VYC's vice commodore, Jeremy Haydock. "It was challenging to get everyone in safely."

Once snuggled in, the boats may have been resting, but the sailors partied, helped along with a swag bag, a tiki bar, the Shabang Steel Drum Band, dinner, and dancing to the 10-piece Darrell Edwards & Lighting Up the Soul Band.

When results were posted (literally, on a board outside the clubhouse), we noticed two things: that the downwind scoring had not been used, and that Greg Felton had corrected out to first place overall with his new-to-him 1985 Express 27.

"I've always loved the

Express 27, a simply incredible design by Carl Schumacher, whom I raced with and highly respected," commented Greg. "The Express 27 is so capable and flexible, small enough to move or store on a trailer, big enough to race in the Transpac or Pacific Cup, comfortable for cruising with friends, easy to

**Rufus Sjöberg's J/125 'Rufless' finished first on both days.**





# UPWIND BOTH WAYS?

doublehand, performs well in fully crewed races, handles light or heavy air and big seas. It's a very popular design on San Francisco Bay and Lake Tahoe, where I live. I've crewed for several Tahoe owners and kept thinking it would be more fun to give them a run for their money.

"I mentioned this to Brendan Busch, fleet measurer and owner of Express 27 #1. He sent me a series of photos. The boat was *Monster Express*. Her owner, Ted Lohr, from Hood River, Oregon, had been racing on the Columbia River when he located an uncharted chunk of underwater granite. Rather than repair the keel damage, he chose to sell her. I purchased her at the end of 2021 and have worked since then with Brendan, Craig Smith and Randy Smith (unrelated) to repair the damage and upgrade the rigging."

Greg's sister Louise immediately suggested the name *Under the Radar*. "About 50 years ago, when I was in the Youth Sailing Program at San Francisco YC, Tad Lacey, then head of the program,

***Before even starting, the J/100 'Hattie' appeared to have a furling problem, but they were able to finish Saturday's race.***

nicknamed me Radar after the M\*A\*S\*H character Radar O'Reilly, who was always a word ahead of his colonel. That name stuck. More people in the sailing community know me by that moniker than by what my parents put on my birth certificate. I was initially hesitant to adopt Louise's suggestion as it seemed like naming the boat after myself, but I liked the multiple meanings, and the

idea grew on me.

"So far we've sailed in the SSS regattas, Corinthian Midwinters, Big Daddy, Resin Regatta and Vallejo. I was very fortunate to have my full Express 27 Nationals crew on board for the Vallejo Race to get to know one another, learn the boat, and give me feedback on what

***The F-28R 'Lookin' Good 3' bounces through sloppy seas in the North Bay.***



***'Radar' Felton and the crew of 'Under the Radar' sail past the Brothers on a tight reach on their way to winning April 30's race to Vallejo overall on PHRF corrected time. Gusts of up to 31 knots were recorded on that Saturday.***

ERIK SIMONSON / WWW.PRESSURE-DROP.US



LATITUDE / CHRIS



# THE GREAT VALLEJO RACE



*The brisk and gusty winds didn't cool the party scene on Saturday at Vallejo Yacht Club. Faces in the crowd, clockwise from top left: Crew from 'Bodacious+' checked out the scene at the tiki bar; Micah Simmons of the J/105 'Blackhawk' grooves to the tunes of a steel drum band; crew from 'Jarlen' and 'Liquid Asset' thanked PRO Jeff Zarwell (right); 'Mintaka 4' celebrated at the dock.*

they'd like to see me address before the Nationals — that list was not short! My crew is a combination of deep, deep

experience over years on a wide variety of boats, and family learning extremely rapidly. I am honored to sail with this

*Hey kids, the party's on Bob Walden's 'Sea Star', which won a place of honor at the VYC dock.*



team: Chris Davison, bow; Jenner Felton (my middle son), mast; Tim Felton (my brother), pit; and John Verdoia (trim)."

The crew watched the fleets before them start and realized that past the weather mark there was going to be a long jib reach before setting the kite would be possible. "We wanted to get into the main shipping channel to take advantage of the strong flood current, which also meant tight rather than broad reaching. For this reason, we chose the #1 headsail over the #3. We got around the weather mark first and observed that a northerly breeze was filling from the San Quentin area, threatening to take over the westerly we'd had for the first beat. We set ourselves up to get to that wind first while progressing toward the strongest flood currents. By the time we were firmly ensconced in the new wind, we had a very comfortable lead and enjoyed the downwind ride all the way to VYC."



## UPWIND BOTH WAYS?

JEREMY HAYDOCK

THIS PAGE LATITUDE / CHRIS EXCEPT AS NOTED

LATITUDE / JOHN

*Sunday's race, clockwise from top left: Express 27s and a few others at the start; 'Water Witch' heads for the start; Russell Huebschle's Tripp 41 'Saoirse' was lookin' good coming out of Mare Island Strait; Andrew Zimmerman's Olson 40 'Divine Wind' sails under the Richmond-San Rafael Bridge.*

Though Saturday's breeze was a bit odd, Sunday's conditions were as close to ideal as one could wish for a pleasant beat back to the finish off Richmond YC. Some were able to carry spinners — with varying degrees of success — in the reach down Mare Island Strait. Then it was a matter of picking bits of current relief and sailing upwind in moderate but adequate pressure.

The results shown here reflect the scores for the two days combined; find results that include single-race entries on Jibeset.

— **latitude** / chris

### YRA GREAT VALLEJO RACE, 4/30-5/1 (2r. 0t)

DIV. 1 — 1) **Zamazaan**, Farr 52, Greg Mullins, 2 points; 2) **Saoirse**, Tripp 41, Russell Huebschle, 5; 3) **Bo-dacious+**, 1D48, John Clauser, 5. (3 boats)

DIV. 2 — 1) **Rufless**, J/125, Rufus Sjoberg, 2 points; 2) **Arsenal**, J/125, Andrew Picel, 4. (2 boats)

DIV. 3 — 1) **Vera Cruz**, Beneteau First 40, Michael Johnson, 2 points; 2) **Jarlen**, J/35, Bob Bloom/Greg Winter, 5; 3) **Spindrift V**, Express 37, Andy Schwenk, 8. (5 boats)

DIV. 4 — 1) **JetStream**, JS9000, Dan Alvarez, 2 points; 2) **Nice Rack**, Martin 243, Zhenya Kirueshkin-Stepanoff, 4. (2 boats)

DIV. 5 — 1) **Reverie**, J/109, John Arens, 2 points; 2) **Mintake 4**, Farr 38, Gerry Brown, 4; 3) **Archimedes**, J/105, Larry Levit, 7. (6 boats)

DIV. 6 — 1) **Red Cloud**, Farr 36, Don Ahrens,

*The victorious crew of John Arens' J/109 'Reverie' back at Corinthian YC on Sunday, May 1.*





# THE GREAT VALLEJO RACE

2 points; 2) **Tiki Blue**, Beneteau 423, Gary Troxel, 4; 3) **Water Witch**, Lester Stone Cutter, John & Gena Egelston, 6. (5 boats)

DIV. 7 — 1) **Sea Star**, Cal 39, Bob Walden, 5 points; 2) **Azure**, Cal 40, Rodney Pimentel, 6; 3) **Duende**, Cal 40, Philip Lavelle, 6. (8 boats)

DIV. 8 — 1) **Heart of Gold**, Olson 911S, Joan Byrne/Axel Mehnert, 2 points; 2) **Arcadia**, Mod. Santana 27, Gordie Nash, 4; 3) **Take Five More**, Olson 911, Grant Kiba, 7. (5 boats)

DIV. 9 — 1) **Flying Colors**, Moore 24, Tim Hilleary, 3 points; 2) **Touch of Grey**, Moore 24, Ben House, 5; 3) **Kurzweile**, SC27, Dusty Hayes, 5. (3 boats)

DIV. 11 — 1) **Windwalker**, Islander 36, Richard Shoenhair, 2 points; 2) **Warwhoop**, Contessa 33, Chuck Hooper, 4; 3) **Luna Sea**, Islander 36, Dan Knox, 7. (6 boats)

DIV. 12 — 1) **Foul Air**, Olson 25, Claudio Brasca, 2 points; 2) **Alchemy**, Olson 25, Nick Ancel, 4; 3) **Chesapeake**, Merit 25, James Fair, 6. (4 boats)

DIV. 14 — 1) **Neja**, Dasher/Lapworth 32, Jim Borger, 2 points; 2) **Siento el Viento** C&C 29-1, Ian Matthew, 7; 3) **Gypsy Lady**, Cal 34 Mk1, Val Clayton, 7. (5 boats)

DIV. 15 — 1) **High & Dry**, Santana 22, Igor Polevoy, 3 points; 2) **Tchoupitoulas**, Santana 22, Steven Meyers/Stephen Bruer, 5; 3) **Sparky**, Catalina 25, Paul Zell, 7. (5 boats)

EXPRESS 27 — 1) **Dianne**, Steve Katzman, 5 points; 2) **Under the Radar**, Greg Felton, 6; 3) **Hot Sheet**, David Wick, 7. (10 boats)

J/24 — 1) **Shut Up and Drive**, Brad Cameron, 3 points; 2) **Little Wing**, Robin Van Vliet, 4; 3) **Down-town Uproar**, Darren Cumming, 5. (5 boats)

NON-SPINNAKER — 1) **Bella**, Alerion 33, Aidan & Kieran Collins, 3 points; 2) **Osprey**, SC40, Michael Bender, 3; 3) **Impetuous**, Cal 34-1, Adam James, 9. (3 boats)

CRUISING — 1) **Festina Lente**, Beneteau Oceanis 45, Przemyslaw Karwasiecki, 2 points; 2) **Loka**, Catalina 36, Ian Griffin/Ralph Koch, 10. (3 boats)

MULTIHULL — 1) **Lookin' Good** 3, F-28R, Rafi Yahalom, 3 points; 2) **Greyhound**, F-22, Evan McDonald/Ibrahim Sargin, 3. (2 boats)

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

*As seen in the raft-up, this spinnaker was trapped at the spreader.*



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# RYAN FINN'S

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On Thursday, April 21, at 6:04 p.m., Ryan Finn, sailing solo aboard his 36-ft proa *Jzerro*, passed under the Golden Gate Bridge to finish an amazing adventure. Ryan sailed singlehanded from New York to San Francisco around Cape Horn on the 13,225-mile course called the 'Route d'Or', made famous by Gold Rush-era clipper ships.

We interviewed Ryan after he returned home to New Orleans, having left his worthy steed, looking remarkably fresh,



Ryan Finn

on an end-tie at Richmond Yacht Club.

"The idea to do the trip came before the boat," Ryan told us. "I wanted to beat the solo record, which was set in 1990 on a 60-ft trimaran. I could have done it if I didn't have to stop. The overall trip length was 93 days. I only sailed for 74 of

*The Golden Gate Bridge was dressed in her best light for Ryan's early evening arrival. He had been becalmed 50 miles from San Francisco. A big swell and no wind was not a great combo. It slowly filled in. "As I got into the Gate the wind increased, and I was able to close it off."*

those days. So I would have been ahead of that bigger boat.

"I was thinking about what records were available to an American that were cheap. The French have insurance companies building them boats. I don't know how much a foiling trimaran costs, but that's a lot more than *Jzerro*, than my campaign. There's no way I would be able to do anything like that. What can I do? It would have to be a multihull, but what multihull can take that kind of a beating? That's how I got to the proa. No proa's ever done this route."

Ryan's choice of boat shocked people who aren't familiar with the attributes of proas. "It's very long for its weight, so its speed is good. It's lightweight so it doesn't require huge sails." *Jzerro* is 36 feet long; her mast is 36 feet tall, and she weighs 3,200 pounds. "For a 36-ft monohull that's unheard of. I've raced against F-31 trimarans that had 60-ft masts."

Ryan picked the boat up in Washington state from her designer, Russell Brown, who built her in 1994. Russell and Ryan sailed her to San Francisco, then Ryan singlehanded from there to New Orleans through the Panama Canal. "That was my test. I thought if I didn't feel comfortable after that, then I'd put the boat up for sale."

The first attempt, in January 2021, was short-lived. "I didn't have a water-maker, and I brought all the water on the boat, which made it a lot heavier. That may have been part of the problem. When I entered the Gulf Stream, I was going fast, 15-19 knots. I came down really hard on a wave, and I heard what sounded like a shotgun blast. The leeward side of *Jzerro* has a flotation pod on it so you can really tip the boat over pretty far until it flips. I slammed that into a wave that blew a 1-ft-by-1-ft panel, and a ton of water came in. It was above the waterline, so I pumped it all out and did what I could as far as repairing it, which was a hack job."

*"This was way harder than I thought it would be."*

"Then I sailed north out of the Gulf Stream toward New York. I wanted to get far enough north so that when I tacked, the area that had the hole wasn't going to be taking too much of an impact, so that I could reach in. I sailed on a storm jib only to Virginia. I ended up at Russell



# SOLO ROUTE D'OR

Brown's parents' house. He's like, 'Just bring it to my parents' house and I'll fix it.' That was kind of insane. That's where Russell designed and built his first proa when he was 16. It was less than 24 hours after I started. It would have been a much bigger problem somewhere else."

**F**or the second attempt, Ryan took a watermaker. He departed New York on January 18. "A lot of the storms on the East Coast, it's like snow or it's not that bad; then they get out over the Gulf Stream and they have a tendency to develop and get a lot worse. I grew up sailing in the Gulf of Mexico, where the Gulf Stream starts. I hate the Gulf Stream. The worst sailing conditions I've ever seen? Gulf Stream. Except for this last trip. So I just wanted to get across the Gulf Stream and get that out of the way. That's the weather window I was looking for.

"This was way harder than I thought it would be — I'll be perfectly honest. The best sailing I had was on the approach to the equator when I was in the Atlantic. I had a couple of days of really beautiful sailing. Near Brazil sailing north of Salvador de Bahia, that whole area is awesome sailing. It's easy, really pretty, and relaxing. In the South Atlantic, once I was near Argentina, the wind became really inconsistent. If they forecast light air, it would be dead. 'You'll have 5 knots of wind.' That means you'll have 0. There was a lot of stop-and-go there."

Ryan had planned a nonstop voyage, but he had to stop twice. "I went into Brazil to get a new wind instrument, and one of the sails that I had built had torn; the whole panel on the top had ripped. I had a lot of electronics issues. The North Atlantic was pretty violent. It's a rough-ass place to sail in the wintertime on a reach. I was averaging 10.5 knots for days. That shook loose a lot of wire connections, found a lot of weak spots in the electronics. I stopped and waited for the wind instrument to come from France. (It was a French autopilot.) I ended up leaving without it because they kept saying it was coming the next day. I wasted 10 days for no real good reason.

"Then I went to Argentina. They wouldn't let me in, so I took a mooring. Some family flew down and they brought some watermaker parts and the wind instrument. You know what's a good way to ship? Family. I was there for six days, but I wasn't able to get off the boat.

"I never told anybody, 'Yeah, I'm going

to round Cape Horn.' That place has a reputation that precedes it. I'm no longer doing a nonstop record, but I'm close to Cape Horn and I might as well get down there and see what's up. If I feel good about it, I'll continue on.

"I'm approaching the Straits of Le Maire, the doorway to Cape Horn, between Staten Island and the mainland of Argentina in Tierra del Fuego. Once you're in, you're in. That's where you make your decision. I see that there's a storm that was forecast to come from the Southern Ocean, across Chile and out into the Atlantic, reforming with 50 knots of wind and an average sea state of about 18 feet. Timing-wise it looked like from the forecast that I could get caught if I had any problems. And I'd had a lot of problems up to that point. It was in the back of my mind, if something breaks I'm going to get stuck in the storm and to leeward is going to be the Falkland Islands. That's my first real spook for the trip. I considered backing out. Because the current can really



*As suggested by this photo from the Atlantic side of the course, 'Jzerro' is fast and light, not comfy and cruisy.*

4 seconds apart. They were really close and steep and breaking at the top. If I had to sail against those, I don't know how much progress I'd be able to make. If you tried to reach across it, I think it would be full-on dangerous. It's the kind of thing that would roll a monohull and flip a multihull. Going down with it was definitely helpful.

"Sailing around Cape Horn was special. It wasn't fun, but it was breathtaking. I didn't see Cape Horn in daylight, but that whole region is just so beautiful and definitely inhospitable. It's like, you're not supposed to be down here playing around in a sailboat. It feels very much like you're at the bottom of the world. Where you are is way farther south than Australia, New Zealand and



*'Jzerro's an unusually shaped vessel. Here she's flying the outrigger float on a puff inside San Francisco Bay.*

build up a sea state in a north wind. It just happened that I was able to pull it off.

"When I was surfing with no sails in the Straits of Le Maire, those were probably the worst waves I saw on the trip. 12-15 feet but they'd be 3 seconds,

South Africa. You're in the Southern Ocean when you're down there. The storms that I had to outrun to get to the Straits of Le Maire, that's from the Southern Ocean. The whole Chilean coast is affected by that weather.

"The high point was having rounded Cape Horn, sailing from safe water in the Atlantic to safe water in the Pacific. That was one of the times that I just started

RYAN FINN / @20CEANS1ROCK

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## RYAN FINN

smiling. 'I'm out!'

"I had a storm that I had to deal with after rounding Cape Horn, maybe 24 hours into it or so. It wasn't bad, like 30, gusts to 40. It's really cold down there. That was one thing I was surprised by, how much colder it was than I was expecting. Once I got through that, there was light air and I was near the Chilean coast working my way north.

"The coastline — there is no way I would ever try to go in there, even with the charts that I have, on a sailboat with no engine. It's not safe at all. The rocks are huge; it's just dangerous. Then the forecast comes in that there's going to be another storm. I'm like, 'Oh man, that sucks.' And then less than a day between that one and another really big storm, another 50-knot average. They were forecasting an average sea state of 28 feet. That's not good.

"I had no choice. I had to sail through the first one, through the cold front, into the northerly-flowing circulation of that depression to get as far north as possible to get out of the way of the second one.

"I made it out right as that door shut. That took a few days. It was hectic. I was



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doing over 300 miles a day at that point to get out of there. It was really clear once I was out, really obvious. The sun started shining, and I was like, 'I'm out of the Southern Ocean! It's over!'"

The lightweight proa hit top speeds in the low 20s. "It's not a planing hull shape. No foils or anything fancy. It'll sit at 19, but it won't go a lot faster, which I'm glad about. Going 19 knots in flat water is great and fun. Going 19 knots in big waves on a boat that weighs as much as a J/24 is not as much fun."

*Ryan and his girlfriend, Jennifer Sackytio, at RYC on the evening of his arrival in S.F. Bay.*

**J**zerro sailed through the Golden Gate in the golden hour, and Richmond YC welcomed her at their dock. Look for our complete interview with Ryan in an upcoming episode of our *Good Jibes* podcast series. For the reports we posted during Ryan's adventure, see *Electronic Latitude* at [www.latitude38.com](http://www.latitude38.com).

— **latitude** /chris



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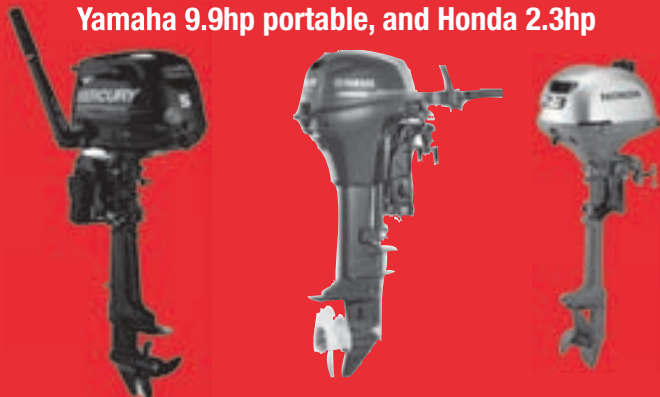
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# CRUISING NORTHERN CALIFORNIA —

Here at latitude 37.77°, we have a reputation that there aren't many places to cruise outside of the Bay. Well, yes and no. Compared with other parts of the country and world, there aren't a ton of places to cruise or harbor hop along the long, windswept coast of Northern California. The weather windows can be small, but predictable, the summer sea breezes can be stiff, and fog and cold air famously can define NorCal summers.

Still, we direct you to the map on the next page highlighting more than 10 cruising destinations all within a day's sail of the Central Bay. It's out there if you want it.

Southern California has the Channel Islands and, by contrast to the north, more reasonable weather. (Exceptions abound, of course.) The East Coast has an infinitely craggy coast dense with charming, historical towns with new dinghy docks and shoreside facilities. There's also a giant intercoastal Waterway stretching along much of the Eastern Seaboard, so that cruisers can cruise without setting foot in the ocean.

Fret not, Northern California sailor. Just as sailing San Francisco's challenging conditions produces outstanding mariners, so too can venturing beyond that Gate produce excellent, well-prepared cruisers. Northern California cruising offers sailors a little bit of everything.

*The Windy.com forecast for about 3 p.m. on May 17, 2022. The purple enveloping Point Reyes and Drake's Bay represents as much as 40 mph winds. This isn't to say that you can't find a reliable, 40-plus hour window of good wind and seas throughout the year. It just requires excellent timing.*

Just a few hours to the north of the hustle and bustle of San Francisco lies Drake's Bay. White cliffs sweep in a gentle, sandy crescent to create a well-protected Bay offering an abundance of nature, as if you'd traveled back in time to pre-European California. Just a few hours to the south lies the town of Half Moon Bay with its well-protected anchorage. A little farther south, and you can grab a slip in Santa Cruz Harbor, where it's about a 30-minute walk to the carnival-like boardwalk.

Looking for more nature? Just keep going south to Moss Landing, and be sure to bring your kayak or paddleboard to explore Elkhorn Slough. A little farther south still lies Monterey, with all the swimming, diving, paddling, sailing and shoreside strolling that you can handle.

You don't have to leave the Bay at all to experience California's richest cruising grounds: the Delta, which also offers a mix of nature and charming towns to explore. There are numerous spots around the Central Bay itself, as well, that offer excellent anchorages tucked into the Bay's many nooks and crannies.

Where will you sail?

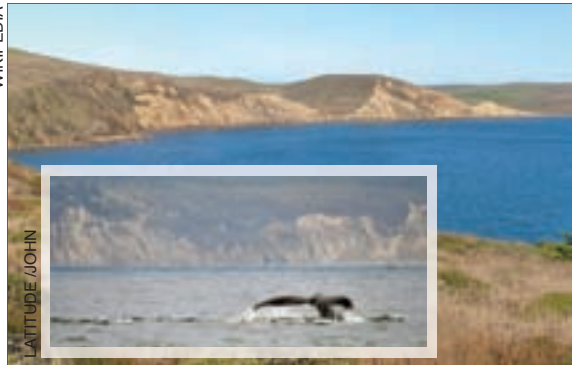
First things first: If you're sailing out the Gate, there is serious work to be done before the dock lines are cast. US Sailing offers the online course, "Safety at Sea: Coastal" for \$50. The curriculum covers giving assistance at sea, personal safety gear, crew overboard and search-and-rescue scenarios and emergency communications. That class can be found at: [www.firsttack.org/courses/safety-at-sea-coastal](http://www.firsttack.org/courses/safety-at-sea-coastal).

The Yacht Racing Association has also outlined a number of safety equipment requirements; while created around offshore racing, the equipment is relevant to cruisers. Go to [www.yra.org](http://www.yra.org), then click on Race Management, then click on Offshore Safety Requirements.

There are numerous offshore sailing and cruising classes available in the Bay Area. Please learn, gain experience, and respect the conditions before you decide to venture out. "Encourage people to get out there, but to do it responsibly," said David Forbes, the general manager of Club Nautique, which offers a Coastal Passagemaking class. "It can be very rewarding; it can be very challenging. You can be self-prepared and self-reliant. The challenges are greater, but the rewards commensurate."

Let's consider Drake's Bay and Half

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**Clockwise from top left: Drake's Bay is a stark contrast to the San Francisco Cityfront. Inset: Whales abound near Point Reyes; John Kearney's Express 27 'Salty Hotel' sails past Point Bonita on the way to Drake's Bay; Moss Landing is one of the great escapes by boat in the Bay Area; Santa Cruz Harbor; in May 2020, singlehander Graeme Lowe singlehanded to Drake's Bay on his Baltic 38 'Merope'.**

Moon Bay to be the low-hanging cruising fruit of Northern California — both are within a few hours sail/motor of Bay Area marinas. Step No. 1 when planning a trip: Make a schedule. Step No. 2: Get ready to throw that schedule overboard. Like cruising anywhere in the world, you are at the whim of the weather, and this is especially true during a Northern California summer. You must be 100% flexible to go as your weather window allows.

Drake's Bay is well-protected from the prevailing west northwesterly breeze, but it's wide open to any southern energy.

"Anchor out by the old Coast Guard pier, where a dinghy landing is pretty easy for getting ashore to explore and hike," wrote Ryan Cheff of the Oakland-based Jeanneau 49DS *Halcyon*. "You can also take your dinghy to Drake's Beach, where you can have most of it to yourselves — just pay attention to where the herds of elephant seals are, and note that there will be others randomly around." (Elephant seals generally breed, and are predominantly on shore, between December and March.)

As long as we're talking about cruising in the Point Reyes region, let's not



# THE BAY AREA AND BEYOND



LATITUDE / CHRIS



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forget about what's right around the corner. Tomales Bay is almost 15 miles long, about a mile wide, and famously shallow, though apparently quite navigable. Here's some local knowledge from Inverness resident Milly Biller, owner of the International 110 *Big Pink*.

"The mouth of the bay and the bar can be quite treacherous, and the bar can break. I would never attempt to cross the Tomales Bay Bar when Bodega Bay buoy is recording over five-ft of swell.

"Once over the bar, it is important to stay quite close to the west shore until you get to one point that sticks out farther east than the rest of the shoreline; you must make a slight turn to port to round it. Once past that, stay close to the west side again. When you get in the vicinity of Hog Island, keep the channel pylons on your port side until you get to the third pylon off Pelican Point, which must be left to starboard. After that, the bay is wide open for eight miles or so, with plenty of anchoring on the west side, which is dotted with quiet, solitary coves and beaches, and is very beautiful."

Beau Vrolyk of Santa Cruz said that he takes his Alden-designed 73-ft schooner *Mayan* to Tomales Bay each fall. "While the entrance can be rough in a strong NW wind, the weather forecasts are good enough that you can dodge those rough patches. We typically choose a day with winds below 15 knots outside, and leave San Francisco early in the day before the chop builds up. Some complain that it's too shallow — we've never found more

than 10 feet of water in the channel.

"Once inside the Bay, there are numerous beautiful spots to anchor. The quiet water and gentle winds are a joy. The elk come down to the beach at White Gulch to feed. Fresh oysters at Nick's Cove. Great holding and a wonderful park at Heart's Desire. Like all shallow estuaries, a good chart and careful attention will keep sailors out of trouble. The bottom is mud and holds well."

There are obviously many destinations beyond Point Reyes — right up to the icy shores of Alaska. We consider anything beyond Bodega Bay to be a full-on ocean passage and different "level" of cruising altogether. "Humboldt Bay is not to be missed," wrote Arnold Oliver. "It is the home port of the legendary Vets For Peace *Golden Rule* peace vessel. And the locals there welcome you like family, as they did us."

**D**on't forget that Half Moon Bay is guarded by a monstrous wave in the winter. Be sure to

give Pillar Point and Mavericks an appropriately wide berth when heading into the breakwater in this all-weather anchorage. You can either anchor or take a slip in Half Moon Bay. The town is well traveled by surfers and tourists. "Pillar Point has slips and a good anchorage outside the inner harbor. The bottom is soft mud, so a washdown hose is handy," wrote Beau Vrolyk.

David Forbes said that Club Nautique sometimes steers people away from Half Moon Bay to avoid the lure of creature comforts. "There needs to be a reason to be doing what we're doing," he said of teaching offshore sailing. Don't forget to immerse yourself in nature.

That's easy to do at Año Nuevo, which lies about halfway between Half Moon Bay and Santa Cruz. A California state park, Año Nuevo is another spot where, after dropping the hook, you might feel like you sailed back to 1822. "Anchor overnight at Año Nuevo," Ralph wrote us. "Yes, it's rolly but rare to see another boat. My longtime crew finally said no more — too rolly."

We have arrived at Santa Cruz's Soquel Cove. "Two great places to anchor all summer long," wrote Vrolyk. "The 80-mile sail from San Francisco to these



GOOGLE EARTH



# CRUISING NORTHERN CALIFORNIA



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The cruising life is good in Half Moon Bay, as the sun sets behind Pillar Point.

southern destinations can be as fun or calm as you wish. Leave San Francisco early and you'll probably power for a number of hours in calm seas. The wind typically picks up around noon, and the ride downwind along the cliffs of Davenport can be exciting or easy, depending on what you enjoy. Turn left at Point Santa Cruz (also known as 'Lighthouse Point') and you'll find a great anchorage with a sand bottom 12-20 feet down, and flat seas.

"The point blocks the wind, and the view of the surfers riding the point break is epic. If you prefer tying up to a dock, the Santa Cruz Harbor almost always has room for visitors. There are great restaurants and bars within easy walking distance, and the Santa Cruz Yacht Club is a warm and welcoming place where the bar never runs dry. A few miles east, there is a great anchorage in Soquel Cove just off the beach town of Capitola. During the summer, there is shore boat service, and smaller boats can rent a buoy to avoid anchoring."

Of Santa Cruz, Ryan Cheff wrote: "Santa Cruz Harbor is a super-cute, quiet part of town far enough away from downtown and the pier to make it feel like somewhere else — though both are within 15-minute walks. Though reservations are not taken, the harbor does a great job of finding space for guests and transiting boats upon arrival. Right in the harbor, there are expansive beaches with fire pits and the famous Crow's Nest Restaurant. You can watch the fishermen come back with their catches. My family makes the journey to the pier and boardwalk, which is doable even for younger kids."

We'll refer you to the June 1, 2020, 'Lectronic *Latitude*: Local Cruising Destinations: Moss Landing Harbor, for a guide on that next spot south.

"Just over 20 miles due south of Santa Cruz lies Monterey," Vrolyk wrote. "One can anchor in 50 feet of water with a sand bottom, or call the harbor master for a berth. The anchorage can roll a bit in the afternoon winds, but it usually calms down at night."

Ryan Cheff wrote, "If you want to maximize your time in Monterey, you can make it down in a long overnight passage from the Bay, but you will be

missing some beautiful scenery and the potential of whale watching. In our times down the coast, we have always been able to see grey and humpback whales along the journey — sometimes a bit too close for comfort.

"The Monterey Municipal Marina does not take reservations; Breakwater Cove does, and it's where we prefer to stay. It's adjacent to San Carlos Beach Park, and an easy walk to both town and the Wharf. You have all the stuff Monterey has to offer and an easy trip down to Still Water Cove if you'd like to soak in some Pebble Beach."

Monterey might represent the end of the line for those easy-to-get-to, few-to-several-hours destinations. Morro Bay and San Luis Obispo will require some overnight sailing. After that, you're basically heading south to the Channel Islands, and to the border.

Where will you stop?

Will you come back?

"The trip back to San Francisco from Monterey is easily divided up into three nice sails," Vrolyk wrote. "First is a long port tack back to Santa Cruz. Second, leave early in the morning if strong winds are in the forecast and get past Año Nuevo by noon. Then it's an easy sail up the beach to Pillar Point Harbor, where it's only a bit over 20 miles from Pillar Point to the Golden Gate, so pick your

departure north to match how much wind you like. Leave early for a motor home, and wait until noon for a spirited sail. Keep well off Ocean Beach if there are large waves — it breaks in there."

The Delta really deserves an entire story, of which there are many in *Latitude*. Sign-ups for the Delta Doo Dah are open right now, and the event is free. Be sure to check out our Delta page at [www.latitude38.com/delta-doo-dah](http://www.latitude38.com/delta-doo-dah).

[com/delta-doo-dah](http://www.latitude38.com/delta-doo-dah).

The Delta has it all. It requires some planning as far as transiting in ideal winds and tides. Bridge tenders are happy to oblige sailboats passing through. You can anchor along the 1,000-plus miles of waterways, as well as slip into a marina, most of which are happy to take guests. Water toys are a must to explore the shallows. Be prepared for any and all weather, from heat to Bay Area chill. (On May 19, one of the *Latitude* staff posted video of 30-knot winds with 50-mph gusts at her marina.)

"A tip for the bash back to the Bay that may not be intuitive," wrote *Latitude's* Delta Bureau Chief: "Transit Suisun Bay, Carquinez Strait and San Pablo Bay on a flood, not an ebb! Much more comfortable. It's also more pleasant to break up the return trip. Antioch, Pittsburg, Benicia, Martinez and Vallejo are all great places to stop. (Depth may be an issue in Martinez.) There are also options for launching trailerable sailboats, but trailer-sailors should be advised that Brannan Island State Park is closed."

We wish you happy and safe cruising, *Latitude Nation*. We hope to see you on the hook somewhere around good ol' 37.77° north.

Bring layers.

It can get a little chilly at night.

— *latitude*

It was two reefs in the main and a partially furled jib for Graeme Lowe on his Baltic 38 'Merope' on a singlehanded sail to Drake's Bay in May 2020.



GRAEME LOWE





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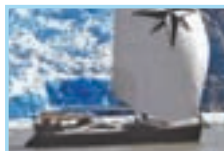
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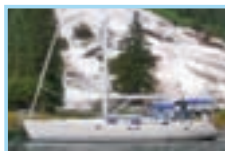
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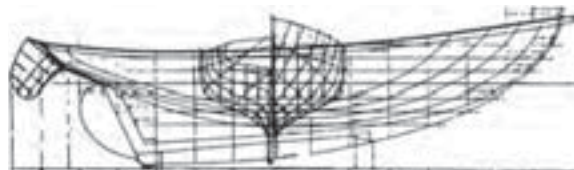


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"Please stop coiling that halyard!" he shouted. "Let me do it."

I thought I was being a helpful crew, but I was sailing with one of those owners who insist on doing everything their way, right down to how the tail of the jib halyard had to be made up.

The raised voice seemed even more inappropriate because the race was over. We were back at the dock putting the boat away. The halyards, in another display of near-fanatic attention to detail, had been attached to tag lines and raised to the masthead "to keep them out of the sun," as the owner explained. This left long halyard tails in the cockpit, and I was carefully coiling from the cleat out, to ensure that any twists would be worked to the end of the rope and not captured between the coil and the cleat, as I had been taught to do from an early age.

"Every time you make a circular loop in a line," he explained impatiently, "you introduce a twist. Here, let me show you the right way to coil a halyard tail."

I passed him my half-completed coil, which he shook out completely so he could start over. His coiling technique was basically the same as mine, except he rolled the rope between his fingers in the opposite direction from what I usually do, so the coils fell into a figure-eight pattern instead of the neat circular coils that I prefer.

"Sure, I can do it that way," I said, as I turned my attention to one of the spinnaker halyards to coil it his way. But it was harder than it looked. My hands were trained to coil in a circle, not an eight, and this was going to take some new muscle memory to get it right.

"Seems to me," I argued, "that even with the circular coil, all the twists are gone when you're done, if you just let the free end rotate as you coil."

"But the twists are introduced again when the circular coils are pulled straight, and the remainder of the coil will not rotate freely enough to let the rope untwist," he countered.

"Like, he's right," said an all-too-familiar voice from behind me, standing on the dock. "Each circular coil puts another 360-degree twist in the rope. Not a big deal for the old-fashioned double braid, which is very flexible in torsion. But these modern ropes are stiff in torsion, and they hockle easily if there's too much twist added by poor coiling technique."

"Whose technique are you calling poor?" I challenged. "I do it by the book,

always clockwise for rope and counter-clockwise for left-hand-lay cable ... although come to think of it, no one ever explained why that was the rule."

"Twisted three-strand is different," Lee started to explain. "It relies on a certain amount of torsional stress to hold it together, so it likes circular coils."

"But the reason for the clockwise coiling," added the owner, "is so that the coiled rope is twisted in the direction that reduces the torsional stress, so it's less likely to kink and jam at a fairlead or block."

"Never thought of it that way," I said as I examined one of the three-strand dock lines. "But it looks like the dock lines already have a clockwise twist, like a right-handed propeller, so isn't that backward?"

"Depends on whether you're looking at it from the back of the coil or the front," Lee suggested. "I mean it's, like, totally ambiguous to say 'coil clockwise' because they actually mean counter-clockwise in the direction that the rope is building the coil. With the coil in one hand, the free end coming in from the other hand, you're, like, looking backward from the new end of the coil toward the starting end, so when the books say 'clockwise,' they really mean 'counterclockwise' or opposite to the lay of the rope."

Lee was really just confirming what everyone already knows about the meaning of a right-hand "clockwise" or a left-hand "counterclockwise" coil. But I was still having trouble getting that long spinnaker halyard tail to hang in figure eights instead of loops. My right thumb insisted on pushing the top of the rope away from me, rotating the rope the "wrong" way.

"The muscle memory is different," said the skipper, and he took the half-coiled halyard tail from my hands and made the rope behave exactly as desired.

Meanwhile, the woman who ran the foredeck came back to the cockpit with one end of the heavy foreguy, and used a sheet winch to form one end of the figure-eight coils. I tried the same method to coil a spinnaker sheet on the other side of the cockpit, with much better luck.

However, I was stopped and corrected again when I pulled the figure-eight coil off the winch to make the turns around the middle that would hold everything together.

"You just created six new twists in

the end of the sheet," Lee informed me. "Spinny sheets don't have knots in the end for a reason, and like, I hate to think that those six twists you put in the end might turn into a Blackaller just when you need to cast off one corner of the trawl net ..."

How did Lee know that we used to call kinks or hockles in a twisted sheet that jammed in the fairlead a "Blackaller"? (But in a respectful way.) That was way before her time. And where did she pick up "frapping turns" as a term of art? Must be from the French. But I knew exactly what she was referring to with "cast off the trawl net."

"The only time I'd use frapping turns on a halyard coil," Lee continued, "is when the turns — and only make two or three of them — are made at the cleat end of the coil. That way you put equal and opposite twists in the rope between your turns and the cleat, and, like, at least in theory, they cancel each other out when the hank pays out, before anything gets stuck."

"Actually that's also how I was taught to do it," I said. "Coil away from the cleat, but finish it off at the cleat. But no one could ever explain why."

"Still," added the foredeck crew, "mo' betta' to not use frapping turns at all. Take the first loop nearest the cleated end, the end you started with, and pull the bight at the top of the loop through the top of the hank, then around again, then loop the bight over the cleat or winch drum. No twists at all when it pays out."

"And one more fine point," said the owner. "Notice how I have horn cleats, not jam or cam or clam cleats, at the barber-hauler and twing winches?"

"Yes," I said, "and I like that you use dedicated winches for a lot of the controls, instead of rope clutches. Much faster to make small adjustments that way."

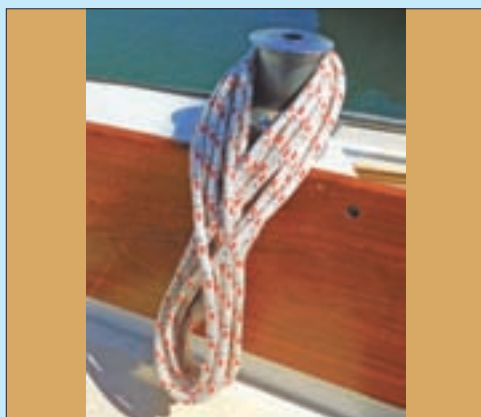
"Better twist control too," he explained. "If there are three clockwise wraps around a winch, I train crew to make three counterclockwise wraps around the cleat, after the initial hitch. That way ..."

"The twists cancel out!" I finished the sentence for him. "That's going to take more retraining of my hands, but I can see that three clockwise and three counterclockwise is much better than six or even three in only one direction."

"Yet another good reason to avoid self-tailing winches and rope clutches," Lee added.



# DOES THE TWIST



**Top left:** The figure-eight skeptics demo: Clamp one end of the hose, and coil carefully in circles. The white stripe is on top, indicating no twist in the hose. **Center:** When the hose pays out, there is one full twist for each loop in the coil. **Right:** Same exercise with a figure-eight coil. **Middle left:** The hose pays out with no twists. Convinced? **Center:** A proper figure-eight coil. Use a winch for help until your thumb is retrained. **Right:** Best way to hang the coil, pulling the bight on the top of the first loop through the hank and over the top twice. **Bottom left:** No frapping turns! Each one adds another twist. **Center:** For an extra-clean jib sheet release, neutralize the wraps around the winch with an equal number of counter clockwise wraps around the cleat. **Right:** Do not use this machine, unless you can unroll the rope from a similar spool. Each rotation adds a twist to the rope if you pay it out from the top. Use the rope odometer, but coil by hand in a figure-eight.

There was one more spinnaker sheet to coil, and I was determined to make this one lay into those figure eights that the owner seemed to make with so little effort. My thumb still did not want to cooperate.

"It still feels like I'm putting a lot more twist in the rope this way," I complained, "compared to when I let it fall into loops instead of eights."

"Could be because the last person to coil it also did it wrong," suggested Lee.

"If you're still, like, skeptical, let's do the garden hose demo."

Conveniently, there was a long dock hose lying in a messy coil on the dock by the hose spigot.

"I'll need a bit of duct tape," Lee called to whoever might be in the cabin, and a roll of tape was tossed up shortly.

"First I need to tape over the swivel at the connected end, so no cheating on the twists in the hose," she said as

she locked the hose swivel end in place with a wrap of tape. "This is perfect. It's the kind of hose with one long white stripe, the Ace house brand, so we can easily see if it's twisted, and by how many turns."

Then she stretched out the hose to its full 50-foot length, making sure the white stripe did not circle the hose. No twists, we all agreed.

Next she came back to the spigot end and carefully coiled the hose in

# MAX EBB

circles, rotating the hose as she coiled, to keep the white stripe up. We counted 10 loops.

"Is it twisted now?" she asked.

"Doesn't look like it," I said. "All the twists went to the free end of the hose as you coiled, where they disappeared because the free end is free to rotate. So there are still no twists in the hose."

At this point it looked as if Lee's demo was going to be a flop, and I was ready to believe that all this figure-eight stuff was just so much sailing mythology.

Then she took the free end, on the top of the coil, and walked down the dock with it till the hose was again stretched all the way out. To my dismay, the hose looked like a stretched-out spiral. As Lee walked back to the boat, she counted how many times the white stripe circled the hose. Ten, same as the number of loops.

"OK, but is the figure-eight coil any better?" I challenged. There was still hope.

"I knew you would ask," she said as

she again coiled the hose, this time in figure eights, again keeping the white stripe up and allowing all the twisting to exit out the free end. But this time, when she pulled the coil straight, the white stripe only circled the hose about

*"I do it by the book,  
always clockwise for rope  
and counter clockwise  
for left-hand-lay cable...  
although come to think of  
it, no one ever explained  
why that was the rule."*

a half turn, proving that the hose was essentially untwisted. So much for mythology; the result was clear.

"I guess you were never in the AV squad in high school," remarked the foredeck crew. "We all knew about

keeping twists out of cables, but we did it a little differently, alternating front and back as we coiled. The result was really a folded figure eight."

"But that doesn't work so well on boats," Lee added. "You need a top and a bottom for the rope to pay out cleanly."

Finally, everything was all put away to the owner's exacting standards, and the foredeck crew mentioned that she would be going by the chandlery during the week, and could pick up some fancy new low-stretch rope that was needed to replace a worn-out jib sheet.

"Yes, that would be great," said the owner. "That jib sheet has been around the block a few times. But whatever you do, don't let them wind the new rope around that spool with the length-measuring odometer."

That last instruction would have confused me a half hour earlier, but by then I knew exactly why the rope-measuring spool — or at least the spool part — is a bad way to buy rope.

— max ebb

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# THE RACING

**A** pair of offshore extravaganzas opens the YRA's ocean season: the **Lightship** and the new **Bluewater Bash**. We return to San Francisco Bay for the SSS **Singlehanded South Bay Race** and StFYC's **US Match Racing Qualifier**, then check in on the international scene with **SailGP** and **Clipper Round the World**. Photos from EYC's **Twilight Series** and the El Toro fleet's epic Bay crossing in the **Bullship Race**, plus **Box Scores**, complete this edition.

## YRA Lightship Opens Ocean Season

On April 23 the Full Crew Lightship Race kicked off the OYRA's 2022 ocean racing season almost perfectly. All 52 entered boats crossed the St. Francis Yacht Club's start line on their way to the 'Lightbucket' in one of the oldest ocean races sailed out of San Francisco Bay. The fleet found a welcome ebb and enough west wind, most boats passing under the Golden Gate Bridge in about 15 minutes on one tack.

Once under the bridge, most boats opted to stay in the middle, tacking upwind to stay in the strongest ebb. Wind speeds stayed below 10 knots, but there was enough ebb to create a bumpy ride out beyond Lands End. Once Point Bonita was in the rearview mirror, water conditions calmed down. A fairly

water of the day, but once past Point Bonita that smoothed out. There was no Demon at the South Tower on this race — almost everyone opted for the North Tower before jibing over for the StFYC finish line. Several boats experienced a moment or two of excitement on the jibe, but everyone recovered and paraded across the Bay to the Presidio and the finish. All 52 boats finished the race!

Comments about the race included "Almost perfect Lightbucket day," "Great to be back out on the ocean," and "I was sorta overdressed for the occasion."

The race is scored two ways: Overall race scores and Series scores. One-time entrants don't qualify for Series points, but will pick up overall prizes at YRA's annual awards party this fall.

The next OYRA race was the classic

(9 boats)

PHRO 2 — 1) **Wolfpack**, Donovan 30, Andrew Hamilton; 2) **Story Maker**, Tartan 101, Mike & Sean Mahoney; 3) **Inconceivable**, J/88, Steve Gordon. (12 boats)

PHRO 3 — 1) **Viva**, Cal 40, Don Jesberg; 2) **Green Buffalo**, Cal 40, Jim Quanci; 3) **Duende**, Cal 40, Philip Lavelle. (8 boats)

SHS — 1) **'io**, Antrim 27, Buzz Blackett/Jim Antrim; 2) **Yeti**, Express 27, Adam Mazurkiewicz/Lori Tewksbury; 3) **Nancy**, Wyliecat 30, Pat Broderick/Jennifer McKenna. (9 boats)

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

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

## OYRA DUXSHIP, 5/14

PHRO 1 — 1) **Swift Ness**, J/111, Nesrin Basoz; 2) **Pegasus**, Newland 36, Stephen Lewis; 3) **Leading Lady**, 1D35, Andrew Lindstrom. (11 boats)

PHRO 2 — 1) **Reverie**, J/109, John Arens; 2) **Spindrift V**, Express 37, Andy Schwenk; 3) **Elan**, Express 37, Jack Peurach. (10 boats)



**Lightship Race, left: The Lightship fleet blasts back into the Golden Gate. Right: The Seacart 30 'Bottle Rocket' continued her winning ways with a victory in the Multihull division.**

steady 9-knot northwest wind, with an occasional gust into the low teens, kicked in. Once clear of Lands End, many boats sailed a rhumbline track all the way to the Lightship, aided by the strong ebb, which could be felt most of the way out.

Once around the 'SF' buoy marking the old lightship's location, a tight spinaker reach on the way back to Lands End allowed boats to increase their speeds. The last half mile before entering the Golden Gate provided the roughest

Duxship on May 14, then the Full Crew Farallones race on June 4. See more at [www.yra.org](http://www.yra.org).

— pat broderick

## OYRA LIGHTSHIP, 4/23

PHRO 1A — 1) **Arsenal**, J/125, Andrew Picel; 2) **Rufless**, J/125, Rufus Sjoberg; 3) **WildCard**, SC37, Nicholas Grebe. (8 boats)

PHRO 1B — 1) **Pegasus**, Newland 36, Stephen Lewis; 2) **Sapphire**, Synergy 1000, Mark Dowdy; 3) **Swift Ness**, J/111, Nesrin Basoz.

PHRO 3 — 1) **Ahi**, Santana 35, Andy Newell; 2) **Sea Star**, Cal 39, Bob Walden; 3) **Cali**, Islander 36, Kerry Scott. (3 boats)

SHS — 1) **Osprey**, Jeanneau 349, Todd Arnold. (1 boat)

MULTIHULL — 1) **Bottle Rocket**, Seacart 30, David Schumann; 2) **Round Midnight**, Explorer 44, Richard Waltonsmith; 3) **Lookin' Good 3**, F-28R, Rafi Yahalom. (4 boats)

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

## Jocelyn Nash Bluewater Bash

Things in sailboat racing don't always work out the way they're planned. We have a saying: "Sh\*t happens."



Steve Lewis's Newland 36 'Pegasus' won PHRO 1B in the Lightship Race on April 23.



ERIK SIMONSON / WWW.PRESSURE-DROP.US

Sometimes it's serious, sometimes just disappointing. The Bluewater Bash on May 6-7 was mostly disappointing, with a little initial drama tossed in.

The crew of the Cal 40 *Green Buffalo* — Jim (skipper), Stephen (Jim's son), Ben, Brian and your humble author — assembled at Richmond YC, where the boat was prepped, and the crew stowed their gear for the race. The RYC harbor was busy with other boats preparing for the race, but not as many as originally planned. Due to high wind predictions early Saturday morning and throughout the day, the YRA Bluewater Bash race committee postponed the race for all smaller boats rating 120 and above. That removed a third of the entries from the race. *Green Buffalo* rates 114, so off we went to the start line across the Bay at St. Francis YC, about three quarters of a mile inside the Golden Gate Bridge and 75 miles east of the turnaround mark, longitude 124°W.

Wind was light and the morning's ebb on time. The decision to hoist the mainsail was made, so Stephen and Ben moved to the mast and began hoisting. For the final few feet the halyard went onto the winch and Ben got to crank. As the luff tensioned, things began to go south. The tack cringle (the ring that's sewn into the sail to hold the forward bottom corner to the gooseneck) pulled

out. Since the sail is loose-footed, the entire foot was flapping in the breeze from the clew to the jagged tack. Not good!

The cunningham cringle was pulled down to the tack hook and the outhaul tensioned, which stopped the flapping but resulted in a lower boom, which rested on the dodger and banged the helmsman at the wheel in the head. After removing the dodger, we began to sail, but the boom only cleared the wheel by a few inches and the sail looked terrible. Jim rummaged around in the cabin collecting sail repair equipment: sail needle, sail thread, palm, webbing, pliers. Still motoring in gentle wind, Jim began repairing the damage. Three

broken needles later the 'fix' looked as if it should hold, the sail was rehoisted successfully, and we sailed to the start line, fingers crossed.

The outer starting mark A at StFYC was missing! So the race committee announced a replacement starting line with the remaining inner StFYC mark B as one end and the white Corinthian YC in Tiburon as the farther end. That's a distance of about 5 miles from the San Francisco shoreline to Marin County. But wait — there's more! It was foggy, with about half a mile visibility. Of course the race committee requested that boats start as close to the StFYC clubhouse as possible so they could identify starters by sail numbers. Jim quickly dialed in an approximate start line on the chart-plotter, the countdown began, and we crossed the invisible start line on the inaugural YRA Bluewater Bash, the last division to start, following all the bigger, faster boats toward the Golden Gate Bridge, which we could sort of see through the fog.

*Green Buffalo* is a classic Cal 40 launched in 1968, one of 155 built in Southern California. Cal 40s are legendary West Coast boats, really the first of the lightweight ocean racing boats that can surf. They dominated West Coast racing for several decades and continue to perform well against much more mod-

For more racing news, subscribe to *'Electronic Latitude* online at [www.latitude38.com](http://www.latitude38.com)

May's racing stories included:

- Great Vallejo Race • Moore 24 PCCs
- Daniela Moroz in Semaine Olympique Française • Ocean Globe Race
- Tom Slingsby Joins American Magic
- Vote for Paralympians Nick Scandone and Maureen McKinnon
- Friday Night Buoy Tour
- Silver High School PCCs
- More Bluewater Bash & Clipper Race
- Previews of June Races, and more.

# THE RACING

ALL PHOTOS THIS PAGE BEN SHAW



ern designs. Check the sailboats for sale and you won't find many Cal 40s listed. Check race results to see where they are. Jim keeps *Green Buffalo* in race-ready condition and shares the winning list more often than not.

We reached the bridge in one tack and then Lands End an hour later after multiple tacks. As we passed Point Bonita, we sailed through a pod of humpback whales, maybe six or seven feeding, blowing, and fluking. Things were beginning to look possible.

However, for the next few hours we had light southwest to west wind, most of the time on the nose, with long northerly-southerly tacks and not much progress toward 124°W. At times the sails slatted while we waited for another zephyr to arrive.

The fog never really lifted, coming and going with a few hundred yards' visibility at times, occasionally a mile or so. AIS alerted us to several ships, and we heard their fog whistles through the murk. One time the sky opened overhead and Ursa Major made its ursine appearance. The moon was a glow moving across the darkness.

And it began to rain! Up went the dodger and foulie hoods. And down went our optimism. With SE Farallon Island still 3 miles away, and more than 50 miles to go before reaching the turnaround point, with another 75 miles

*From 'Green Buffalo' in the Bluewater Bash, clockwise from top left: Jim Quanci works on the failed tack cringle; this is what the North Tower of the Golden Gate Bridge looks like at 1 a.m.; Brian Rus trims main and Pat Broderick takes a turn at the helm of the Cal 40. Read more Bluewater Bash stories on 'Lectronic Latitude' at [www.latitude38.com](http://www.latitude38.com).*

back to the finish at the Harding Rock Buoy after that, the decision to pull the plug — always a hard one — was made. We tacked around and began reaching back toward Point Bonita and home. Ben and I shared the cockpit and watched as the Lightship buoy appeared to starboard and passed behind us. Then we picked up the loom of Point Bonita's light, still 9 or 10 miles ahead, marking the entrance to the Golden Gate.

What little wind there was began to drop, and a few miles shy of Lands End the iron sail was fired up. Suddenly we began making 7 instead of 3.5 knots' progress toward home. We arrived at the berth around 2 a.m., spent an hour getting the boat put away and our personal gear packed up, and by 3 a.m. *Green Buffalo* was sitting lonely in her berth, another — brief — ocean adventure under her keel. We all agreed we'd had a good time, even if we abandoned the race. There's always a next time to sail out to 124° and back. Or just sail out into the Gulf of the Farallones and Pacific Ocean. Being on the ocean in the fog in the dark listening to a ship's fog signal pass off in the distance is magical.

When the race results were published,

we saw that no other boat in our division had finished either.

— pat broderick

## YRA BLUEWATER BASH, 5/6-7

PHRF 1 — 1) **City Lights**, SC52, Aaon Wangerheim; 2) **WildCard**, SC37, Nicholas Grebe; 3) **Kahoots**, Andrews 43, Greg Mitchell. (5 boats)

PHRF 2 — 1) **Ferox**, Pogo 36, Anja Bog; 2) **Pegasus**, Newland 36, Stephen Lewis; 3) **Total Eclipse**, Kalik 40, Roger Wise. (4 boats)

SHORTHANDED 1 — 1) **Jamani**, J/120, Sean & Jeff Mulvihill; 2) **'io**, Antrim 27, Buzz Blackett/Jim Antrim; 3) **Eskorifi**, Pogo 30, Erwan Menard/Fred Bouju. (3 boats)

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

## **SSS No Trophy South Bay Race**

Grant Kiba purchased a 1988 Olson 911 about two years ago. He found the boat in Alameda, but, under the name *Prajna*, she had spent most of her years in the fresh water of Coeur d'Alene, Idaho. Grant found her through an ad in *Latitude 38* after a previous deal fell through due to the pandemic.

On April 23, Grant tried his first singlehanded race with the Olson, now named *Take Five More*. He had been inspired by Sam McFadden, for whom





he crewed on the Olson 30 *Dragonsong*. Other Olson 911 sailors helped Grant to learn foredeck work and spinnaker trim. He had cruised his previous boat solo, in the Delta, but hadn't sailed in a singlehanded race before.

The singlehanded-only race that day was held south of the Bay Bridge, with a start south of the entrance to the Alameda Estuary. The mid-Bay green and red SC buoy served as the windward mark; a green buoy along the San Francisco shoreline served as a jibe mark, and the leeward mark was back on the Alameda side. The sailing instructions called for two laps of the triangle course.

To encourage doublehanders to try singlehanded, the Singlehanded Sailing Society put first-time singlehanders in their own divisions, one for spinnaker and one for non-spinnaker. The first timers went last in the starting sequence.

"Conditions were super-light," said Grant. "The race start was delayed an hour." By the time that Grant's start finally rolled around, the wind had filled in. He misjudged the timing to his start and had to spin a 360 to keep from being over early.

"Everyone stacked up at the windward mark," Grant recalled. "I set a spinnaker and passed the non-spinnaker boats. The westerly wind died, then shifted to the south, then to the north. I had a big tangly mess, but sorted it out. I was

**Encinal YC's Twilight Race on Friday, April 22, on the Alameda Estuary. The series continues every other week until September 3. See [www.jibeset.net/EYC000.php?RG=T00497205](http://www.jibeset.net/EYC000.php?RG=T00497205) to check standings or to sign up. For info on this and many more Beer Can Series, see our Calendar on pages 10-18.**

close to Ben Doolittle's *Wahoo*, a Capo 30, and the Merit 25 *Chesapeake*. They dropped before the leeward mark. Sam said to do things early, but I was late to drop. I heard a horn — an early finish! I still had the kite up. Another lap and I wouldn't have won."

Sam told him he'd sailed a good race. Indeed — first-timer Grant corrected out to first place overall!

— latitude / chris

#### SSS SINGLEHANDED SOUTH BAY RACE, 4/23

SPINNAKER ≤159 — 1) **Shadowfax**, Olson 25, Gerard Kuperus; 2) **Joujou**, Capo 30, Tom Boussie; 3) **Polecat**, Wyliecat 30, Dan Doud; (6 boats)

SPINNAKER ≥162 — 1) **High & Dry**, Santana 22, Igor Polevoy; 2) **Chloe**, Rhodes Swiftsure, Cully Cobb; 3) **Dura Mater**, Cal 2-27, Jackie Philpott. (5 boats)

SPORTBOAT — 1) **Starbuck**, Black Soo, Matthew Beall; 2) **Dragonsong**, Olson 30, Sam McFadden. (2 boats)

NON-SPINNAKER — 1) **Jacqueline**, Freedom 30, William Cunningham; 2) **Elan**, Beneteau 37, Richard Atkinson; 3) **Raven**, Beneteau First 35, Jean-Michel Esnault. (5 boats)

FIRST TIMER WITH SPINNAKER — 1) **Take Five More**, Olson 911, Grant Kiba. (1 boat)

FIRST TIMER WITHOUT SPINNAKER — 1)

**Eos**, Cal 2-34, Mike Smith. (1 boat)

OVERALL — 1) **Take Five More**; 2) **High & Dry**; 3) **Shadowfax**; 4) **Chloe**; 5) **Starbuck**. (20 boats)

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

#### **High School Kid Tops Match Race**

High school senior Connor Bennett won 13 out of his 14 matches in the US Match Racing Qualifier held on April 30-May 1 at St. Francis YC in the club's evenly matched fleet of J/22s. This achievement earned him an invitation to the US Match Racing Championship in October at Oakcliff Sailing Center in Oyster Bay, NY.

Finishing in second with 11 wins, US Women's Match Race champion Nicole Breault praised Connor for his skill both at the helm and in team building. He had stacked his boat with a terrific tactician — his dad, Shawn Bennett, a former US Match Racing champion — and top crewmates Eric Bamhoff and John Bonds.

High school junior Tor Svendsen also packed his boat with talent, including his dad Sean Svendsen, Russ Silvestri and Steve Marsh, and finished third, beating newcomer Ryder Easterlin on the tie-breaker.

The eight teams competing in this

# THE RACING

LISA GILMORE



CHRIS RAY / WWW.CRAYVR.COM



event battled in San Francisco Bay's high winds and a building ebb current — challenging conditions for match racing moves where skippers aim quite closely at the opponent, and execute quick tacks and luffs to force them to the unfavored side of the race course.

In the weekend's 20- to 30-knot winds (with occasional higher gusts), even the prosaic circling to kill time during the prestart created a great premium on boat handling. Once rounding the windward mark, teams rock-and-rolled their way down the course under spinnaker until the last few matches each day, when PRO Wendy Corzine put up the Golf flag to signify main and jib only.

"We had great conditions and some exciting wind," Connor reflected. "The race committee and all the organizing officials put on a great event, with a lot of talented sailors. I'm relatively new to match racing, but I've been lucky enough to have my dad Shawn Bennett sailing with me. I'm super-excited to keep training and learning for the USMRC in October."

Tor commented, "The competition was high caliber, and few of our races were won easily. I was lucky to have such an experienced crew, and the teamwork on my boat was great. I made some unforced

**Left: The winning team at StFYC's USMRC Qualifier on April 30, left to right, skipper Connor Bennett, Shawn Bennett, Eric Bamhoff and John Bonds. Right: Match-racing action in the club's J/22s.**

errors that resulted in some losses, but that's match racing. Overall, it was a great learning experience. I'm going to continue sailing ILCAs/Lasers seriously, but I hope to keep match racing as well."

Nicole's team included regulars Molly Carapiet, Karen Loutzenheiser and Maggie Bacon. Said Nicole, "We were really thrilled that this regatta attracted high school talent in Connor, Tor and Arthur Serra, and recent college grad Ryder Easterlin. We look forward to growing the sport with them as role models. It was great having some young blood in the arena who took us to task! Connor, Tor, Arthur and Ryder have the talent and drive to grow our sport and the match-racing game. We support them all the way."

— bruce stone

## SailGP Launches Season 3

"When Rome [Kirby] injured his shoulder during a nosedive in training before the Grand Final in San Francisco, it was a major wake-up call for me," said Jimmy Spithill, skipper of the US team. "I was thinking, 'Oh wow, if Rome's out of action, then we are in big trouble.'"

We didn't have the roster depth to swap someone out who has experience in the flight controller position."

Enter two new additions to the team's roster for the Bermuda Season 3 opener on May 14-15: US Sailing Team members Hans Henken (from Coronado, in the San Diego area) as flight controller, and Floridian Luke Muller trialing as a grinder. Henken had competed in SailGP back in 2019.

Meanwhile, Japan's Aussie skipper, Nathan Outteridge, who finished second in Seasons 1 and 2, has issued an urgent plea for financial backing. He said the team may not be able to enter Season 3 if it does not receive support.

As previously arranged, Japan is sitting out the first three events of the season to allow fully funded newcomer teams Canada and Switzerland to enter the league. Nine boats are currently available while a 10th remains under construction.

Japan's boat has been loaned to Canada for the first three events of the season. Japan was scheduled to enter the season at the fourth event in Copenhagen. The scoring system will see Japan

## SDYC YACHTING CUP, 4/30-5/1 (6r, 0t)

PHRF 1 — 1) **Adjudicator**, Fast 40, Paul Dorsey, 7 points; 2) **Pyewacket**, Andrews 70, Roy Disney, 13.5; 3) **Pendragon IV**, TP52, Steve Torres, 19.5. (4 boats)

ORR 1 — 1) **Pyewacket**, 6 points; 2) **Adjudicator**, 12; 3) **Bribon**, TP52, Mark Surber, 20. (4 boats)

PHRF 2 — 1) **Chronic**, Farr 400M, Lonnie Jarvis, 9 points; 2) **Nereid**, J/125, Standish Fleming, 14; 3) **Palaemon**, J/145, Rudolph Hasl, 14. (5 boats)

ORR 2 — 1) **Nereid**, 8 points; 2) **Palaemon**, 11; 3) **More Madness**, J/145, Ernie Pennell, 19. (4 boats)

PHRF 3 — 1) **Destroyer**, 1D35, Jim Bailey & family, 11 points; 2) **Kite35**, 1D35, David Nelson 14; 3) **Mexican Divorce**, 1D35, Neil Fraser, 14. (7 boats)

PHRF 4 — 1) **Caper**, J/120, John Laun, 10 points; 2) **Abacus**, Flying Tiger, Tim Chin, 18; 3)

## BOX SCORES

**CC Rider**, J/120, Charles Nichols, 19. (10 boats)

ORC — 1) **Leverage**, Flying Tiger, Neil Senturia, 11 points; 2) **Troublespot**, Farr 30, Oliver Michaelis, 16; 3) **Anarchy 6**, Hobie 33, Scot Tempesta, 16. (3 boats)

BENETEAU 40.7 — 1) **Lugano**, Mark Stratton, 6 points; 2) **Silhouette**, Warren Gross, 12; 3) **Excalibur**, David Tarson, 20. (4 boats)

BENETEAU 36.7 — 1) **Kea**, Chick Pyle, 12 points; 2) **Rode Rage**, Peter Cochran, 20; 3) **Kraken**, Thomas Shepherd, 24. (8 boats)

J/105 — 1) **Sanity**, Rick Goebel, 14 points; 2) **Perseverance**, Bennet Greenwald/Dave Viereg, 17; 3) **J-OK**, Stewart Cannon, 21. (9 boats)

CLASSICS — 1) **Sally**, 10-Meter, CF Koehler, 3 points; 2) **Zest**, PC, Jerry Jessop, 6 points; 3) **Brushfire**, 51-ft Sparkman & Stephens sloop,

Peter LaDow, 6. (7 boats)

NAVIGATOR — 1) **Mi Sueno**, Columbia 50, Dave Kettenhoffen, 2 points; 2) **Second Wind**, Columbia 50, David Koos, 4; 3) **La Tueuse de Dragon**, Beneteau Oceanis 45, Geoff Giblin, 6. (3 boats)

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

## MPYC CLUB LASER CHAMPIONSHIPS, 5/7 (4r, 0t)

ILCA 7 — 1) Al Sargent, 7 points; 2) Tracy Usher, 8; 3) Bruce Edwards, 9. (4 boats)

ILCA 6 — 1) Toshinari Takayanagi, 6 points; 2) Chris Boome, 6. (4 boats)

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

## SFYC ANNE MCCORMACK WOMEN'S INVITATIONAL, 5/7 (2r, 0t)

SPINNAKER — 1) **Streaker**, J/105, Shannon Kaiser, 2 points; 2) **Serenade**, Sabre Spirit 36, Vicki Sodaro, 4. (3 boats)





awarded average points for the races they miss based on the first events they race in the season. Got that?

The team does include five Japanese as well as three non-Japanese sailors.

In the season opener on May 14-15 in Bermuda, Tom Slingsby's Aussie team picked right up where he'd left off in San Francisco with the top spot on the podium. Sir Ben Ainslie's Brit team followed close behind in second. In a fantastic debut, Kiwi Phil Robertson led the Canada SailGP team to third place. The

*The 66th Bullship Race on April 23, in which solo sailors in 8-ft prams crossed the Golden Gate for glory. Clockwise from top left: Art Lange, at age 80 en route to another win; the escape from Sausalito; Gordie Nash at the finish; Vickie Gilmour, winner of the Sirena Perpetual for first female, and the victorious Artie. Jim Bilafer finished second, and Vaughn Seifers third.*

American team, led by Aussie-American Jimmy Spithill, finished fifth.

Chicago will host the next event on June 18-19, with racing held directly off Navy Pier along the Lake Michigan shoreline.

See [www.sailgp.com](http://www.sailgp.com).

— latitude / chris

### Qingdao Stops in Sausalito

When 10 Clipper 70 yachts departed Subic Bay, Philippines, for Seattle on March 20 to resume the Clipper Round the World Race, one remained in Asia. *Qingdao* spent two days in Japan effecting repairs to the running backstay, and another four days waiting for a

NON-SPINNAKER — 1) **Spirit**, Alerion Express 28, Maureen Roddy, 2 points; 2) **Abba-Zabba**, Tartan Ten, Michelle Farabaugh, 4; 3) **Ariadne**, Beneteau 36.7, Leslie Ruhland, 7. (4 boats)

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

SCYC, MOORE 24 PCCs, 5/13-15, (7r, 1t)

1) **Pegasus Racing**, Philippe Kahn, 11 points; 2) **Flying Circus**, Pete Spaulding, 18; 3) **Mooregasm**, Stephen Bourdow, 25. (12 boats)

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

TYC BEHRENS REGATTA, 5/14, (3r, 0t)

SPINNAKER PHRF — 1) **Lion**, Olson 25, Lon Woodrum/Steve Nimz, 8 points; 2) **Uhoo!**, Ultimate 20, Mike Josselyn, 9; 3) **Junta**, Ultimate 20, Mark Allen, 10. (7 boats)

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

SFYC ELITE KEEL, 5/14-15, (5r, 0t)

J/105 — 1) **Ne\*Ne**, Tim Russell, 8 points; 2)

## BOX SCORES

**Blackhawk**, Ryan Simmons, 17; 3) **Jam Session**, Adam Spiegel, 20; 4) **Box of Rain**, Charles Pick, 22; 5) **Maverick**, Ian Charles, 32. (23 boats)

J/88 — 1) **Pelagia**, Christos Karamanolis, 11 points; 2) **Hijinks**, Logan Ashcraft, 16; 3) **Ravenette**, Brice Dunwoodie, 21. (8 boats)

KNARR — 1) **Benino**, Mark Dahm, 15 points; 2) **Tree Boys and a Girl**, Chris Perkins, 17 points; 2) **Niuh**, Randy Hecht, 22. (15 boats)

J/70 — 1) **1FA**, Scott Sellers, 11 points; 2) **Sandpiper**, Courtney Clamp, 13. (2 boats)

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

SIFYC ELVSTROM ZELLERBACH, 5/14-15, (5r, 1t)

505 — 1) **IO Integration**, Mike Holt/Rob Woelfel, 5 points; 2) **No Name**, Howard Hamlin/Jeff Nelson, 10; 3) **Mike's Boat**, Mike Martin/

Caleb Paine, 10. (12 boats)

C420 — 1) Jack Murphy/Sawyer Bastian, 5 points; 2) Gavin Murphy/Tatem Gee, 12; 3) AJ McKeon/Christopher Tang, 18; 4) Alec Van Kerckhove/Dylan, 18. (18 boats)

ILCA 7 — 1) **No Name**, Peter Phelan, 7 points; 2) **Eat Sleep Hike Repeat**, Al Sargent, 9; 3) **Christine Robin**, Tracy Usher, 10. (5 boats)

ILCA 6 — 1) **Voyager 1**, Toshinari Takayanagi, 8 points; 2) **No Name**, David LaPier, 12; 3) **No Excuses**, Walt Spevak, 18. (8 boats)

ILCA 4 — 1) Gilda Dondona, 5 points; 2) Talia Hamlin, 6; 3) Max Brameld, 12. (3 boats)

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

SDYC ETCHHELLS ORCA BOWL, 5/14-15 (5r, 1t)

1) **Louise**, Thomas Carruthers, 8 points; 2) **Elizabeth**, Chris Busch, 11; 3) **M2**, Marc McMorris, 15; 4) **Second Wind**, Will La Dow, 19. (18 boats)

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

# THE RACING SHEET

typhoon to pass. Race organizers directed the boat to cross the Pacific to San Francisco instead of Seattle ahead of the leg to the Panama Canal. So the race leader on points spent a few days in early May at Schoonmaker Point Marina in Sausalito cleaning, sorting gear, provisioning, and switching out 'leggers' (crew who aren't doing the full circumnavigation) before departing for Panama on Tuesday, May 10.

But all was not smooth sailing for *Qingdao*. On May 12, a crewmember suffered an eye injury that required medical attention ashore. On May 16, a Mexican navy vessel rendezvoused with *Qingdao*, the injured crewmember was transferred, and the navy vessel returned



QINGDAO

*After crossing the not-so Pacific Ocean, the crew of 'Qingdao' had sunny smiles upon their arrival in San Francisco Bay on foggy May 7.*

with her to Cabo San Lucas, 75 miles distant. *Qingdao* then resumed racing, striving to catch up with her 10 sister-ships.

Those other 10 boats had arrived in Seattle on April 25. They started Leg 11

30 miles from Tatoosh Island on May 2. The Clipper folks expect the fleet to arrive at the Flamenco Marina, Panama City, in late May, after this issue went to press.

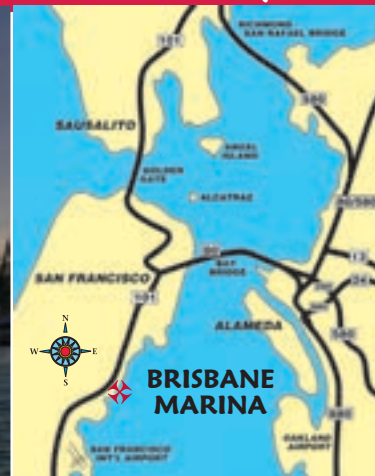
The circumnavigation that began in London in September 2019 had reached Asia in

March 2020, before pressing pause for two years to wait out the pandemic. See *Sightings* in our April 2020 issue for a report on what happened to the fleet's international crews in that fateful March.

To follow the action in the rebooted global odyssey, check out their website at [www.clipperroundtheworld.com](http://www.clipperroundtheworld.com).

— latitude / chris

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# CHANGES

**W**ith reports this month on the three-generation family living and cruising aboard **Chaos**; the stunning — and loving — restoration of the half-century-old plastic classic **Ellie**; and a puddle jump for **Emma**, where the no-wind days were almost more fun than the windy ones. Oh, and a bushel or three of **Cruise Notes**.

## **Chaos — Beneteau First 47.7 Williams/Farber Family Third Gen Is a Charm (Part 2) Seward, Alaska**

This is Part 2 of Chaos's recent trip to Mexico with three generations of one family aboard. Mark and Karen Williams, who

would. The newness and all the challenging-but-exciting moments were enough to show us this was worth it.

As far as our struggles, we both felt initially we didn't have enough ownership and responsibility in our roles on the boat. Although we all eventually fell into our "jobs," I think we could have done a better job defining those in the beginning. It was an adjustment for us all to go from living our independent lives and making whatever decisions we wanted, to making decisions as a group and sometimes not having decisions go the way you'd hoped. This was something we have all had to compromise on being on the boat together.

My parents took it upon themselves to take on a lot of the boat responsibilities to give us the grace to be with our kids because they do demand so much attention. It also helped that we could get them off the boat and "out of the way" during projects. We now try harder to find a good balance that works for everyone so we can take some of that weight off their shoulders, and for us to be equally part of boat operations. Of course, it's something we still have to work at every day!

For my parents, I think the most challenging part was not the sacrifices of having a boat to themselves, but having the extra responsibility of our kids while sailing offshore and in a new country. Not to say that the extra sand, food mess, and hanging clothes off the side of the boat didn't take some getting used to, but my mom has been a good sport, that's for sure! Mom fell quickly into the navigation and weather role, and with the kids on board it was clear that she always went with more caution to make sure they were extra-safe and comfortable. Seeing all that she has learned during this process and how she has helped guide us along this journey has been incredibly inspiring for my girls and me.

After the first month of full-time living on the sailboat, we started to develop a good daily routine. Obviously, with any passage days that routine could go quickly out the window. A typical day at anchor looked like this most of the time:

Emerson is up first, around 7. She has always been Grandpa's breakfast buddy, so while the moms sip down coffee, Em and Papa Mark eat cereal together. When the rest of the crew wake up, we do our own thing for breakfast. Maybe once or



**Kelsey and Stephen, along with daughter Everly (left), celebrate the Big #2 for little sister Emerson on April 8.**

own the boat; their daughter and son-in-law Kelsey and Stephen Farber; and sail-or girls Everly, 3, and Emerson, 2. Mark and Karen set out from Seward, Alaska, last July, with the Farber family joining them in San Francisco. They are presently somewhere in the Sea of Cortez.

Nothing can really prepare you for what it's like to completely change your way of life. You can do all the research, buy all the things, and prepare yourself as much as you can. But until you are

**Some folks quit cruising to be with the grandkids. Mark and Karen just invited everyone to come along!**



living in it every day, you do not know what challenges will really affect you. My husband and I adjusted quickly to boat life and found we didn't miss the comforts of home as much as we'd thought we



twice a week, we'll cook a more extravagant breakfast and enjoy it together.

After breakfast, we usually look at books, practice letters, and have a bit of toy time. By 9, we try to get the kids off the boat for some type of excursion. Typical morning excursions could be a hike, exploring something specific that we wanted to check out in a new area, or going for a snorkeling session. Emerson is still our nap girl, so we try to be back on the boat around noon for lunch and a nap.

Everly decided she was too big for naps when we moved onto the boat, so she uses the time to either draw or do something else her little sister can't destroy; or have one-on-one time with Mom and Dad.

Some days we take turns on the childcare depending on what we want to explore in that area. For example, if a hike





**Above: 'Chaos' looking decidedly unchaotic. Left: Evy is a climber. Left above: Even big sailor girls need a hug from Mom now and then. Right above: The girls share a watch with Papa Mark.**

is too intense for the kids, my parents will go in the morning and we'll play at the beach with the kids. Then in the afternoon, we'll trade. This also works out well with dinners off the boat, going snorkeling, and other "grown-up" excursions that run a little more smoothly and quickly without the kiddos.

In the afternoon when Emerson wakes up, we again try to get off the boat to kayak, paddleboard or play in the water. Usually around sunset the guys take the girls to the beach and Mom and I (mostly Mom) prep dinner until they return. Most evenings we eat dinner together, get Emerson down for bed around 7:30, and try relentlessly to get Evy down (which

often doesn't happen until much later); then we fall into bed ourselves, exhausted from the day.

On evenings when we have a shred of energy left, we might pick a movie (for which Dad pops his famous popcorn), or maybe we play a few rounds of dominos. At some point in the evening, Stephen might be found fishing off the back of the boat. Evy typically crashes and then ends up fishing with him.

Our routine at marinas remains fairly similar to that at anchor. The biggest difference is usually the addition of pool activity (if there is one), and a lot more walking and trading off so the adults get a break.

Passages are purely survival mode! For the kids it looks like coloring, Play-Doh, snack, building a fort, and repeat. For the adults, it is an exhausting balance of trading off between entertaining the tiny humans and doing watches up top. Our longest passage so far with the kids has been three days, and that was long enough for us right now with a very active 2-year-old! Our 3-year-old just needs coloring supplies and she could cross the Pacific!

With that said, what has it really been like living on a 47-ft sailboat with three generations? Chaos! Honestly, it truly is equal parts tears, arguing and laughter. Some days feel like the best day on Earth and others like a weird social experiment that we voluntarily signed up for. Either way, we really wouldn't change it for the world. We have spent the past seven months connecting and growing as individuals and as a family, engaging in a new culture, and witnessing some of the most magical moments with our kids.

Most people ask what the break-in period was, and the truth is I think we are still in it. Sure, there have been times when we have felt more in rhythm than others, but we are still learning things every day when it comes to what each of us needs and hopes for out of the experience and out of each other. We are also still learning what works and does not work on the boat when it comes to, well, pretty much everything! As we are nearing the end of this season, we still reflect and set intentions for the remainder of our time. Things we still want to accomplish, do better, and learn. Not all days are beautiful, carefree, or even happy, but nevertheless it's all worth it, and we hope we get to do it again next season, on *Chaos* and together!

— Kelsey 5/5/22

## **Ellie — Ericson 30 Tom and Barbara Dilworth A Well-Mannered Old Gal Escondido**

We've seen a lot of pretty, well-kept cruising boats over the years. So it was a surprise to see one that really blew our socks off — especially because it's a smaller, older boat, and almost all the work was done by the owner.

*Ellie* is a 55-year-old Ericson 30 that owners Tom and Barbara Dilworth are slowly cruising up the West Coast from San Diego to Washington.

To fully appreciate *Ellie*, you must first

ALL PHOTOS CHAOS



# CHANGES

appreciate Tom. He grew up in Southern California and bought his first boat, a Sabot, at age 11 from money earned from



**Tom and Barbara are heading north to be closer to grandkids Harriet, 4, and Llewyn, almost 2.**

a paper route. And went sailing. In the ocean. In a Sabot.

"We lived in Santa Monica, which back then had a broken-down breakwater and boats on moorings," he recalls. "Marina del Rey didn't exist, so I would launch the Sabot through the surf, usually with a friend, and sail up toward Malibu. Then we'd return and surf the Sabot onto the beach by the Santa Monica Pier, where hopefully one of my parents would be waiting with the station wagon."

One of the most memorable of those early "voyages" was in the early '60s, "When my mom and I sailed the Sabot down to Marina del Rey (about three miles), which was then under construction. At that point there were no docks, no buildings, and no boats; just us and dredges spewing sand behind the recently poured concrete bulkheads. Then we sailed back home."

His mom's name was Ellie.

Tom sailed and raced dinghies through high school, attended UCSB, and got a teaching credential at San Diego State.

**Yes, even the engine and its compartment are immaculate.**



The teaching thing never gelled. He substitute-taught for a few months but found himself staring more out the window at the ocean than at the kids. One day he walked into a yacht broker's office and bought *Datnoid* (ex-*Querida*), a 37-ft strip-planked racing boat with a 12-ft cockpit. "This was my home for the next few years, and working on her gave me a lot of skills and satisfaction." It also led to a new career as a finish carpenter and cabinet maker.

Among other modifications, those skills turned the 12-ft cockpit into a 6-ft cockpit and added a low but well-proportioned aft cabin. In 1975, Tom and two friends sailed *Datnoid* to Mexico, French Polynesia, Hawaii, San Francisco, and back to San Diego.

Even bigger adventures were in store for 1976. He married Barbara, sold *Datnoid*, and bought *Luana*, a 33-ft full-keel, heavy-displacement wooden Winslow sloop with inside steering and a very tall rig. "Barbara had never sailed before, but agreed to go on a cruise with me, God help her! We had a blast, spending nine months sailing the Hawaiian Islands, then up to British Columbia for the summer, and home to San Diego."

After that, life returned to more land-bound pursuits for a while. Barbara went back to her teaching job, and Tom built his carpentry business. They bought a home, raised two daughters, and dreamed of sailing off again someday.

"Someday" arrived unexpectedly in 1987. They got a call one night from old friends Jack and Sylvia Moseley, who owned a 47-ft wooden cutter named *Tusitala*. The boat had been designed and built by Sylvia's father, John Townsend, himself an experienced voyager. Jack Moseley was an ER doctor. The couple had been getting ready to cruise with their kids when Jack was diagnosed with a massive brain tumor and was not expected to live long. They asked if the Dilworths might be interested in buying the boat. Yes, they were.

Tom and Barbara enjoyed *Tusitala* for a dozen years. Meanwhile, Jack miraculously recovered from the brain tumor — and called one day to ask if they'd sell *Tusitala* back to him! "I'd been thinking about a smaller boat for a few years, so the deal was quickly made — on one condition," says Tom: "I



was to help him sail the boat to Chesapeake Bay, where he owned a house on the water with a dock out back." So Jack pulled his daughter Tahia, 18, out of college; Tom pulled his daughter Molly, 16, out of high school; they did the 1999 Baja Ha-Ha and had a wonderful three-month father-daughter cruise to Panama and beyond.

After a few more years without a boat, Barb suggested that Tom look around for something smallish, around 30-ft, that they could sail locally and do occasional



# IN LATITUDES



**Above: Before (inset) and after photos of 'Ellie'. Top left: The clever "double tiller" arrangement. Top center: The main salon looking forward. Top right: The starboard side of the "new" galley.**

weekends at Catalina. The next day, Tom went down to the docks for a job rebuilding the galley on an old cutter — which by this point in the story you won't be surprised to know was the sole sistership to *Tusitala* — when he noticed a boat at the bottom of the ramp and thought, "That's the kind of boat I need."

"As I walked by, a guy in the cockpit said, 'It's a 1967 Ericson — wanna buy it?' I brought him a check for \$6,000 the

next day."

That was 2004. The Bruce King-designed boat was trucked to his home in Escondido and ensconced in a tent-shed in the backyard, just a short walk from his cabinetmaking shop.

As noted, the original idea was to cruise locally around San Diego and out to Catalina. But as work began and Tom got used to the diminutive size of the boat, he began to think that it would make a pretty

cool longer-distance cruiser for a couple. When he asked Barbara if she'd be willing to consider the idea, she replied, "Yes, if the galley was bigger."

It just so happened Tom had a bit of experience with that sort of thing. He immediately got to work extending the cabin aft by seven inches, opening up enough room below for a spacious and efficient galley — at least for a 30-footer.

After that, it was sort of like a nautical version of one of those TV house renovation shows so popular these days. Tom basically gutted the interior of the boat — including removing the fiberglass liners from both the overhead and the cabin sole area, re-glassing bulkheads, installing stiffeners and reinforcements in various areas, insulating the overhead and inside of the hull — and building a completely new, custom interior. He also installed a new Yanmar engine and built new fuel, freshwater and holding tanks.

Topsides, the "makeover" featured all-new teak trim (from a supply he'd been buying and stashing over the years for this very purpose) and all new winches, windlass, pulpits, stanchions and other deck hardware. The mast is the repainted original, but all rigging, winches, vang, pole, sails, and a Selden boom are new.

The reincarnated *Ellie* — essentially a new boat in a 1967 hull — was relaunched in 2014. Tom and Barbara moved aboard and did a six-month shakedown as far north as Bodega Bay, then back to San Diego. Satisfied *Ellie* was a good sea boat, they headed south and spent two years sailing Baja and mainland Mexico.

From any angle, the attention to detail on this boat is amazing, and clever modifications pop out everywhere you look. A list of all the things Tom did would be too long to run here, but our favorite is the clever "double tiller" (see photo). With the tiller already crowding the shorter cockpit (due to the lengthened cabin), Tom came up with the idea of a short, aft-facing "til-lerette" for use with the autopilot. With that engaged, he can fold the main tiller to the upright position, out of the way.

ALL PHOTOS ELLIE



# CHANGES

Expense-wise, even with most of the work done himself, the cost for redoing *Ellie* was huge. Tom didn't keep close track, but says the rigging and sails alone were about \$24,000. He reckons the total cost could easily be three or four times that.

To Tom, it was worth every penny. "*Ellie* gives me an immense amount of pleasure, partly because she's unique and I love just hanging out on her. And I hope maybe she will inspire more people to rehab or at least appreciate these well-mannered old gals."

— Tom & JR 5/7/22

*Ellie* wintered over in Alameda. Tom and Barbara brought her north — "a slow and relaxing three-month trip" — last summer and had a fun time sailing and exploring the Bay Area. As this was written, the plan was to head back to the boat in mid-May to enjoy another month or so in the Bay, then it's out the Golden Gate and turn right, to begin a leisurely (and mostly solo) trek north, eventually ending up in Anacortes. Barbara will sit that trip out to enjoy the reason they're relocating — their grandkids — but looks forward to exploring the great PNW cruising grounds later this summer, with an eye toward a cruise to Alaska in summer 2023.

## Emma — Deerfoot 62 Kurt Christofferson and Crew Doldrum Delights Santa Barbara

In early April, Bay Area native Kurt Christofferson jumped the puddle from Puerto Vallarta to the far-flung Marquesas Islands on his Deerfoot 62, *Emma*,

*Lots of sailors dread the Doldrums. The crew on 'Emma' couldn't wait to be becalmed.*



kicking off a circumnavigation that will last an undetermined number of years.

His four crew were a diverse bunch,



spanning ages and nationalities, with plenty of sailing skills for this 3,000-some-mile passage. A communal approach to watches, galley time, and maintenance was instituted on board, but if titles had been assigned to crew, they might go as follows: Suzy Garren (Oakland) — executive chef and czar of safety and logistics; Melissa Ward (San Diego) — crappy-little-jobs officer and chief navigator; Niels Frommann (San Francisco) — resident electrical whiz; and Adrien Vedrunne (Mexico-based French national) — master fisherman, translator, and all-important lead fixer of toilets.

After a gauntlet of delays for COVID followed by maintenance and more paperwork than any sailor wants to do, *Emma's* dock lines were cast off two years and one month after the planned departure, with a fridge full of carefully selected produce and high hopes for the South Pacific.

Given the anticipated three weeks at sea, the trip was better approached as a marathon than a sprint, which turned out to be useful during the tests of patience provided by the days spent becalmed. In the first lull, in search of the northern trade winds to deliver us to the edge of the ITCZ, we busied ourselves with small maintenance tasks, and had our first pool party, complete with a spinnaker halyard "rope swing." This was such a wild success that the daily weather forecast GRIB download took on a secondary purpose: when to plan the next party.

Luckily for us, the Doldrums did not disappoint. As the GRIB predicted, a week after our first party, we were again becalmed.

We had intended a fully dry passage, but decided this occasion merited a small exception. For this, invitations were drawn up:



**What:** Doldrums Pool Party  
**When:** When the wind stops  
**Where:** Inter-Tropical Cocktail Zone  
**Who:** All crew attendance required;  
RSVP via haiku only

Thanks to the three lines we trolled throughout the passage, fresh sushi was also on the menu for our Doldrums party.

By number, our fishing endeavors seemed quite successful. We caught and ate one bonito, one skipjack (an under-appreciated meat!), eight mahi mahi, and three bluefin tuna. Their size, though, left



# IN LATITUDES



'Emma's puddle jump (clockwise from above): There was plenty of fresh sushi at the Doldrums parties. Left: Melissa works on the spreader caps during a calm day. Top left: Captain Kurt signals, "Cast off!" in PV; three amigos Adrien, Kurt, and Niels in matching "halfway party" swim trunks. Top center: Suzy and Mel check GRIB files for when to plan another ITCZ party. Top left: Adrien with catch of the day. Center right: 'Emma' anchored in Vaitahu Bay, Tahua.

much to be desired — a finding echoed by other cruisers on their own passages across the Pacific. Whether catching undersized fish was due to poor fishing skills or a lack of larger fish remains to be seen, although we strongly suspect the former. I'd wager every fisherman out there has their own answer on how we should change our tactics to catch some

monsters the next time around.

Needless to say, the Doldrums sushi-cocktail-pool party was an epic success, complete with silly matching swimsuits and haikus placed into bottles and cast adrift. It marked one of the worst days when evaluated by miles made good, but the best when evaluated by number of crew laughs.

Yet, despite our best efforts to make the passage feel like a tropical vacation, it wasn't all hopscotch and popsicles. Only hours after our party, the Doldrums provided us with a solid two days of squalls, with 0- to 30-knot winds moving all around the clock and periodic dumps of rain through recently re-opened hatches. Nevertheless, *Emma* and her crew survived with no casualties, aside from some lost hours of sleep and very wet cocktail umbrellas.

With a relatively quick transit through the ITCZ due to a favorable pressure cell to our west, we found the notoriously steady southern trade winds around 2°N. These winds carried us across the equator and all the way to Nuku Hiva right along the rhumbline, transiting over 200 nautical miles on our best days. Of course, a third celebration occurred at the equator in which Niels, an equator-crossing veteran, acted as Neptune's emissary to transition all Pollywogs to Shellbacks.

With few excuses for parties beyond the equator, these days were punctuated instead by the small dramas on board. Sadly, one ripped spinnaker marked day 16 of our passage — a sail that was sorely missed on the last stretch of light wind, broad reaching toward landfall. Days later, toward the end of the passage, I seem to have angered the sea gods in some way, shape or form, being first dive-bombed by a confused seabird, and stung by a Portuguese man-of-war shortly thereafter.

Later, the evening was capped with clear skies, encouraging the crew to lie on deck and ponder the southern constellations. However, this contemplative experience ended abruptly when a foot-long flying fish leapt onto deck, smacking me in the back of the head before it made its way into our frying pan.

About 3,000 miles of shenanigans, many fish, and one cocktail later, *Emma* pulled into Taiohae Bay in Nuku Hiva. It was a bittersweet arrival — we were happy for the chance to stretch our legs and swap stories with other cruisers, but lamented the end of that peculiar sense of calm found at sea, hundreds of miles from civilization. Thankfully, *Emma* has many a crossing in her future as she makes her way around the globe. Time will tell what new highs and lows will be found on her future passages.

— Melissa 5/5/22

## Cruise Notes

• We never know what to expect when checking in with Stan and Sally Honey and their well-traveled Cal 40 *Illusion*.

Like her owners, *Illusion* has one of

ALL PHOTOS EMMA

# CHANGES

the most impressive racing résumés out there. After finding the boat as a basket case at Moore's Reef in Santa Cruz in 1988, the Honeys fixed her up, raced her locally and to Hawaii several times, then converted the boat to cruising mode and took off in 2014.

When they arrived in Newport, RI, a couple of years ago, they switched from cruising to racing mode for the 2020 Bermuda Race. When it was canceled due to COVID, they put everything back aboard and headed north, spending the past two summers cruising in Maine. Now the boat is back at New England Boatworks in RI, where Stan and Sally are busy getting her ready for the 2022 Newport Bermuda Race on June 17.

"As usual, to get into race mode we remove all the stuff that isn't on our measurement certificate," says Stan. "That includes table, floorboards, windlass,



**Most of 'Illusion's Newport-Bermuda Race crew warmed up in the Bay Area aboard Don Jesberg's Cal 40 'Viva' last month. This is them heading home from the Lightbucket. Left to right: John Bonds, Don Jesberg, Stan Honey and Sally Honey.**

had a West Coast crew practice on Opening Day weekend, on Don's Cal 40 **Viva**. We did the Lightbucket Race on Saturday and about 25 jibes and a number of sail changes on Sunday. *Viva* is gorgeous and Don is loaning us a few of his sails for the NBR race."

"After the race, we will return to Newport, reinstall all the cruising gear, and probably cruise New England for the remainder of the summer and fall, maybe ending up in CT or NY for next winter. Next season we're considering heading up the Hudson and Erie Canal to the Great

heater, dodger, dinghy, outboard, all-chain rode, as well as cruising spares and unnecessary tools." By the time it's all stored ashore, Stan says *Illusion* comes about four inches out of the water.

"Our NBR race crew is Don Jesberg, Jonathan Livingston, and Carl Buchan. We

Lakes. Maybe we'll do a Chicago/Mac Race when we get there."

• It's always fun to check in with old friends. Barbara Ballinger and Pete Tarbox certainly qualify, having appeared numerous times in *Latitude* over the years as they cruised the world in their former boat, the mighty Hartog 45 steel ketch **Iron Butterfly** (sold in New Zealand in 2017) and their current ride, the Tartan 41 **Slip Away**. A few years ago, they sailed *Slip Away* to Hawaii and explored the islands for three months. Pete then singlehanded the boat to Port Townsend, where, for the past three years, the couple have divided their time between exploring the great Pacific Northwest in the summers, then leaving the boat on the hard and heading back home to San Pedro for the winter.

As with so many other cruisers, the pandemic threw a wrench in those gears, and 2020 slipped away from *Slip Away*. Last year, Pete and some friends retrieved the boat and sailed her back to San Pedro, where he and Barbara are currently playing with her in the Channel Islands.

• Old cruisers don't fade away, they



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SLIP AWAY

**Above: 'Slip Away' on the hard. Inset: Pete and Barbara are currently enjoying the start of the season in the Channel Islands.**

just ... get another boat and keep going. Just months after losing his beloved **Fleetwood** — the second boat to bear that moniker — on a reef in Cuba in February, Jack Van Ommen has been smitten again by a third boat that will soon wear the name. He found her during a trip to visit family in the Netherlands.

"It was love at nearly first sight," he says of the 30-ft Waarschip sloop. "She is very similar in size and performance to the first and second Najas." (The first

two *Fleetwoods* were both Naja 33s, which are plywood kit boats. The Waarschips are also sold as kits, but the hull construction is clinker, which features overlapping planks like a Folkboat.) "This one was professionally assembled by the Waarschip yard in 1980, same year as my first *Fleetwood*," says Jack. It has a bit more beam, a bit more room below, and roller furling — a first for Jack. It's not set up for solo sailing, but Van Ommen is remedying that as we speak. By now he will have moved aboard and be well into "solo-izing" the boat.

He is pleased to be a guest of the "De Schinkel ("neighborhood") Yacht Club" in Amsterdam while he readies the boat for more cruising. "During my 2009-2014 Europe visit, I spent a good part of it with this active boating community. This is also where I had my first sailing lessons from my uncle, Fred Van Ommen, in

the '50s. I'm looking forward to renewing many good friendships I made there."

By the way, a happy belated birthday to Jack, who turned 85 last month.

• We've been following the build-with-a-twist story of a new cruising boat for the past couple of years. The twist was, Garth Wilcox and Wendy Hinman had started building a 38-footer in their backyard shed on Bainbridge Island, WA, in 2013, but had not done much on the boat in the past few years. Then COVID hit, and when the early quarantines happened, the couple figured it was a great time to get going on the boat again. Work has been progressing apace ever since.

Garth, a naval architect, designed the "**Geedub 38**" as an enlarged and improved version of the 31-ft **Vela**, aboard



FLEETWOOD III

**Jack Van Ommen's soon-to-be 'Fleetwood III'.**



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# CHANGES IN LATITUDES



GEEDUB 38

*A peek down the hatch of Garth and Wendy's Geedub 38 shows a lot of progress.*

which the couple cruised the Pacific for seven years.

COVID restrictions are easing lately, but Garth and Wendy are still going great guns on the as-yet-unnamed boat. Here's a short list of what they've gotten done since the end of 2021:

Exterior: painted topsides; installed handrails on the cabin top and top of dodger; installed solar panels on the dodger roof; installed the lifeline bases; finished the companionway hatch slide

and edging; built an instrument console over the companionway for mounting navigation instruments.

Interior: built and installed drawers in the galley and near the nav station; built/installed cabinet doors and slider doors for cabinets; installed water foot-pumps in the galley; built support for the fuel tank; built protective housing for the worm-drive winch; in the process of designing the electrical system and making selections on nav instruments.

"At times our progress feels frustratingly slow," says Wendy. "But if 34,000 miles of passagemaking and the pandemic have taught us anything, it is patience. When I review what we've completed since our last update, I'm reminded how much progress we've made."

And in answer to the question everybody keeps asking (including us): No launch date has been set.

• In corresponding with Tom Dilworth about his lovely Ericson 30 **Ellie** (whose story appears earlier in *Changes*), we were talking about kids and he gave us a chuckle.

"When the pandemic hit, our daughter

and her husband moved from Taos, New Mexico, to live with us. To make room, Barbara and I gave up the house and moved into what had for years been a boat shop and storage building. It's only 286 sq. ft. but so much bigger than *Ellie*, our home for 3+ years."

• Baja Ha-Ha alumna Miyako Miller was the prodigal-daughter-come-home in April. Raised around and aboard the Sausalito-based SC50 **Bay Wolf**, Miya did her first Ha-Ha in 2008 at age 10. After two more, in 2012 and 2015, her career path became clear. After high school, she attended the Coast Guard Academy in New London, CT, earning a degree in mechanical engineering and graduating with the rank of ensign.

In 2020, she did a summer cruise around Europe as a cadet on the Coast Guard tall ship *Eagle*, after which she was assigned to the 400-ft USCGC Ice-breaker *Polar Star*. She did an Arctic deployment in 2020-21, and one to Antarctica in '21-22 — 27,000 nm in all. During that latter duty, the ship set a record for reaching the farthest point south in navigable waters — 78° 44.1'S and only about

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**'Polar Star' arrives in San Francisco in April. Inset: Lt. JG Miya Miller.**

500 yards from the Ross Ice Shelf — of any vessel in history.

*Polar Star* made a stop in the Bay Area in April, for some regular drydock work in Vallejo, before continuing up to Seattle and then back to the Arctic. Proud parents Kirk and Sachi note that Miya, now a lieutenant JG, is scheduled to begin flight school in Pensacola in July.

• **"Epic"** is in the yard at Puerto Peñasco, up for sale," writes Brian Timpe of the

36-ft Schionning 1000 cat he and wife Sheri built over a seven-year period in Seattle. They kicked off their cruising in the 2016 Baja Ha-Ha, and have been "winter cruising" the boat ever since (returning home in the summers). They have been regulars at the Zihuatanejo SailFest, attending every year through 2020 (and authored a *Changes* report

on that event in our April issue). Brian singlehanded the "last leg" of *Epic's* journey from La Paz to Puerto Peñasco, enjoying mostly light breeze and smooth-water sailing under the boat's asymmetrical spinnaker. "They talk about the two best days of a sailor's life, but I had a really fulfilling time building this boat, and it certainly will be bittersweet saying goodbye to her," writes Brian. At the time he corresponded, a New Zealander was looking at the boat, and planning to sail it home if the deal was consummated.

As for Brian and Sheri, for now they're

looking forward to duty as doting grandparents. Then again, "We've been invited to sail in next year's Zihua SailFest, so who knows ..."

• Speaking of the **Baja Ha-Ha**, are you



**'Epic' at SailFest 2020. The boat may be headed down under with a new owner.**

ready to take the 750-mile plunge south this year? The sign-up period for the 28th Edition began last month and will continue through September 1. The Rally starts off San Diego on October 31. To sign up or for more information, go to [www.baja-haha.com](http://www.baja-haha.com).

— latitude/jr

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## 24 FEET & UNDER SAILBOATS



**22 FT J/22 1985.** This is a really fun boat for racing and sailing with friends. Fast and trailerable. The boat has many upgrades: new windows, new blue cushions, standing/running rigging, V-locitek SpeedPuck, a Honda motor used no more than 10 hrs. Several Quantum sails. She comes with a nice trailer as well. \$12,000. Near South Lake Tahoe [carlafenes@gmail.com](mailto:carlafenes@gmail.com) (510) 289-2929

**13 FT RS AERO 2021.** Brand-new Aero with dolly, cover, bags for daggerboard, rudder, spars. Comes with Aero 7 rig (medium size). We bought it during the pandemic, sailed it a few times in the Bay and have had no time to sail since. Maybe sailed a total of five times. As I said — brand-new and sitting at the Monterey Bay Boatyard ready for spring. BTW, it is a super-fun boat to sail and is SOOOO much better than a Laser. \$11,600. Monterey Bay YC [dtemerson52@gmail.com](mailto:dtemerson52@gmail.com) (831) 402-5708



**24 FT MOORE 24 1981.** Hull #98. One-design/offshore setups — 2 masts, 3 forestays. 3 mainsails, #1, #2, #3 (2), heavy weather jibs, reacher, drifter, 6 spinnakers. Autopilot, Instruments, EPIRB (registered), emergency rudder, outboard. Galvanized dual-axle trailer. \$20,000 OBO. Point Richmond, CA [c.michael.maio@gmail.com](mailto:c.michael.maio@gmail.com) (707) 628-1181



**15 FT WEST WIGHT POTTER 1980.** Very clean. Ready to sail. Lots of extras. Fully restored trailer. \$3,500. Rio Vista, CA [steveegoble@aim.com](mailto:steveegoble@aim.com) (925) 305-6366



**22 FT SANTANA 2006.** Very clean, boat and sails are in nice condition. Roller-furling genoa/jib, lazy jacks, mainsail cover. Trailer included, see additional photos. Call or email. \$12,000. South Lake Tahoe [ronmaloney55@yahoo.com](mailto:ronmaloney55@yahoo.com) (408) 828-4824



**22 FT STAR 1963.** Glass hull, good condition. Multiple sails, good condition. 2 whisker poles. Elvstrom bailers. Current 2022 registration. Trailer with spare tire. \$2,100. Richmond, CA [stefroche916@gmail.com](mailto:stefroche916@gmail.com) (916) 303-0459



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**23 FT BEAR BOAT 1958.** Bear boat #64 'Bongo' for sale. 23-ft classic full-keel sailboat built in 1958. Out of the water and on a trailer. Complete boat with rig in good condition. Needs to be re-caulked and then it's ready for the water. These iconic San Francisco boats are fast, stable, and made for the Bay. \$1,500. Marin County rachelmaloney@mac.com (415) 690-6799



**27 FT ANTRIM 27 2000.** Fast and fun sport sloop can top 18 knots. Lifting keel with trailer allows ramp launching. Well maintained and ready to sail but needs work on auxiliary inboard engine. New rigging and carbon sails, spinnakers. \$29,000. Alameda, CA jackbarker76@gmail.com (970) 309-1840



**27 FT ERICSON 1978.** Restored Ericson 27. The heavy lifting and expensive work are done. Bottom paint and professional topsides paint. New upholstery in the salon and quarter berth as of last season. Engine: Single-cylinder Yanmar diesel has been fully rebuilt 2020 plus fully serviced as of January 2022. Much of the running rigging changed out, too. Best for this lovely boat to be a private yacht vs club boat. 'Together' needs someone to love and care for her vs be a rental yacht. She is together and ready to sail. \$19,995. Oakland info@afterguard.net (510) 535-1954



**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

## 25 – 28 FEET SAILBOATS



**25 FT CATALINA 25 1988.** Nice cruising sailboat in good condition. It's the desirable fixed wing keel model. I am the owner since 2013, and the prior long-time owner also kept the boat moored at the Folsom Lake Marina. The sails include a main, 2 furling jibs and a practically new asymmetrical spinnaker. It has an ST1000 autopilot, marine head, alcohol stove, 2 batteries, self-tailing winches, bimini cover, 7.5 Honda, trailer and other equipment. \$7,950. Folsom Lake kbell34@hotmail.com (916) 342-2546



**25 FT SCHOCK HARBOR 25 2008.** Pretty, Easy, fast and fun. For a good time, call. \$45,000. Sausalito synetgy@gmail.com (415) 729-3584 www.tinyurl.com/8j7fyj2



**26 FT YAMAHA 1984.** PHRF racer and comfortable cruiser. Interior and exterior maintained in excellent condition by meticulous owner. Yanmar 1gm10 diesel with very low hrs. Garmin chartplotter, Raymarine VHF radio, emergency beacon and many other items. \$10,000. Alameda Jnovie@aol.com (415) 271-3441



**27 FT CATALINA 27 1979.** Partnership breaking up, so classic 1979 Catalina 27 on the market for a quick sale. Well-set-up boat, sleeps 4 easily. Johnson 7.5 outboard (replaced an Atomic 4), enclosed head w/holding tank, new upholstery 7/16, sails in fair condition, 2 Danforths with rode, great berth at Sausalito Yacht Harbor (downtown Sausalito w/a great view!), easy access to Tiburon and Angel Island. \$3,000 mcromwellvhs@gmail.com

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

## 29 – 31 FEET SAILBOATS



**29 FT CAL 2-29 1978.** Sweet-sailing Cal 2-29 for sale. All halyards led aft and sail controls accessible to driver. She is well balanced and fun for a couple. Yanmar diesel 2GM20F (2227 hrs). Good condition main, 90% and 120% jibs, spinnaker. B&G displays. Autopilot. \$12,500 OBO. Richmond deg1@icloud.com



**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



**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

## 32 – 35 FEET SAILBOATS



**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



**35 FT DOWNEASTER 1977.** Tired of the pandemic, or global war? Sailed 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 HERRESHOFF 1998.** Beautiful, strong cruising cutter Herreshoff designed, bowsprit and boomkin, 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



**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 drien@aol.com (650) 714-7777 www.schocksantana35.com/



**32 FT ISLANDER 32 MK II 1978.** 2019/2020 refit—Monitor windvane & Pelagic autopilot, new electrical system, solar, windlass, 3 anchors, dodger, bimini, propane stove/oven, refrigeration, opening port lights. Standing rigging & lifelines 2017. Refurbished Westerbeke. 2022 bottom paint & zincs. \$29,000. Delta paulasunn@gmail.com (530) 514-1584



**34 FT JEANNEAU 1985.** Jeanneau Sunrise 34. LOA 34'7" Draft 5'11". V-berth, aft cabin, very nice salon, 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. \$28,500. Santa Cruz, CA tamrinbay@aol.com (831) 239-7571



**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

**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/

## 36 – 39 FEET SAILBOATS

**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 glen99@gmail.com (541) 274-9268



**38 FT Ericson 38-200 1988.** 'Gypsea' has sailed the Mexican waters for seven years and is ready to do so again. She has had much work done in the last six months, including new standing rigging, new refurbished interior, new cushions, keel re-bedded and torqued, new bottom six months ago. She has all that's needed to explore the Sea of Cortez and mainland Mexico. \$69,500. La Paz, MX gphillips511@yahoo.com (415) 269-8279



**36 FT CHEOY LEE 1964.** Great world cruiser, and great liveaboard. Six-ft headroom, sleeps six, has a 4-cylinder Perkins diesel, brand-new head, and holding tanks. Four brand-new batteries, ship to shore radio and depthsounder, three good headsails, all-teak deck and teak interior. Also included is an 8-ft West Marine dinghy with 2hp Honda 4-stroke motor. I'm only selling this boat due to cancer and chemotherapy. \$15,000. Pittsburg Marina GOHDN12@GMAIL.COM (925) 766-0055



**38 FT ERICSON 1982.** Cutter-rig sloop. Recent survey. Insured. Offshore sail plan for singlehanded sailing. Furling main, staysail and genoa. Raymarine P70 linear drive autopilot, radar and helm instruments. Electric windlass with robust anchor system. SS arch with dinghy davits, solar panels, outboard lift. Turnkey, ready to go. See ericsonyachts.org to learn more about this capable cruiser. On available hurricane mooring. \$39,000. Grenada, West Indies threearmstever@gmail.com (473) 537-7417

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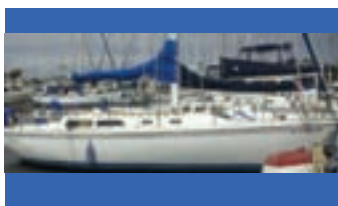
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**37 FT ALBERG 1969.** Westerbeke diesel, autopilot, cold freezer, solar, Awlgrip, new countertops, 316 rigging, new AGM batteries, full sail inventory, bimini. Easy drive from Tucson, AZ. \$28,000 OBO. San Carlos, Sonora, MX [gimmx@icloud.com](mailto:gimmx@icloud.com) (520) 262-7440 [www.tinyurl.com/yck6fket](http://www.tinyurl.com/yck6fket)



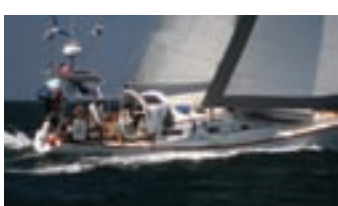
**36 FT CATALINA (M25XP) 1988.** Sloop. Single Universal Diesel engine, 3-cyl, 4-cycle. Refrigerator. Double SS sink. Microwave. Toilet. Shower. Engine-mounted alternator. Titan VHF transceiver. Autohelm 4000 autopilot. Depthfinder. Three-cabin layout. U-shaped dinette. V-berth. Dinghy. Stereo. \$39,900. Redwood City, CA [iamerv@gmail.com](mailto:iamerv@gmail.com) (916) 792-6389 [www.tinyurl.com/2tfm96d8](http://www.tinyurl.com/2tfm96d8)



**38 FT CATALINA 38 1980.** 26hp Universal diesel, repowered 1999, 295hrs, roller-furling jib, Autohelm speed/depth reporting, custom main windows, double sink, CNG stove, electric head, battery charger, water heater, 20gal fuel tank, 40gal water tank, Bluetooth stereo, VHF radio. \$31,000 OBO. Vallejo, CA [Endlessnhorizon80@gmail.com](mailto:Endlessnhorizon80@gmail.com) (612) 386-6584



**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 Max-Prop, updated rigging, new mainsail and other sails in very good condition, much more. 'Yancey' is waiting to take you into the Sea of Cortez, to the Gold Coast, or wherever. \$48,000. Mazatlan, Sinaloa, MX [SVYANCEY@GMAIL.COM](mailto:SVYANCEY@GMAIL.COM) (818) 292-2917



**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 [rockcain@gmail.com](mailto:rockcain@gmail.com) (425) 737-3129

**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](mailto:ilchianti@gmail.com) (916) 995-7853

**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](mailto:hogancanoes@aol.com) (650) 728-9528 or (650) 773-3834

## 40 – 50 FEET SAILBOATS



**40 FT OLSON (PACIFIC) 1982.** Estate sale. 1982 Olson 40, last used as a liveaboard. Showing morning of May 14. I'm sorry, I'm the executor of the estate with no further knowledge. Please, email only, no calls. Setting up 1/2 appointments May 14 from 9-12. Send me your two preferred times. All proceeds to charity. \$35,000 OBO. Berkeley Marina [PeterS@PeterSheltonLaw.com](mailto:PeterS@PeterSheltonLaw.com)

**41 FT NEWPORT 41 1982.** Selling my loved Newport, 30 hrs on rebuilt engine, recent bottom job. New shaft, refrig, diesel heater, and more. I'm getting too old for a boat this size so I bought a smaller boat. \$25,000 OBO. Emeryville [Thepaintgod@yahoo.com](mailto:Thepaintgod@yahoo.com) (415) 233-2845



**42 FT CATALINA 1990.** Rock-solid offshore cruiser. Well maintained and performs well up to 12-ft swell at 13 sec. After that you need a ship anyway. Raymarine autopilot, high-pressure washdown (fresh or salt), flushing potty, new oven. All lines to cockpit and easy to singlehand with autopilot. \$70,000. Alameda, CA [garuble@yahoo.com](mailto:garuble@yahoo.com)



**40 FT PASSPORT 40 1983.** World-capable cruiser. Ready to take you cruising. Cutter-rigged. Oversized rigging and 2 large extra cockpit winches. Large sail inventory, VHF, Icom HF, GPS, Aries windvane, Dickinson heater, Autohelm autopilot, Furuno radar, 40 hp Yanmar engine. 3-burner stove/oven, refrig/freezer, Spectra watermaker. 2018, power train refurbished at \$20K cost. \$135,000 (broker), \$125,000 (private). Call or email. \$125,000. Orcas Island, WA [svlandsend@yahoo.com](mailto:svlandsend@yahoo.com) (360) 632-8896

**50 FT HUDSON FORCE 50 1978.** Center cockpit, 80hp Ford Lehman w/3600 hrs. Aft queen berth w/windows. Yanmar 90 Amp genset. Lower teak decks replaced, Sitka spruce main, aluminum mizzen. \$75,000. Berkeley [Tcparfitt@yahoo.com](mailto:Tcparfitt@yahoo.com) (707) 861-2954



**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, refinished floors, many upgrades. See link for specs and photos. \$135,000. San Diego, CA [loriserocki@yahoo.com](mailto:loriserocki@yahoo.com) [www.tinyurl.com/2p898x8h](http://www.tinyurl.com/2p898x8h)



**48 FT CHEOY LEE SLOOP 1980.** Bluewater 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](mailto:jholman@sonic.net) (707) 529-8982

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**50 FT GULFSTAR 50 CC KETCH 1977.** NOW ON THE MARKET! The beautiful, well-maintained, cruise-ready, 'SPIRIT' Gulfstar 50 two-cabin model. Engine: Cummins 4BT 150hp; Genset: 5kW Northern Lights; Watermaker: VMT Squirt SPW (600 GPD); Doyle Sails (2016); Cruising Kite (w/ ATN sock); Reverse-Cycle Mermaids; Garhauer Dinghy Davits w/ Solar Panels; VacuFlush Heads; Dickinson Newport Diesel Heater – to highlight a few! Only three previous owners. Photos are current. Email Tom for more info. SERIOUS inquiries only, please! \$155,000. Channel Islands Harbor, Oxnard, CA [tsvk8r@protonmail.com](mailto:tsvk8r@protonmail.com)



**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](mailto:sailraynad@yahoo.com) (503) 853-3146 [www.tinyurl.com/yckvkdza](http://www.tinyurl.com/yckvkdza)



**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, tallboy. Removable carbon sprit w/2 asymm kites, all original spin gear, poles, 4 kites included. Successful PHRF racer in SoCal. Harken primary self-tailers, halyards led aft w/clutches to cockpit. Stainless cabin top handrails, eyebrows shaved, teak toerail cap. Nice clean updated look. Nice interior foam and cushions. newly recovered cockpit cushions. \$34,700. Dana Point, CA [defsailor@gmail.com](mailto: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](mailto:goldconcept@sbcglobal.net) (805) 550-1118

**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](mailto:lpeto@outlook.com) (520) 907-5104



**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](mailto: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](mailto:seely001@gmail.com) (530) 624-3201



**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](mailto:juniper@latitude23.net) [www.tinyurl.com/49d5uycf](http://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](mailto:maudeij@yahoo.com.au) (954) 235-2527 [www.guapasailboat.com](http://www.guapasailboat.com)

**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](mailto:jhietbrink@aol.com) (949) 640-1754

## 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 [stuwillo61@gmail.com](mailto:stuwillo61@gmail.com) (520) 406-5260

## 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, gimbaled 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](mailto: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](mailto: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](mailto:sagieber@gmail.com) (206) 384-1175



## MULTIHULLS



**40 FT TRIMARAN 2002.** Jim Antrim-designed, built to break records, this trimaran is still the fastest 40- x 33-ft, 6700lb, trailerable offshore trimaran in North America. Carbon hulls, Marstrom carbon mast. Cost over \$600k in 2002, built by Sn composites in Montreal. Sister ship still owns California-to-Japan solo record, PHRF approximately -68. Priced low for upgrades. Specs on Jim Antrim's design, 'Zephyr'. Consider trade-in. \$185,000. Reno, NV Multihuler@aol.com (775) 722-5677



**27 FT F25C 2000.** Beautiful example of the Farrier F25C. Randy Smythe rig with Omohundro mast, Elliott/Pattison sails. Always dry sailed. Double-axle road trailer. Los Angeles. Email for more information. \$39,500 OBO. Los Angeles, CA davidcollins@mindspring.com



**55 FT TRIMARAN, HORSTMAN-INSPIRED 1989.** REALLY REALLY MUST SELL!!! WAS DISMASTED RECENTLY. BOW SPRIT AND FORE DECK IS TORN UP. SOME TERMITE DAMAGE. SOFT SPOTS NEED WORK. Majestic comfortable liveaboard, 62 LOAX 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. \$30,000 OBO!!!!. Panama City, Panama debjustbreathe@gmail.com (775) 400-4188, (775) 350-4935, (775) 782-7035



**46 FT CATAMARAN 2020.** Catamaran project, fiberglass hulls, gear to finish, needs interior. Mast, boom, sails, engine, 20+ new Lewmar ports and hatches, 24-ft container, pulpits, stanchions, lifelines. Yard to finish, easy move \$50,000 or offer. Santa Rosa, CA \$50,000 OBO. Santa Rosa, California john@windtoys.net 707-696-3334

**20 FT TOMCAT 2000.** Catamaran, excellent condition. Accommodates eight. Includes mainsail, jib, and genoa; Yamaha 9.9hp outboard; dual rudders with wheel and tiller steering; bimini top; ST60 Tridata instruments; compass; trailer; anchor with chain and much more. \$19,500. Lake Almanor, CA mlpboat.6.2@gmail.com (650) 924-0849. www.tinyurl.com/24a6pvaf

## 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 thewetbar@hotmail.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

## BERTHS & SLIPS



**GLEN COVE — DOCUMINIUM.** Own this slip in Glen Cove. Like a condominium, there is a small HOA monthly. This slip is 55-ft long and can accommodate a 57-ft boat. Located just in front of the Glen Cove lighthouse building with easy access and a short walk from the parking area. This marina is protected from the wind on three sides. No noticeable tide surge. Easy to maneuver with lots of turning room. \$100,000. Glen Cove Marina rlee@remax.net (707) 333-83087

**SLIP FOR RENT — EMERY COVE MARINA.** Upwind slip, A -25, 50-ft x 15-ft. Shorepower 30/50 A. Docks and facilities have recently been renovated. \$620. Emeryville, CA martin@spinergygroup.com (510) 918-2453 www.emerycove.com/

**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

**36 FT SLIP AT PIER 39.** Many attractions on the Pier, clean private restrooms with showers and laundry facilities. Discounted secure parking available. \$4,400. San Francisco sailingfearless@gmail.com (415) 745-2292

**REDWOOD CITY MARINA SLIPS AVAILABLE.** Slips 30 -75 at great rates! Amenities: parking, bathrooms, laundry, pump-out, free wi-fi, keyless entry. Guest berths also available. Call for availability. 451 Seaport Court, Redwood City, CA 94063 crevay@redwoodcityport.com (650) 306-4150 www.redwoodcityport.com/marina

## PARTNERSHIPS

**USE YOUR MONEY WISELY.** Well maintained, 2002 Beneteau 473. We are looking for a third partner. Two-stateroom version. Sail-ready. Save some Money, share costs. We are using it for our Sea of Cortez Adventures. Call Ted. \$50,000. Loreto Presently ted@californiameridian.com (805) 305-0517

**LOOKING FOR BOAT PARTNERSHIP.** Looking for partnership on 30-50-ft sailboat, preferably East Bay. Equity and non-equity considered. Have 20+ years of experience sailing on the Bay and chartering internationally. I have partnered successfully on a 31-ft Beneteau for five years. Now I have a small sailing dog that I want to sail with me and the others are allergic. Looking for a clean boat in good condition that is sailed regularly, and responsible, nice sail partners. Berkeley ddodgesf@gmail.com

## BUSINESS OPPORTUNITIES

**CUSTOM MARINE CANVAS BUSINESS FOR SALE.** Successful marine canvas business available for purchase. Located in the center of 10 marinas, along a five-mile stretch of the Intracoastal Waterway. There is a current lease in place overlooking the water at a dry stack facility housing 200 boats. Owners are happy to assist in the transfer of our large customer base of this high-end, custom shop. Interested parties, please call or email. Little River, SC sunsetcanvasco@aol.com (843) 957-6611 www.sunsetcanvasco.com

**LUXURY SAILING CHARTER BUSINESS FOR SALE.** Highly successful crewed-charter business with established history of full seasons and satisfied clients. Includes immaculate five-stateroom sailing yacht with coastwise trade endorsement, beautiful website, color brochure and fabulous reviews. This has been a perfect full-time career for the current owners and will be a great turnkey business. Serious inquiries call or email for details. San Juan Islands, WA stephen@ibainc.com (425) 454-3052 www.ibainc.com/

## 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

**ADVENTURE SAILING.** Join us for an ocean passage in 2021 andy@sailingbiz.com (707) 953-0434 www.sailingbiz.com

## GEAR

**WINCHES.** Two Barient 25-6 winches \$975 for both. Two Barient 21-4 winches \$975 for both. Lewmar winch handle goes to first buyer. \$975. Oregon wallacejones137@gmail.com (541) 435-8301

**SEXTANT.** 1965 C. Plath sextant, finest craftsmanship. From estate of old tugboat captain. # 47 400 \$2350. Also 1985 Freiberg aluminum nice \$1150. \$2,350. Oregon wallacejones137@gmail.com (541) 435-8301



**USED ROLLER FURLED SAILS.** Main and genoa. Made by Far East Sails in 2017, for my 44-ft Gulfstar sloop. Boat was sailed from San Francisco to Cabo San Lucas in 2017 and motored back in 2021. Was in dry dock for four years. Sails are 9.97 Oz Marblehead Crosscut and original price was \$5,000 each. Sail area Genoa 44.4 m<sup>2</sup>, mainsail 24.17 m<sup>2</sup> \$2,000. Walnut Grove, CA fcgmc@lmi.net (707) 330-7712

**CRUISERS MOVED ASHORE.** Are you ready for the Ha-ha? RIB inflatable with outboard, Jerry can, Raymarine, Garhauer kayak racks, foulies, Cruising and sailing books, Boatswain's chair, Many lines, sheets and halyards, hardware and much more. Email for details, pictures and prices. Discovery Bay jimpolygraphman@sbcglobal.net (510) 918-0515

**CRUISING GEAR.** New Stearns 1950 24+ immersion suit \$900. New Lewmar pivoting self-launch bow anchor roller \$120. New 45-ft x 1-in white braided line, eye splice on one end, whip finish on the other \$100. Marin County john@lyonmc.com (415) 850-2418

## JOB OPPORTUNITIES



**MARINA CONSTRUCTION SALESPERSON.** Bellingham Marine is seeking a salesperson for the Northern California office. Join the industry leader in marina design and construction to help maintain and grow the division's sales program. Learn more about the Project Development Coordinator position at website, or call the office. Dixon, CA bfisher@bellingham-marine.com (707) 678-2385 www.tinyurl.com/yeys8jz

**OFFICE MANAGER.** Office Manager – Marine and Residential Canvas Business. Commercial sewing shop on the water in Sausalito, specializing in custom canvas fabrication for marine and residential applications, is seeking an expert administrator to join our busy team. This position is full-time, weekdays 8:00 a.m. to 4:30 p.m. Please contact lisa@thecanvasworks.com for a detailed job description. Sausalito mike@thecanvasworks.com (415) 331-6527

**CAPT. KIRK'S SAILING IS HIRING CAPTAINS!** We are seeking licensed captains for private charters on our three boats in Sausalito and Alameda. Our motto is "Best Day Ever" because we emphasize providing our guests with great customer service. Check out our reviews on Yelp/Google. We train our team and maintain our boats to high standards for safety and comfort. Part- or full-time possible. Please send resume to email. Thanks! joe@sfbaysail.com www.sfbaysail.com

**LICENSED CAPTAIN WANTED PIER 39, S.F.** Wanted to operate 28-ft passenger RHIB Boat 'Bay Voyager' out of Pier 39. We are committed to providing the highest level of customer service and expect the same of our captains. Job includes vessel safety, live narration and interaction with passengers. Previous RHIB boat exp., tour guide exp., second language, former USCG, area all preferred. Please reply to this posting and attach your résumé in PDF format. Pier 39, S.F. charles@bayvoyager.com (510) 612-1251 www.bayvoyager.com/



**BOATYARD MANAGER WANTED.** Spaulding Marine Center (501c3 nonprofit organization) is currently seeking an experienced Boatyard Manager to oversee our educational working boatyard. Candidates should have ABYC qualifications with relevant time and experience in similar roles. Healthcare and other full-time benefits included. Applications are open online on our website. Sausalito, CA education@spauldingcenter.org (415) 332-3179 www.tinyurl.com/59r37fmv



**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/

**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

**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

**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



**MARINA MANAGER.** Oakland Marinas. The Marina Manager handles all aspects of marina operations within budgetary guidelines in an efficient, cost-effective and creative manner, and is responsible for improving the marina's guest services level, performance, efficiency, and profitability. Marina Manager will be an excellent leader and provide the highest level of customer service in a friendly, helpful manner while accurately responding to the customers' needs. Projects a professional company image through all types of interaction. Please email résumé. Oakland jhayes@almar.com www.almar.com



**TWO HARBORS HARBOR DEPARTMENT POSITIONS AVAILABLE.** Positions available! Two Harbors Harbor Department, on the west end of Catalina Island. Looking for experienced boat operators for seasonal harbor patrol positions (March – October). Harbor patrol assigns and facilitates the use of 700+ moorings on the west end of Catalina Island and assists with transporting passengers to and from shore. USCG license required for passenger transport, seasonal mooring included for patrol personnel with liveaboard vessels. Inquire at website. Jrconner@scico.com (310) 510-4254 www.tinyurl.com/whb7kvn





**STUDENT ENROLLMENT & EVENT COORDINATOR.** Front Desk person: Meet and Greet drop-ins. Comfortable handling Sales/Enrollment and scheduling for courses. Mini retail too. Book and coordinate charters. Help with Member Events & daily operations. Requirements: Good communication skills both phone and written, computer and internet savvy, working sailing vocabulary. Sail training added benefit! Start part-time. Flexible schedule. \$=Experience. Other team members needed: Captains & Instructors – Keel, Small Boat & Cat. Fleet care person to prepare boats, then turn-a-round to be ready to go again. (510) 535-1954 info@afterguard.net www.afterguard.net



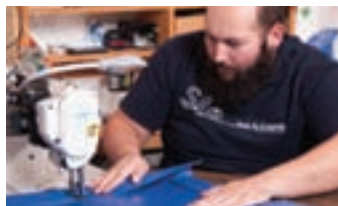
**FLEET SERVICE STAFF.** Club Nautique has an opening for a full-time Fleet Service Staff in Sausalito. No experience necessary. We will train the right candidate. Job responsibilities include: Cleaning both the interior and exterior of sailboats and powerboats. Fueling and pumping out boats, which requires 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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**SAILING SCIENCE CENTER – VOLUNTEERS.** Volunteer docents wanted to staff educational science exhibitions. Volunteer or contract graphic designer wanted. Photographers and photography wanted. Ask about other volunteer positions. info@sailingscience.org (510) 390-5727 www.sailingscience.org/



**SLO SAIL AND CANVAS IS HIRING – MULTIPLE POSITIONS.** SLO Sail and Canvas is hiring for multiple positions in our busy sail loft in beautiful San Luis Obispo, California. We specialize in building boat covers, trampolines, and sails for sailing dinghies, one-designs, and beach catamarans. The following job opportunities are open for immediate fulfillment: Sailmaking Department Manager, Manufacturing Assistant – Industrial Department, Production Sewing & Prep – Trampoline or Boat Cover Department, and Office Assistant. To learn more about each job opening, visit website. erik@slosailandcanvas.com (805) 479-6122 ext.9 www.tinyurl.com/fpdkrmt

**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



**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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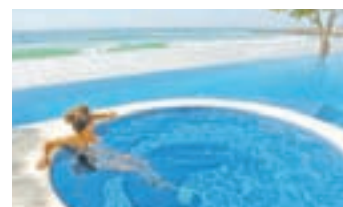
**Donate Your Boat.** The Bay Area Association of Disabled Sailors strives to make sailing accessible to people with disabilities. BAADS is always on the lookout for donated boats to support its mission. Help an all-volunteer organization while receiving a charitable tax deduction. boatdonations@baads.org (415) 532-9831

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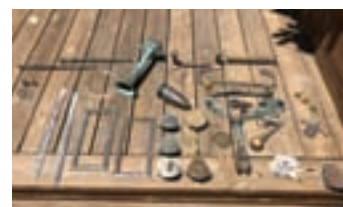
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**JAMES MCDOWELL.** Trying to get your advice on one of the boats you previously owned. Thanks a lot for your time. saylor44@gmail.com (650) 714-7777 www.tinyurl.com/3z23tbfb

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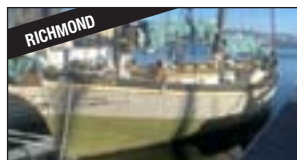


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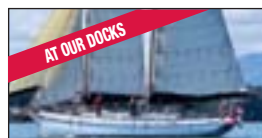
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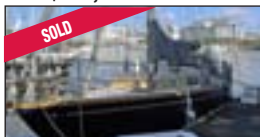
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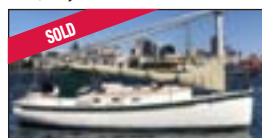
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