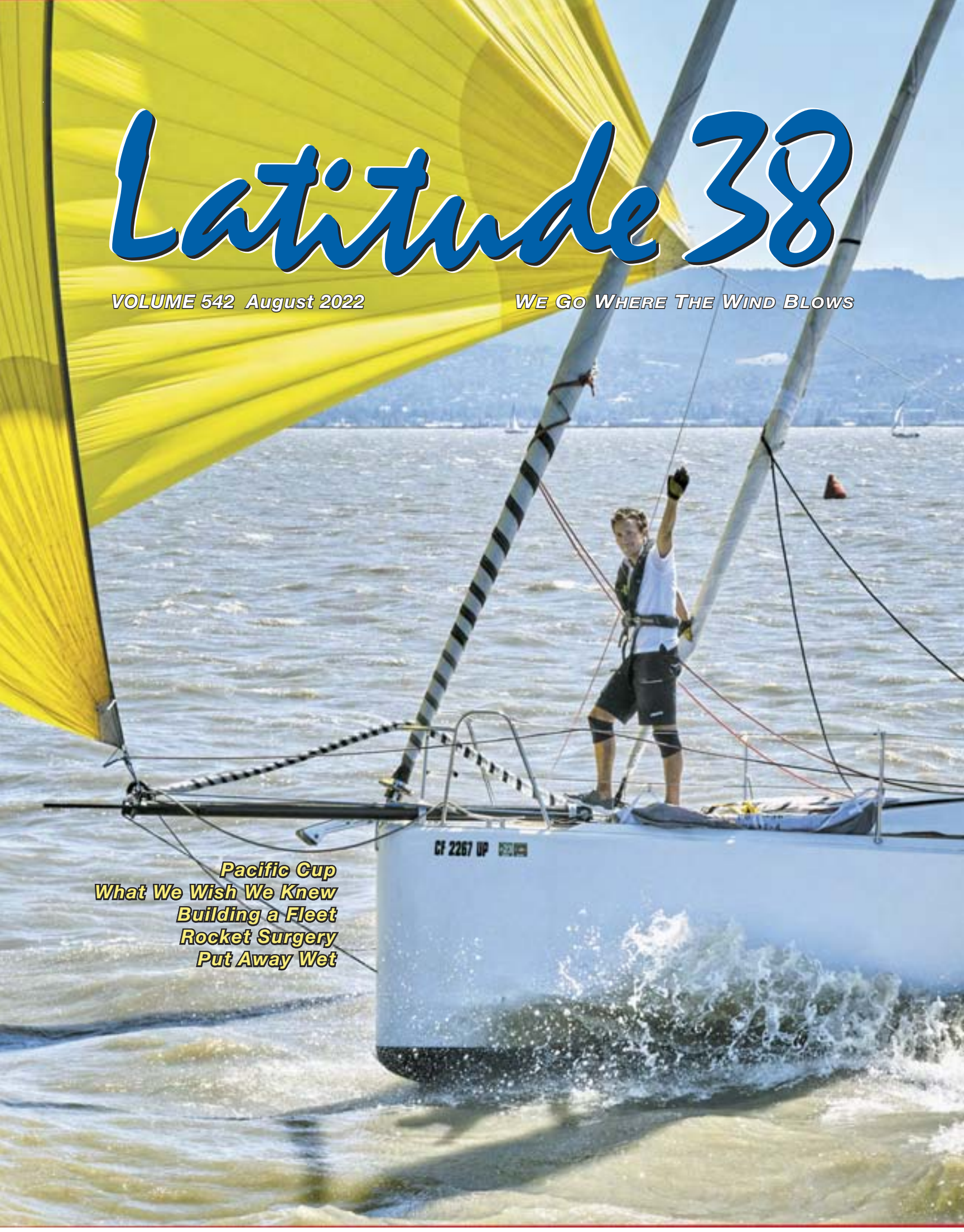


# Latitude 38

VOLUME 542 August 2022

WE GO WHERE THE WIND BLOWS

*Pacific Cup  
What We Wish We Knew  
Building a Fleet  
Rocket Surgery  
Put Away Wet*





# GRAND MARINA



Photo Credit: Bill Burkart

## COME TO GRAND MARINA

### FOR A WEEKEND AND LEAVE WITH MEMORIES THAT LAST A LIFETIME.

We do our best to ensure our guests have the best experience possible because the best is what they deserve. Visit Grand Marina, the pearl of the bay for an experience of a lifetime.



## GRAND MARINA

THE BAY AREA'S PREMIER BOATING COMMUNITY

**510.865.1200**

Leasing Office Open Monday thru Saturday, 9 a.m. – 5 p.m.

2099 Grand Street, Alameda, CA 94501

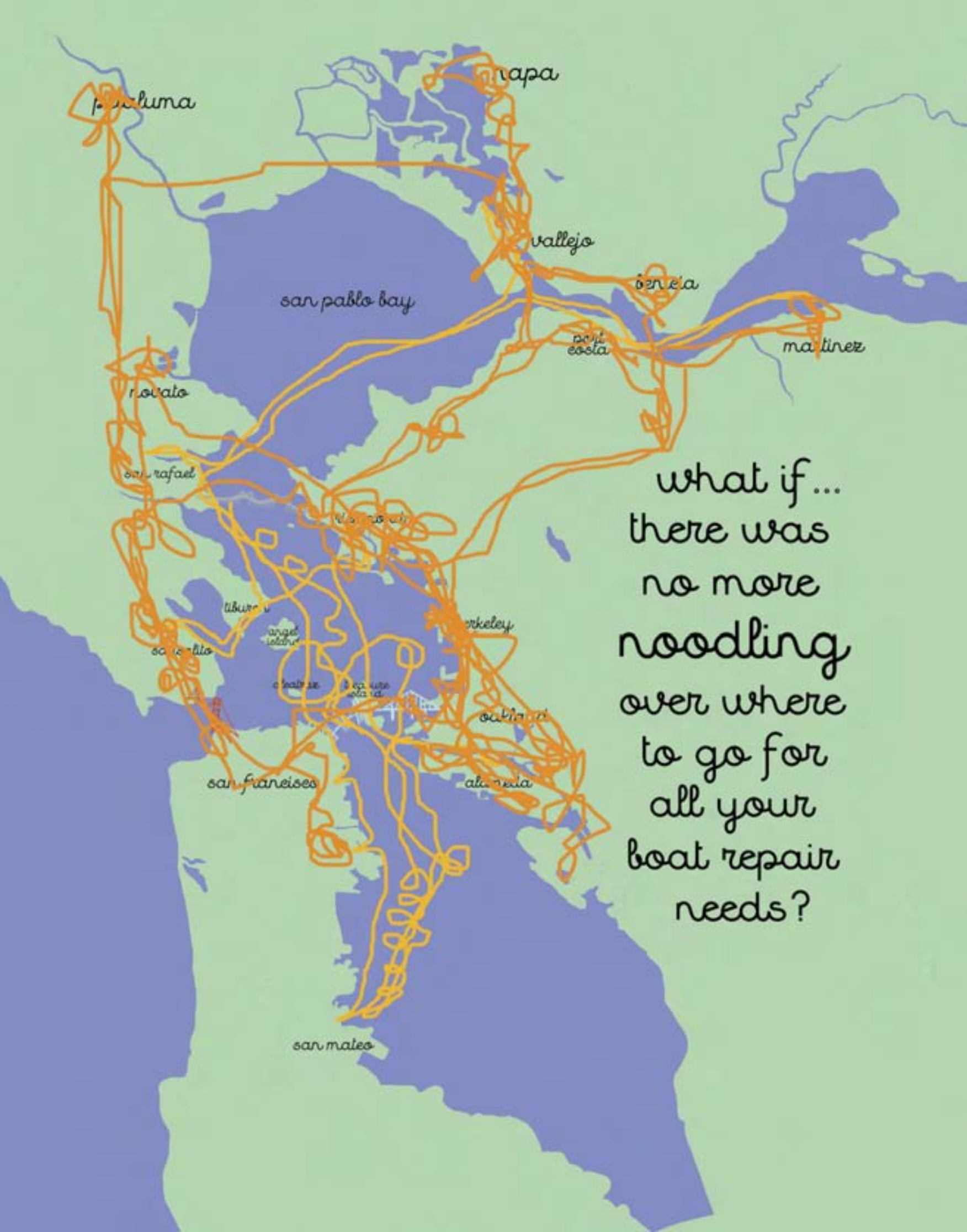
[www.grandmarina.com](http://www.grandmarina.com)

- ◆ Prime deep water double-fingered concrete slips from 30' to 100'.
- ◆ Guest berthing available for a weekend or any day getaway.
- ◆ Complete bathroom and shower facility, heated and tiled.
- ◆ Free pump-out station open 24/7.
- ◆ Full-service Marine Center and haul-out facility.
- ◆ Free parking.
- ◆ Free on-site WiFi.

And much more...

#### Directory of Grand Marina Tenants

Alameda Canvas and Coverings  
Alameda Marine Metal Fabrication  
Atomic Tuna Yachts  
BAE Boats  
Boat Yard at Grand Marina, The  
Blue Pelican Marine  
MarineLube  
Mike Elias Boatworks  
Mosely's Café  
New Era Yachts  
Pacific Crest Canvas  
UK Sailmakers



what if...  
there was  
no more  
noodling  
over where  
to go for  
all your  
boat repair  
needs?

# BOAT LOANS

*from*

TRIDENT **TF** FUNDING  
*Specialists in Marine Finance*

*"a fresh  
approach  
from people  
you can trust"*

Please contact

**JOAN BURLEIGH**  
**(800) 690-7770**

**(510) 749-0050**

**jburleigh@tridentfunding.com**  
**(Northern California)**

**JIM WESTON**

**949-278-9467**

**jweston@tridentfunding.com**  
**(Southern California)**

**www.tridentfunding.com**

---

## CONTENTS

subscriptions	6
calendar	10
letters	20
loose lips	45
sightings	46
21st pacific cup race to hawaii	58
mexico — what we wish we knew	66
how to build a fleet	72
'improbable' update	76
max ebb: ride it hard	80
racing sheet	84
changes in latitudes	92
classy classifieds	102
advertisers index	112
brokerage	113

Cover: Anja Bog and Peter Weigt's Pogo 36 *Ferox* was looking good as they closed on the finish line for the Westpoint Regatta to take second in PHRF 3. See more photos and read our report in Racing Sheet starting on page 84.

Credit: Tom Borgstrom

Copyright 2022 Latitude 38 Media, LLC

Since 1977

Send us your story. *Latitude 38* welcomes editorial contributions in the form of stories, anecdotes, photographs — anything but poems, please; we gotta draw the line somewhere.

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

Have writer's block? Go sailing — you're sure to come home with a story.

---



# GREAT BROKERAGE BUYS AT OUR DOCK

2016 DUFOUR 512



Equipped for bluewater cruising \$439,000



2005 Hunter 46LE



Excellent Condition \$174,000



2019 OCEANIS 51.1



Earns its keep in our charter fleet \$619,000



2002 BENETEAU 473



Recent Upgrades \$169,000



2020 OCEANIS 30.1



Fully Equipped \$178,000



1980 BREWER PH 46



Well maintained \$80,000



CLICK ON THE QR CODE & REQUEST FULL SPECS

## OUR NEW BOAT LIKE AN OWNER CLUB



- One time initiation fee
- Low monthly fee for unlimited boating
- New Beneteau yachts



- New Yacht Sales
- Brokerage Services
- Yacht Charters

- Charter Placement
- Boating Club
- Private Lessons

[www.passagenautical.com](http://www.passagenautical.com)  
510-236-2633



PT. RICHMOND  
BRICKYARD COVE MARINA  
1160 BRICKYARD COVE RD  
(510) 236-2633

OAKLAND  
Charter & Power Boat Club Fleet  
JACK LONDON SQ.  
2 WATER STREET

# WHALE POINT

## MARINE & HARDWARE CO.

### ACE MONTHLY SPECIALS ACE

Hardware Hardware

- Marine Parts & Accessories •
- Complete Hardware Store •
- NOW ALSO CARRYING LUMBER •

#### FIRE EXTINGUISHERS

by Kidde

#14677:  
**Now \$32<sup>99</sup>**  
#14666:  
**Now \$29<sup>99</sup>**  
#61074, PWC:  
**Now \$29<sup>99</sup>**



#### FILLET KNIFE

with Sheath

**FILLET KNIFE**  
9" Blade:  
**NOW \$9<sup>99</sup>**  
6" Blade:  
**NOW \$8<sup>99</sup>**  
**BAIT KNIFE**  
4" Blade:  
**NOW \$7<sup>99</sup>**



#### BOAT HOOK

by Davis

3 part boat hook, adjust from 54" - 12'. A tough hook is a valuable when launching, docking, mooring or retrieving your hat.



List \$42.99, #4122: **Now \$32<sup>99</sup>**

#### AIR HORN

by Super Blast

Air Horn  
#88016:  
**NOW \$16<sup>99</sup>**  
Refill  
#88017:  
**NOW \$14<sup>99</sup>**



#### TRAILER JACK

by Seachoice

Model #52031  
1500lbs.  
**Now \$59<sup>99</sup>**

Model #812035  
1000lbs.  
**Now \$42<sup>99</sup>**



#### BUTANE STOVE

by Sterno

Stove  
#8013537: **Now \$39<sup>99</sup>**  
Butane Cartridge  
#8013543: **Now \$3<sup>99</sup>**



#### BATTERY BOXES



27 Series, #9067: **Now \$13<sup>99</sup>**  
24 Series, #21446: **Now \$12<sup>99</sup>**

#### DRY BAG



40 Liter: **Now \$33<sup>99</sup>**

# HOW WOULD YOU LIKE IT

## IF WE DELIVERED LATITUDE 38 TO YOUR HOME?



**SUBSCRIBE ONLINE AT**  
**WWW.LATITUDE38.COM**

- \$36 for a one year third class subscription
- \$63 for a one-year third class subscription & *Latitude 38* classic t-shirt (Designate women or men, and the size.)
- \$55 for one year first class  
- Canada, Mexico, FPO/APO, and correctional facilities require first class subscription.



Women-Gray



Men-Red

## Latitude 38

*we go where the wind blows*

Publisher/Editor.....John Arndt.....john@latitude38.com.....ext. 108  
Racing Editor.....Christine Weaver.....chris@latitude38.com.....ext. 103  
'Lectronic Latitude Editor....Monica Grant.....monica@latitude38.com.....ext. 105  
Contributing Editors: Tim Henry, Lisa Hotchkiss, Paul Kamen,  
John Riise, John Skoriak, Richard Spindler, Ross Tibbits  
Editor-at-Large.....Andy Turpin.....andyturpinatlarge@gmail.com  
Roving Reporter.....Donna Andre  
Production Supervisor.....Soren Hemmilla.....soren@latitude38.com.....ext. 102  
Sales Manager.....Nicki Bennett.....nicki@latitude38.com.....ext. 109  
Bookkeeping.....Penny Clayton.....penny@latitude38.com.....ext. 101

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

**www.latitude38.com • (415) 383-8200**  
15 Locust Avenue, Mill Valley, CA 94941



**205 Cutting Blvd, Corner of 2nd, Richmond**  
**510-233-1988**

**Mon-Sat: 8:30am-5pm, Closed Sundays • FAX 510-233-1989**  
**whalepointmarine@yahoo.com • www.WhalePointMarine.com**





2016 - 54' JEANNEAU 54 \$498,888.88

SAN RAFAEL (415) 453-4770





**63' MASON KETCH '84**  
\$259,500  
Alameda (510) 838-1800



**54' JEANNEAU 54 '16**  
\$498,888.88  
San Rafael (415) 453-4770



**52' TAYANA CENTER COCKPIT CUTTER, 1987**  
\$175,000  
Emery Cove (510) 601-5010



**48' ISLAND PACKET 485 CENTER COCKPIT**  
\$449,000  
Emery Cove (510) 601-5010



**45' SPARKMAN & STEPHENS SLOOP, 1982**  
\$85,000  
Emery Cove (510) 601-5010



**44' HYLAS CENTER COCKPIT, 1987**  
\$139,000  
San Rafael (415) 453-4770



**42' SCHOCK STAYSAIL SCHOONER, 1927**  
\$249,000  
Emery Cove (510) 601-5010



**38' SABRE, 2008**  
\$217,000  
Emery Cove (510) 601-5010



**37' IRWIN MARK V CUTTER**  
\$21,900  
Alameda (510) 838-1800



**36' CHEOY LEE OFFSHORE, 1984**  
\$32,000  
San Rafael (415) 453-4770



**36' C&C 36, 1978**  
\$39,500  
Emery Cove (510) 601-5010



**34' BENETEAU 343, 2006**  
\$128,000  
Emery Cove (510) 601-5010





**50' SOLARIS 50, 2017**  
\$839,000  
Emery Cove (510) 601-5010



**49' BENETEAU SLOOP, 2007**  
\$249,000  
Emery Cove (510) 601-5010



**50' HUNTER AFT COCKPIT, 2012**  
\$329,000  
Emery Cove (510) 601-5010



**42' BENETEAU FIRST 42, 1984**  
\$79,000  
Emery Cove (510) 601-5010



**40' BABA 40 CUTTER, 1984**  
\$128,900  
Alameda (510) 838-1800



**42' BALTIC 42 DP, 1981**  
\$59,000  
Emery Cove (510) 601-5010



**36' Catalina MKII**  
\$79,500  
Alameda (510) 838-1800



**36' CATALINA, 1984**  
\$39,000  
Emery Cove (510) 601-5010



**36' CATALINA MKII, 2005**  
\$110,000  
Emery Cove (510) 601-5010



**31' BOMBAY CLIPPER SLOOP, 1978**  
\$22,000  
Isleton (415) 244-0293



**29.5' HUNTER M, 1994**  
\$31,900  
Alameda (510) 838-1800



**26' Macgregor, 2004**  
\$27,900  
Alameda (510) 838-1800





VISIT OUR WEBSITE:  
**www.boatyardgm.com**  
*We're just a 'click' away.*



NO MATTER HOW YOU SPELL IT:  
 Call Shawn or Sean and you can't go wrong!



**IT'S SIMPLE!**

Call The Boat Yard at Grand Marina  
 for the Lowest Bottom Prices!

~ THE ONLY BOAT YARD IN ALAMEDA ~

**X. Interlux.**  
 yachtpaint.com

CALL OR EMAIL US FOR AN APPOINTMENT  
 (510) 521-6100 • crew@boatyardgm.com  
 2021 Alaska Packer Place, Alameda

## CALENDAR

### Non-Race

**Aug. 2-4** — Laser Clinic, Cascade Locks, OR. CGRA, [www.cgra.org](http://www.cgra.org).

**Aug. 3-31** — Wednesday Yachting Luncheon, via YouTube, noon. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Aug. 5-7** — Potter Yachters Half Moon Bay Sail. Info, [www.potter-yachters.org](http://www.potter-yachters.org).

**Aug. 6** — Maritime Day, Galilee Harbor, Sausalito, 8 a.m.-6 p.m. Live music, art, food, wooden boat building, dinghy dash, historic vessels, free boat rides, marine flea market, raffle. Free. Info, [galileeharbor@gmail.com](mailto:galileeharbor@gmail.com) or (415) 332-8444.

**Aug. 6** — Taste of the Delta, Village West Marina & Resort, Stockton, 1-4 p.m. Benefits California Delta Chambers. \$45-\$50 includes souvenir glass. Info, [www.tasteofthedelta.com](http://www.tasteofthedelta.com).

**Aug. 6** — Sail Benicia. BenYC, [www.beniciayachtclub.org](http://www.beniciayachtclub.org).

**Aug. 7-28** — 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).

**Aug. 11** — Full Sturgeon Moon on a Thursday.

**Aug. 12-13** — Concours d'Elegance Wooden Boat Show, Obexer's, Homewood. Tahoe YC, [www.laketahoeconcours.com](http://www.laketahoeconcours.com).

**Aug. 13** — Nautical Swap Meet, Owl Harbor Marina, Isleton, 8 a.m.-noon. Free space and free entry. Reserve a space, (916) 777-6055 or [info@owlharbor.com](mailto:info@owlharbor.com).

**Aug. 13** — Hot Summer Nights, Stockton SC, 5-8 p.m. Classic car show, rock 'n' roll, burgers. Benefits Hospice of San Joaquin. Free admission. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Aug. 13-14** — Delta Doo Dah cruise-in, Delta Bay, Isleton. 8/13: BBQ lunch, demos, free SUP lessons, speakers, 10 a.m.-4 p.m. 8/14: Sunday Market, 10 a.m.-2 p.m. Free slips for the weekend for the first 20 Delta Doo Dah 14 entrants who reserve one. Info, [www.latitude38.com/delta-doo-dah](http://www.latitude38.com/delta-doo-dah).

**Aug. 20** — SF Pelican Bodega Bay Cruise. Fleet 1, [www.sfpelicanfleet1.com](http://www.sfpelicanfleet1.com).

**Aug. 28, Sept. 11** — Open House/Introductory Sail, Berkeley, 1-3 p.m. Guests must show proof of COVID vaccination. Free. Cal Sailing Club, [www.cal-sailing.org](http://www.cal-sailing.org).

**Sept. 1** — Mexico Cruising Seminar, Spaulding Marine Center, Sausalito, 4-5:30 p.m. With Fito Espinoza of Hotel Coral, and Neil Shroyer of Marina de La Paz. \$10; free for 2022 Baja Ha-Ha skippers & first mates. Info, [www.latitude38.com](http://www.latitude38.com).

**Sept. 1** — Latitude 38 Fall Crew List Party, Spaulding Marine Center, Sausalito, 6-9 p.m. \$10; free for 2022 Baja Ha-Ha skippers & first mates. Info, [www.latitude38.com](http://www.latitude38.com).

**Sept. 3** — California Free Fishing Day. CDFW, <https://wildlife.ca.gov/Licensing/Fishing/Free-Fishing-Days>.

**Sept. 3** — 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).

**Sept. 3-4** — 80 Years of the Nordic Folkboat, Richmond YC. A gathering of past, present and future Folkboat owners. Raft-up, races, swap meet, competitions for the best-looking boats (cruisers, wood, fiberglass). Info, [www.sfbayfolkboats.org](http://www.sfbayfolkboats.org).

**Sept. 5** — Labor Day.

**Sept. 9** — R2AK Blazer Party, Port Townsend, WA, 6 p.m. Info, [www.r2ak.com](http://www.r2ak.com).

**Sept. 9-11** — Wooden Boat Festival, NW Maritime Center, Port Townsend, WA. Free-\$50. Info, [www.woodenboat.org](http://www.woodenboat.org).

**Sept. 9-11** — Northern California Westsail Rendezvous, Owl Harbor Marina, Isleton. WOA, [www.westsail.org](http://www.westsail.org).

**Sept. 10** — Women's Sailing Seminar 30th Anniversary Party, Afterguard Sailing Academy, Oakland, 6-9 p.m. Live entertainment, food, all are welcome. \$25; 2 free tickets for WSS students. IYC, [www.womenssailingseminar.com](http://www.womenssailingseminar.com).

**Sept. 10-11** — Women's Sailing Seminar, Afterguard,



# SEATTLE YACHTS

LIVE THE ADVENTURE  
**SEA BEYOND**

WASHINGTON • CALIFORNIA • FLORIDA • MARYLAND • CANADA • PHILIPPINES



Dashew Kelly Archer \$1,5000.00  
Russ Carrington 310.991.2628



2016 Moody 54DS \$979,000  
Kenyon Martin 858.775.5937



IN BUILD

2023 Hanse 460  
Seattle Yachts 844.692.2487



IN STOCK

2022 Hanse 458  
Seattle Yachts 844.692.2487



2015 Hanse 455 \$409,000  
Tom Mowbray 415.497.3366



IN BUILD

2023 Tartan 455  
Seattle Yachts 844.692.2487



1995 Oyster 485 \$450,000  
Tom Mowbray 415.497.3366



2021 Hanse 388 \$410,000  
Tom Mowbray 415.497.3366



2008 Tayana 48 DS - \$425,000  
Tom Mowbray 415.497.3366



**LOS ANGELES**  
(310) 827-2567

**SAN FRANCISCO BAY AREA**  
(510) 227-2100

**SAN DIEGO**  
(619) 523-1745



**844.692.2487 SEATTLEYACHTS.COM**



# CALENDAR

Oakland. \$330-\$445. IYC, [www.womenssailingseminar.com](http://www.womenssailingseminar.com).  
**Oct. 31-Nov. 12** — 28th Baja Ha-Ha Cruising Rally from San Diego to Cabo San Lucas. Info, [www.baja-haha.com](http://www.baja-haha.com).

## Racing

**Aug. 5-7** — Skamania Coves Invitational, Cascade Locks, OR. CGRA, [www.cgra.org](http://www.cgra.org).

**Aug. 6** — OYRA RC's Choice #2. YRA, [www.yra.org](http://www.yra.org).

**Aug. 6** — Race around Treasure Island and back to Brisbane. Sierra Point YC, <https://spyc.clubexpress.com>.

**Aug. 6** — Double Damned, Cascade Locks to the Dalles, OR. HRYC, [www.regattanetwork.com/event/23823](http://www.regattanetwork.com/event/23823).

**Aug. 6** — Birthday Regatta & Beachcombers Ball. RYC celebrates their 90th anniversary. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Aug. 6** — Kay & Dave Few Regatta. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Aug. 6** — Singlehanded Regatta on Folsom Lake. FLYC, [www.flyc.org](http://www.flyc.org).

**Aug. 6** — 50th Shaw Island Classic. San Juan Island YC, [www.sjiyc.com](http://www.sjiyc.com).

**Aug. 6** — Cal Cup Windsurfers. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Aug. 6, Sept. 10** — North Bay Series. VYC, [www.jibeset.net](http://www.jibeset.net).

**Aug. 6-7** — Summer Keel. SFYC, [www.sfyyc.org](http://www.sfyyc.org).

**Aug. 6-7** — Women on the Water/Woman at the Helm, Marina del Rey. Info, [www.wsasmb.org/wow-wah](http://www.wsasmb.org/wow-wah).

**Aug. 6-7** — Santanarama for Santana 22s in Pebble Beach. Stillwater YC, [www.sycpb.org](http://www.sycpb.org).

**Aug. 6-7** — Charity Regatta to benefit the Elizabeth Hospice. Oceanside YC, [www.regattanetwork.com/event/24807](http://www.regattanetwork.com/event/24807).

**Aug. 7, 21, Sept. 4** — Fun Sail Summer Series. ElkYC, [www.elkhornyachtclub.org](http://www.elkhornyachtclub.org).

**Aug. 7, Sept. 11** — Shorthanded Sunday Series. YRA, [www.yra.org](http://www.yra.org).

**Aug. 9** — Cup Boat Regatta. FLYC, [www.flyc.org](http://www.flyc.org).

**Aug. 11-14** — Mercury Nationals, Coronado YC, San Diego. Info, [www.mercury-sail.com](http://www.mercury-sail.com).

**Aug. 12** — Chase the Moon Race (a Friday evening). BenYC, [www.beniciayachtclub.org](http://www.beniciayachtclub.org).

**Aug. 12-14** — US Open Sailing Series on S.F. Bay. US Sailing, <https://raceoffice.usopen.sailing.org>.

**Aug. 12-14** — Coronado 15 NAs. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Aug. 13** — H.O. Lind Series. TYC, [www.tyc.org](http://www.tyc.org).

**Aug. 13** — Summer Series #3/Hannig Cup. Theme: Sailing Red for the Cure Ahead. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Aug. 13** — Classic Boat Invitational Series #3. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**Aug. 13** — Delta Dinghy Ditch Run, 30 miles from Rio Vista to West Sacramento. LWSC, [www.lwsailing.org](http://www.lwsailing.org).

**Aug. 13** — Intraclub Series. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Aug. 13, Sept. 10** — South Bay Interclub Series. Info, [www.jibeset.net](http://www.jibeset.net).

**Aug. 13, Sept. 10** — Summer Series. YRA, [www.yra.org](http://www.yra.org).

**Aug. 13-14** — Laser NorCals. SCYC, [www.scyc.org](http://www.scyc.org).

**Aug. 13-14** — Overnight Race, Stockton-Antioch-Stockton. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Aug. 14** — Gracie & George coed doublehanded regatta. Gracie drives. EYC, [www.encinal.org](http://www.encinal.org).

**Aug. 14, Sept. 11** — Sunday BBQ Pursuit Races. SBYC, [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org).

**Aug. 14, Sept. 11** — Fall Series 1-2-3 & 4-5-6. FSC, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).

**Aug. 19** — Aldo Alessio. StFYC, [www.stfyyc.com](http://www.stfyyc.com).

**Aug. 19-21** — Moore 24 Nationals. SFYC, [www.sfyyc.org](http://www.sfyyc.org).

**Aug. 19-21** — US Match Racing Championship Qualifier in Catalina 37s. LBYC, [www.lbyc.org](http://www.lbyc.org).

**Aug. 20** — Women Skippers Regatta. Coed crews welcome.



## Learn to Sail For Only \$1895!

- Largest and newest charter fleet in the Bay!
- Nationally-recognized boating school
- US Sailing and US Powerboating Certifications
- New Jeanneau sailing and power yacht sales
- Charter yacht ownership opportunities

[clubnautique.net](http://clubnautique.net)

**Alameda**  
510-865-4700

**Sausalito**  
415-332-8001



**Maintaining excellence for training vessels,  
rescue vessels, and everything in between**



**SVENDSEN'S  
BAY MARINE**  
BAY MARITIME GROUP

310 West Cutting Blvd., Pt. Richmond  
510-237-0140 • [office@baymaritime.com](mailto:office@baymaritime.com)  
[sbm.baymaritime.com](http://sbm.baymaritime.com)

# Sail San Francisco Bay This Summer on your new Jeanneau Sailboat!

Available for Delivery

## NEW 2022 Early Priced Sailing Yachts



**New 2022 Jeanneau SO 349** - limited edition model with grey hull



**New 2022 Jeanneau SO 410** - 3 cabin, 2 heads and Jeanneau proprietary walk around decks



**New 2022 Jeanneau SO 440** - 3 cabins, 2 heads, electric winches and Jeanneau proprietary walk around decks



2020 Dealer of the Year



**Alameda**  
510-865-4700  
clubnautique.net

## CALENDAR

SYC, [www.sausalito yachtclub.org](http://www.sausalito yachtclub.org).

**Aug. 20** — LLYC Commodore's Regatta, San Rafael. Matthew, (415) 235-8187, [fleetcaptain@lochlomondyachtclub.com](mailto:fleetcaptain@lochlomondyachtclub.com).

**Aug. 20** — Round the Rock. BVBC, [www.bvbc.org](http://www.bvbc.org).

**Aug. 20** — Endless Summer. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Aug. 20, Sept. 10** — Fall One Design. SCYC, [www.scyc.org](http://www.scyc.org).

**Aug. 20, Sept. 17** — Chowder Cup Series #1 & #2. ElkYC, [www.elkhornyachtclub.org](http://www.elkhornyachtclub.org).

**Aug. 20-21** — Drake's Bay Race. OYRA, [www.yra.org](http://www.yra.org) and/or SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

**Aug. 20-21** — Phyllis Kleinman Swiftsure Regatta. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Aug. 21** — 86th Annual Outlook Trophy Race for dinghies, multihulls, Vipers, VX1s and keelboats in MDR. South Coast Corinthian YC, [www.sccyc.org](http://www.sccyc.org).

**Aug. 21** — Commodore's Cup. SLTWYC, [www.sltwyc.com](http://www.sltwyc.com).

**Aug. 21** — Baxter-Judson Series Race. PresYC, [www.presidiyachtclub.org](http://www.presidiyachtclub.org).

**Aug. 21** — Singlehanded/Doublehanded Races. BenYC, [www.benicayachtclub.org](http://www.benicayachtclub.org).

**Aug. 21** — Doublehanded Races. SLTWYC, [www.sltwyc.com](http://www.sltwyc.com).

**Aug. 21, Sept. 4** — LMSC Summer/Fall Regatta Series, Lake Merritt, Oakland. Denis, (707) 338-6955.

**Aug. 25** — Ronstan Bridge to Bridge for windsurfers, kiteboarders and wing sailors. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Aug. 26-28** — USA Junior Olympic Sailing Festival. Seattle YC, [www.seattleyachtclub.org](http://www.seattleyachtclub.org).

**Aug. 27** — Silver Eagle long-distance in-the-Bay race. IYC, [www.iyc.org](http://www.iyc.org).

**Aug. 27** — Fox Hat Race. TYC, [www.tyc.org](http://www.tyc.org).

**Aug. 27** — Double Angle. Santa Cruz & Monterey to Moss Landing. ElkYC, [www.elkhornyachtclub.org](http://www.elkhornyachtclub.org).

**Aug. 27-28** — Labor Day Regatta, Pebble Beach. Stillwater YC, [www.sycpb.org](http://www.sycpb.org).

**Aug. 27-28** — Vanguard 15 Nationals, TISC. Fleet 53, [www.vanguard15.org](http://www.vanguard15.org).

**Aug. 27-28** — USODA (Opti) PCCs. SFYC, [www.sfyf.org](http://www.sfyf.org).

**Aug. 27-28** — Millimeter Nationals. EYC, [www.encinal.org](http://www.encinal.org).

**Aug. 27-28** — South Bay Championship Regatta and South-of-the-Border Party. Multiple races for PHRF, one design, kids, El Toros. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org) or [www.jibeset.net](http://www.jibeset.net).

**Aug. 27-28** — Herb Meyer Regatta in Hansas. BAADS, [www.baads.org](http://www.baads.org).

**Aug. 28** — Mad Hatter Race. SLTWYC, [www.sltwyc.com](http://www.sltwyc.com).

**Aug. 28, Sept. 11** — Governor's Cup Series on Folsom Lake. FLYC, [www.flyc.org](http://www.flyc.org).

**Sept. 3** — Jazz Cup, Treasure Island to Benicia. SBYC/BenYC, [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org).

**Sept. 3-4** — Folkboat races in Richmond, part of the Folkboat fleet's celebration of their 80th anniversary and 65 years of San Francisco Bay racing. Fun races for singlehanders, women helms, fleet veterans and novices. S.F. Bay Folkboat Association, [www.sfbayfolkboats.org](http://www.sfbayfolkboats.org).

**Sept. 3-4** — Veeder Cup. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Sept. 3-4** — Labor Day Regatta, Long Beach. ABYC, [www.abyc.org](http://www.abyc.org).

**Sept. 3-4** — Redwood Regatta, Big Lagoon. Humboldt YC, [www.humboldtyachtclub.org](http://www.humboldtyachtclub.org).

**Sept. 3-5** — Santa Cruz 27 Nationals. Morro Bay YC, [www.mbyc.net](http://www.mbyc.net).

**Sept. 9-11** — Ultimate 20 North Americans. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Sept. 10** — Tornberg Regatta. TYC, [www.tyc.org](http://www.tyc.org).

**Sept. 10** — Bart's Bash. CPYC, [www.cpyc.com](http://www.cpyc.com).



### Series 33 LED Navigation Lights



Side and Stern LED Navigation Lights are available in a black or white housing

### Cary LED Waterproof Rechargeable Spotlight



The Aqua Signal Cary LED Waterproof Rechargeable Spotlight provides 350 lumens of light output and a beam distance of 1,200 feet. The light has 4 settings and a run time up to 6 hours depending on the function(s) used.



### Colombo LED Downlight with Switch

The Aqua Signal Colombo LED Downlight with Switch offers the convenience of a surface mount light and a stylish look that will compliment most boat interiors.



The LED color can be switched from warm white to red.

### Series 27 LED Portable Navigation Lights

The Aqua Signal Series 27 LED Compact Portable Navigation Lights are designed for small watercraft that are less than 23' long.



Stern Navigation Light

Bow Navigation Light

## Dry Storage Available Power and Sail

**GREAT RATES!** 36' to 44': \$4.50 per ft.  
45'+ : \$5.50 per ft.



### CALL FOR RESERVATIONS

- We are uniquely positioned to haul your boat
- We carefully haul you on our Brownell Hydraulic trailer. **NO STRAPS!**
- We safely store your boat on Brownell boat stands supplied by us!
- We have some of the best weather for drying out your boat.
- We have seasoned professionals that can field your calls or work on your boat.
- We have a safe environment for your boat.
- We have very reasonable rates

### Come visit us – let's talk!

*We think all boats belong in the water, but sometimes life gets in the way.  
Reasons beyond your control sometimes dictate a change.*

## NAPA VALLEY MARINA

1200 Milton Road • Napa, CA 94559

**(707) 252-8011** • Fax (707) 252-0851  
**www.napavalleymarina.com**

Marina • Boatyard • Chandlery • Brokerage

Dealers for  
**YANMAR**

**X. Interlux**  
yachtpaint.com

Distributors for *Brownell*  
Boat Stands

## CALENDAR

**Sept. 10** — Fall Race #1. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Sept. 10-11** — ILCA District 24/Tahoe Championships, Stampede Reservoir. Tahoe YC, [www.tahoeyc.com](http://www.tahoeyc.com).

**Sept. 10-11** — Melges 24 California Cup/West Coast Championship. SCYC, [www.scyc.org](http://www.scyc.org).

**Sept. 10-11** — Finn PCCs. SDYC, [www.sdy.org](http://www.sdy.org).

**Sept. 10-11** — Lake Chelan Sailing Regatta, with boat-in camping, Chelan, WA. Part of the Moore 24 Roadmaster Series. Lake Chelan Sailing Association, [www.sailchelan.com](http://www.sailchelan.com).

**Sept. 11** — Commodore's Cup. EYC, [www.encinal.org](http://www.encinal.org).

**Sept. 11** — Wosser Cup. SFYC, [www.sfy.org](http://www.sfy.org).

**Sept. 15-18** — Rolex Big Boat Series for ORC, classics 48-ft-plus and J/105, J/88, J/70, Express 37 and Cal 40 one-design classes. Deadline to register is 8/31. StFYC, [www.stfy.org](http://www.stfy.org).

### Beer Can Series

**BALLENA BAY YC** — Friday Night Grillers: 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: 8/8, 8/22, 9/5 (daytime race on Labor Day), 9/19. BVBC, [www.bvbc.org](http://www.bvbc.org).

**BENICIA YC** — Every Thursday night through 9/29 except 8/11 & 9/1. Dan, (707) 319-5706, [www.benicaiyachtclub.org](http://www.benicaiyachtclub.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, intralclub only. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**CLUB AT WESTPOINT** — Friday Night Fun Series: 8/5, 8/19, 9/10. Larry, [lrnayne@gmail.com](mailto:lrnayne@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** — Summer Twilight Series, Fridays: 8/12, 8/26, 9/9. Chris, (650) 224-3677, [www.encinal.org](http://www.encinal.org).

**GOLDEN GATE YC** — Fridays: 8/12, 8/26. GGYC, [www.ggyc.org](http://www.ggyc.org).

**ISLAND YC** — Summer Island Nights: 8/5, 8/19, 9/2. Info, (510) 529-8227, [www.iyc.org](http://www.iyc.org).

**KONOCI 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** — Every Thursday night through 9/8. Info, [www.lakeyosemitesailing.org](http://www.lakeyosemitesailing.org).

**LOCH LOMOND YC** — Every Thursday through Sept. except Friday races on 8/12. Matthew, (415) 235-8187 or [fleetcaptain@lochlomondyachtclub.com](mailto:fleetcaptain@lochlomondyachtclub.com).

**OAKLAND YACHT CLUB** — Sweet 16, every Wednesday through 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, Wednesday nights 8/3-8/24. Thursday Night Kites: 8/4, 8/18, 9/1. Windsurf Course, Friday nights: 8/12. Wing & Windsurf Slalom, Friday nights: 9/2. Info, [www.stfy.org](http://www.stfy.org).

**SANTA CRUZ YC** — Every Tuesday through 10/25 & Wednesday through 11/2. SCYC, [www.scyc.org](http://www.scyc.org).

**SAUSALITO YACHT CLUB** — Summer Sunset Series, Tuesday nights: 8/2, 8/16, 8/30. Dan, (415) 577-5602 or [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).



# YOUR #1 DIY RESOURCE

EVERYTHING YOU NEED. *All in one place.*

- One-stop resource with deep inventory
- Easy-to-reach technical sales staff
- Extensive free how-to library
- Unique items not available anywhere else
- Quick shipping
- Competitive pricing

sunbrella

TOPNOTCH

TOPGUN

Odyssey

EverSoft

PHIFERTEX

STAMOID

STRATAGLASS

NAUGAHYDE

Dura-Wax

CRAFTON

UltraLeather

CORDURA

Morbern

Sea

EDGE

SnapRite

YKK

DOT

LOXX

Seize

Tenara

COF COATS

A&E

GOVINGDON

Bitchee

& MORE!

 **SAILRITE®**  
Est. 1969

Equipping you to sew since 1969 | Visit us at [Sailrite.com](http://Sailrite.com)

Fabric • Sewing Machines • Notions • Foam • Hardware • Tools • Adhesives • Cordage • Maintenance • Kits • Window Material

©2022 Sailrite Enterprises, Inc



# Waves of Improvement

New roads, docks, boater amenities and more.

Call or click  
for a free slip  
day pass.



**Berkeley  
Marina**  
CALIFORNIA

(510) 981-6740  
[www.berkeley-marina.com](http://www.berkeley-marina.com)

## CALENDAR

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

**SOUTH BEACH YC** — Friday nights: 8/5, 8/19, 8/26. Info, [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org).

**SOUTH LAKE TAHOE WINDJAMMERS YC** — Every Wednesday night through 10/12. Steve, [sdkatzman@yahoo.com](mailto:sdkatzman@yahoo.com) or [www.sltwyyc.com](http://www.sltwyyc.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 through 8/31. SSC, (209) 951-5600, [www.stocktonsc.org](http://www.stocktonsc.org).

**TAHOE YC** — Laser Spring Series, every Monday through 8/29. Keelboats, every Wednesday through 8/31. Dan, (530) 583-9111, [www.tahoeyc.com](http://www.tahoeyc.com).

**TIBURON YC** — Paradise Pursuit Racing, every Thursday night through 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 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 or [www.vyc.org](http://www.vyc.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.

### August Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
8/06Sat	0055/0.8	0751/3.8	1203/2.8	1848/6.2
8/07Sun	0201/0.2	0923/4.1	1315/3.2	1945/6.5
	HIGH	LOW	HIGH	LOW
8/13Sat	0025/6.8	0702/-0.9	1401/5.5	1908/2.0
8/14Sun	0118/6.4	0744/-0.5	1438/5.6	2004/1.7
	LOW	HIGH	LOW	HIGH
8/20Sat	0129/0.9	0851/4.1	1257/3.3	1859/5.6
8/21Sun	0229/0.6	0958/4.4	1406/3.4	1955/5.7
	LOW	HIGH	LOW	
8/27Sat	0615/-0.1	1312/5.0	1815/2.3	
	HIGH	LOW	HIGH	LOW
8/28Sun	0017/5.9	0644/0.1	1337/5.2	1851/2.0

### August Weekend Currents

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

date/day	slack	max	slack	max
8/06Sat	0212	0548/1.4F	0930	1118/0.6E
	1324	1712/2.1F	2018	2312/1.6E
8/07Sun	0336	0718/1.8F	1054	1236/0.6E
	1442	1818/2.1F	2118	
8/13Sat	0154	0500/2.5E	0848	1200/3.3F
	1530	1754/1.6E	2048	2342/2.7F
8/14Sun	0248	0548/2.3E	0924	1236/3.2F
	1606	1836/1.7E	2136	
8/20Sat	0254	0642/1.7F	1000	1154/0.6E
	1400	1718/1.5F	2042	2318/1.0E
8/21Sun	0406	0748/2.0F	1106	1306/0.6E
	1512	1818/1.5F	2142	
8/27Sat	0118	0412/1.9E	0754	1106/2.6F
	1442	1700/1.4E	1948	2248/2.3F
8/28Sun	0154	0448/1.9E	0812	1130/2.7F
	1506	1730/1.5E	2024	2324/2.2F

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





# The World Awaits

As we turn the calendar to a new year, we look forward to new opportunities and a renewed optimism for the future. Now is the time to break free, set sail, and enjoy the world in all her splendor once again.

**Your next yacht charter escape awaits.**  
MOORINGS.COM | 800 669 6529



# RIPS, TEARS & CRACKS GOT YOU IN TEARS?



Let us put some life back  
into your canvas and a  
smile back on your face!



Call or stop by our shop  
**415.331.6527**  
**thecanvasworks.com**



**The Canvas Works™**  
SAUSALITO, CA

## LETTERS

### ↑↓ THE DELTA DITCH RUN, AS SEEN THROUGH A VETERAN'S EYES

I have raced the Delta Ditch Run for about 25 years on my boats — a Coronado 25 and Catalina 27 — or as crew on other boats. In fact, unbeknownst to me, my name is on the Johnny Walker Trophy as the first SSC boat for one year. Then, I broke my hip in 2017, which ended my sailing career. Not willing to give up everything nautical I knew, I went over to the 'Dark Side' and bought a trawler, which I have taken from Stockton to the Bay and to Bodega/Tomales Bays or Monterey almost every year since then.

We have also acted as USCG-required escort vessel for the DDR three times, including 2022. The Coast Guard requires that the DDR have an escort vessel, in case a commercial vessel coming to/from the Port of Stockton encounters becalmed racers who can't get out of their way. (I don't know how the escort is supposed to be available to 100-plus boats spread over miles of water, but what the hell, it's a good excuse to make the trip.) With so many vessels coming to the Delta from the Bay Area without local knowledge, most of what we end up doing is towing boats that have gone aground.



LATITUDE / CHRIS

*This year's Delta Ditch Run saw typically gnarly, knock-downy conditions in the narrow-ish channels between the North Bay and Stockton. A big thank you to Peter Hine, the author of this letter, for his work as a race escort.*

Anyway, we had no incidents this year until we saw a trimaran (name withheld) stuck on Middle Ground off Port Chicago. We never heard a call for assistance, but figured we would probably get one, so we headed toward him. However, when my depth alarm went off at an indicated 5-ft (1-2 feet on the chart), we turned back to the channel. Being a trimaran drawing under 2 feet, he got off OK, and not having had outside assistance, he continued racing.

Then, about light 17A just east of the Antioch Bridge, we heard a VHF call from a boat that had run aground. My blood pressure increased, and we got all my lines ready. I had done a towing job on my trawler twice before, once towing Stan Derrick's Hunter 34, which had suffered engine failure, from the ocean off Bolinas back to Stockton. Stan and Vincent Wortham — both of whom were crew on one vessel or the other on the Bolinas tow — were crew on this trip. While anxious, I was confident we could do this job. We had a little confusion while we decided whether to pull him out from the bow or the stern. Not knowing he still had an anchor down, after getting him off, we wondered why he hadn't continued on.

Thank you to my crew: Stan, Vincent, Jeanette and





**SVENDSEN'S MARINE  
& INDUSTRIAL SUPPLY**  
BAY MARITIME GROUP

2900 Main Street #1900  
Alameda, CA 94501  
**Phone:** (510) 522-2886



## ONE STOP BATTERY DESTINATION



**Store Hours:** Mondays - Fridays 9am - 5pm      Sundays 9am - 4pm

**[www.svendSENS.com](http://www.svendSENS.com)**



## RACING, CRUSING, ONE-DESIGN



Mayan, Winning beauty and speed

### Ullman Sails San Francisco & Monterey Bay

Dave Hodges  
104 Bronson St. #20  
Santa Cruz, CA  
831.454.0868  
dhodges@ullmansails.com

Synthia Petroka  
510.205.9412  
spetroka@ullmansails.com

### Ullman Sails Sausalito

Robin Sodaro  
465 Coloma St., Sausalito, CA  
415.332.4117  
UllmanSailsSausalito@gmail.com

## LETTERS

Cathy! All's well that ends well.

I am sorry I can't be racing anymore, but still happy to be a part of the DDR, and I thank the race committee and volunteers of both Richmond Yacht Club and Stockton Sailing Club for putting on a perfect race for — what? — 31 years!

Peter Hine  
The Dark Side

*Peter was commenting on the June 24 'Electronic Latitude: Dishing on the Delta Ditch Run.*

### FINAL VICTORY FOR THE HONEYS AND ILLUSION IN THE BERMUDA RACE

Stan, Sally and seasoned winning crew on a venerable record-setting vessel will go down in racing history as the way to win and enjoy the process. We who have had the pleasure of sharing time with them consider ourselves very fortunate.

Chuck Cunningham  
San Francisco

*Chuck was commenting on the June 22 'Electronic with the same name as this letter. For more on this year's Newport to Bermuda Race, check out Sightings.*

### A STORYBOOK ENDING

The only way this story could be better is if the Honeys won their final race in their old boat, and captured the St. David's Lighthouse Trophy against the world's best sailors and equipment.

Mike Z.

*Mike — They did! Stan and Sally Honey, along with their crew, won the St. David's Lighthouse Division of the Newport to Bermuda Race, against 108 other boats.*



CHRIS BURVILLE

*That's Stan and Sally Honey (red shirt) in the middle aboard the Cal 40 'Illusion' at the conclusion of this year's Newport to Bermuda Race. The rest of the crew, from left, are Carl Buchan, Don Jesberg and Jonathan 'Bird' Livingston.*

### A STORYBOOK DUO

It could not have happened to a nicer couple. Stan and Sally have made a giant difference in sailing through their volunteerism, promotion of the sport, and all-around support. What a way to finish a fabled sailing career!

Chuck Hawley  
Winner of the 2020 Herreshoff Trophy  
Santa Cruz



# Dredging the Bay Area's Shallow Draft Waterways



Petaluma River was dredged in 2020 and recently a new contract has been awarded to dredge the San Rafael Canal this year. Bids have been received and opened to dredge the Napa River this year.

What is happening? Congress is starting to fully appropriate necessary funding for maintenance dredging using the Harbor Maintenance Taxes collected by the federal government. This allows the backlog of maintenance dredging to be eliminated. Since the tax was created in 1986, the Harbor Maintenance Trust Fund has grown to over \$9 billion.

Where else should dredging take place in San Francisco Bay for recreational boaters? Based on some comments Ayala Cove, Clipper Cove, Richmond Craneway channel and or Richardson Bay might be considered, provided that there is interest and Congress is made aware of the need.

Congress has created a methodology for self-nomination of projects, known as Section 7001. Annually, the Secretary of the Army is to submit to Congress a report that identifies for potential congressional authorization. The report is to be based, in part, on requests from non-federal interests.

Scan the QR code below to notify your congressperson of a waterway needing dredging.

Congress also authorized a program of maintenance dredging of a marina or berthing area that is located adjacent to a Federal navigation project. There is a 25% cost share and a limit of \$5 million per year.

Congress has a two-part process: Authorizations and Appropriations. During the Authorization phase, generally through legislation known as the Water Resources and Development Act (WRDA) Congress authorizes the study of a project and then the construction of a project. During the Appropriation phase, generally in legislation known as the Energy and Water Development Appropriations Act, Congress appropriates funds which go to the U. S. Army, Corps of Engineers (Corps) for studies, construction, and maintenance. It's time consuming so important that project proponents start communicating early and work continuously with their Congressional representatives and the Corps until the project is fully funded.

**ACT NOW: The deadline for submitting requests this year is August 29, 2022.**



**MARINA  
DREDGING LAW**



**LOCAL  
SURVEYS**



**SELF  
NOMINATE**



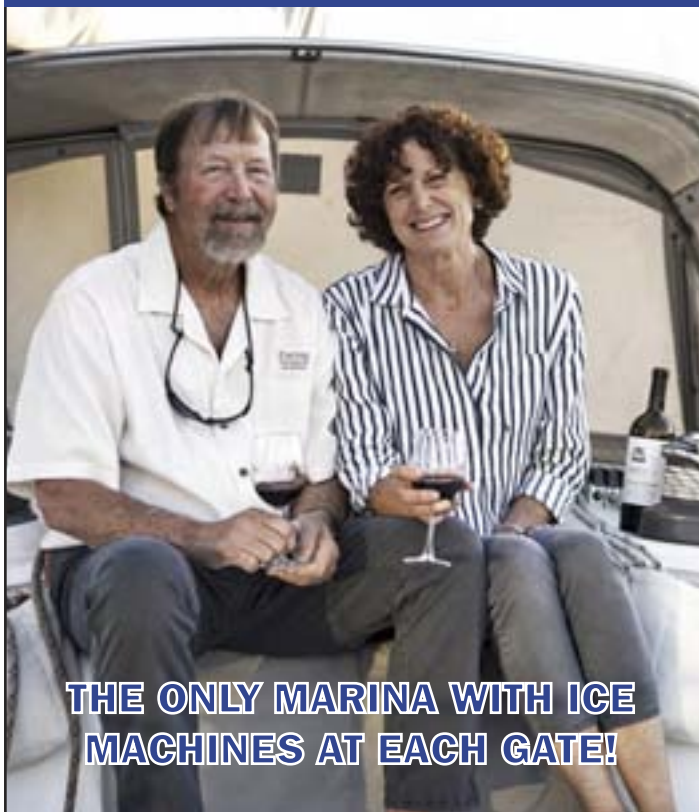
**CONTACT YOUR  
REPRESENTATIVE**

**CMANC - [www.cmanc.com](http://www.cmanc.com)**

**California Marine Affairs and Navigation Conference**

**Mission Statement: To promote the operation, maintenance and improvement of California harbors, ports and navigation projects that demonstrate responsible stewardship and benefit the regional and national economy.**

# WARM SUMMERS AT MARINA VILLAGE



THE ONLY MARINA WITH ICE  
MACHINES AT EACH GATE!

Call now to experience  
resort-caliber amenities  
all summer long.

**510-521-0905**

[www.marinavillageharbor.com](http://www.marinavillageharbor.com)



1030 Marina Village Parkway  
Alameda, Ca 94501

## LETTERS



LATITUDE ARCHIVES

Stan and Sally Honey, sailing royalty.

### ↑↓ SPILL THE BEANS ON THE TRICKS OF THE TRADE

Well done! It would be great to know what Stan's personal navigation setup is on *Illusion*. I know he uses some powerful tools on the big boats he navigates, but what is his personal setup? I assume Expedition and a laptop? Maybe some sextant readings? Let's hear about it.

Come on Stan, spill the beans.

Paul Galvez  
International 14 sailor  
SoCal

### ↑↓ A TWO-TRANSPAC ALUMNUS

Sally, Stan and *Illusion*: a match made in heaven. I'm honored to have shared two Transpacs with them, and ever grateful for their advice and assistance prepping *Seafire*, known in the Cal 40 community as "The Peterbilt of Cal 40s." I would have expected no less than a bullet on their final campaign, and a decisive one at that.

Congratulations to the whole team on a job well done!

John Harrison  
*Seafire*, Cal 40  
Honolulu, HI

### ↑↓ VALIDATION OF RULES AND VALOR

The victory of *Illusion* confirms that the handicap rules work well. When a well-sailed Cal 40, designed nearly 60 years ago by Bill Lapworth, can still win against the newest designs, it shows that the characteristics of the competing designs are fairly evaluated.

Bert Bowers

### ↑↓ GOOD SAILING STARTS IN DINGHIES

Stan Honey is a terrific sailor, but you can make a case that Sally is better. Never forget they are 505 people! Another example how the best racers start on small boats.

Dan Knox  
*Luna Sea*, Islander 36  
San Francisco

### ↑↓ POST-ILLUSION

Wonderful that they had a great ride along with a monumental finish. I'm sure there will be more adventures for Stan and Sally post-*Illusion*. Love those Cal 40s.

Linda Newland  
Winner of the 2022 Leadership  
in Women's Sailing Award  
Port Townsend, WA

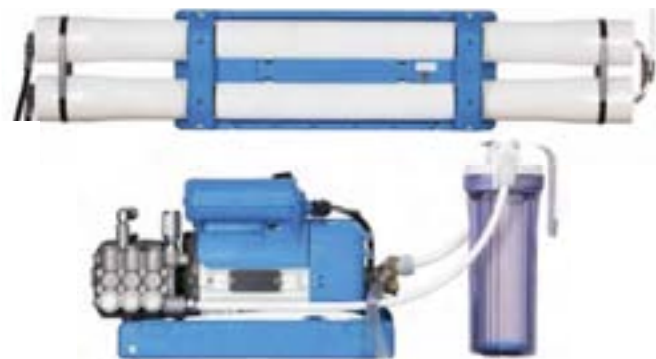




# Water, water, everywhere



Optional control panel for installed systems



Rainman Naked - Minimum footprint installation

Whether you take friends away for short trips or are a full time liveaboard cruiser circumnavigating the world, a Rainman watermaker equates to flexibility and greater enjoyment. Eliminate range anxiety with an endless supply of fresh water.

Powered by AC electric, gasoline, or 12VDC, we have watermaker options for either portable or fully installed systems.

Rainman watermakers utilize a simple design and high quality components. This makes for a system with a modest initial price, maximum reliability, easy serviceability, and low life cycle cost. We provide a blue ribbon level of service strengthened by over 70 dealers around the world.

**rainman**   
watermakers

**rainmandesal.com**

**888-884-4220**



PETROL (GASOLINE)



AC ELECTRIC



12VDC

## LETTERS



LARRY HAYNIE

*Larry Haynie captured some of the unique color at the Royal Yacht Squadron on the Isle of Wight.*

### ROVING REPORTER LARRY HAYNIE AT THE ROYAL YACHT SQUAD- RON'S CORNERSTONE CUP

My understanding is that Captain Larry Haynie is able to make others (sailors, ladies, non-sailors) happy "on both sides of the Pond," as he seems to be perfectly familiar with the sailing community in Northern California *and* in Europe. He seems to be able to perfectly deal with easy-going Californians as well as with British traditions — and all that with a smile. Being multilingual and multicultural certainly helps. Larry is a

real wanderer between worlds.

Here in Europe, we would love to see Larry do what he plans to do: Sail singlehanded, perhaps sometimes with friends, across the Med, the Baltic Sea and the North Sea. Wishing good luck with his search for a yacht in Europe. Suggestion: Why not in Northern Europe? One thing is certain: Singlehanded sailors from the S.F. Bay Area may, and certainly can, count on 100% of the utmost support anywhere in Europe. Many interesting and charming encounters guaranteed!

Best wishes for Larry's upcoming adventure!

Michael

*Michael was commenting on the June 27 'LL with the same name as this letter.*

### THIS YEAR'S WINNERS OF THE RACE TO ALASKA

I was actually sorry to see them add the outside choice this year. Seems to me to further the inequities in an already diverse number of watercraft and micro-route choices.



THOMAS HAWTHORNE

*Team Pure and Wild sailed to victory from Victoria, BC, to Ketchikan, Alaska, in just 4 days, 4 hours and 32 minutes aboard their Riptide 44 'Dark Star', with Jonathan McKee, Matt Pistay and Alyosha Strum-Palerm, in no particular order in this photo.*

Having just one route — the inland passage — was a great equalizer, at least for us tracker junkies.

Art Ewart

*Dream Catcher, Pearson 36  
San Francisco*

ATTENTION  
CRUISERS!  
MEXICAN  
LIABILITY  
INSURANCE  
ONLINE

**MARINERS**  
Insurance

Since 1959

Insuring Personal/  
Commercial Vessels,  
Marinas & Shipyards

Retail and  
Wholesale Divisions

Contact us for a quote  
**800-639-0002**  
**800-992-4443**

[www.Marinersins.com](http://www.Marinersins.com)

San Diego, CA

Newport Beach, CA

Bradenton, FL



Ins. Lic. #0D36887



# SEWage

**It's gross, it stinks, it spreads disease, and harms aquatic life.** Next time you need to take a load off while fishing or boating, save the waters you love by using an on-shore restroom or finding a floating restroom, pumpout, or dump station by downloading the free Pumpout Nav app.



For more information visit  
[BoatCalifornia.com/pumpout](http://BoatCalifornia.com/pumpout)



# IYC WOMEN'S SAILING SEMINAR

SEPTEMBER 10 - 11, 2022

Join our crew:  
**WOMENSSAILINGSEMINAR.COM**

Now in our 30th year

Sailing instruction by the Bay Area's leading women sailors.

Classes covering: Basic skills, planning and safety, docking, racing, navigation and more.

Learn and play on the beautiful Alameda Estuary!



**Keynote: Margie Woods**  
2016 S'headed Transpac  
finisher & USCG Captain

## LETTERS

Art — Agreed. There should be two classes, as the outside route will be monopolized by big, fast, expensive sailboats.

Thomas Woodruff  
Palawan III, Colin  
Archer cutter  
Portland, ME



GOLDEN STATE WARRIORS

### ↑↓ GOLDEN STATE WATER WARRIOR

I've seen it with dozens of friends that I've taken sailing over the years: Some get it, and some don't. Klay clearly feels the spiritual boost of being out there in the elements. Day or night, sun or fog, wind or becalmed, it's awe-inspiring. Now — someone please take him out on a sailboat so he can feel the quiet, majestic thrill of harnessing the wind.

Marcy Zimmerman

*Marcy was commenting on the June 17 'Lectronic Latitude: 'Namaste Klay' on the Bay: The Secret to the Warriors' Winning Ways.*

### ↑↓ TIME TRAVEL WITH THE MASTER MARINERS' WOODEN BOAT SHOW

My late father, Ben Blum, commissioned the building of *Nautigal*. He raced her successfully in Bay and coastal races until he enlisted in the US Navy in WWII.

Mark Blum  
*Nautigal III*, Beneteau First 22  
Tahoe City

*Mark was commenting on the June 29 'Lectronic with the same name as this letter.*



LATITUDE / JOHN

*The 38-ft Myron Spaulding-designed 'Nautigal', built in 1938 by Anderson & Cristofani shipbuilders in San Francisco. That's current owner Robby Robinson posing on his labor of love back in June.*

### ↑↓ A TIMELY QUESTION AND PERFECT SEGUE

How do those beautiful vessels get insurance? We are struggling mightily to get our old woody insured. (We are a nonprofit.) Can someone advise us on this?

Arnold Oliver  
*Latitude Nation*



# THE FINEST SAILS BEGIN WITH THE BEST SAILCLOTH

Great Job Randall on the Figure Eight Voyage. Sixty thousand miles in the world's toughest oceans with Hood Sails.

Our patented woven Vectran® sailcloth performs like the laminates with the durability of Dacron®, especially in roller furling applications. In fact, Vectran® is lighter, lower stretch, and retains its shape over a longer life than any sailcloth we've ever offered to cruising sailors. That's because Hood Vectran® is woven, not laminated to Mylar® film. And you can be sure that each sail we roll out is built by hand, with the same care and craftsmanship that has been the Hood hallmark for 50 years. To discuss your sailcloth needs – whether our state-of-the-art Vectran® or our soft, tight-weave Dacron® – give us a call today.

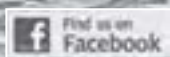
Mōli,  
Randall Reeves with  
Full Batten Mainsail,  
125% Genoa and Solent Jib

PHOTO COURTESY  
TIM HENRY/LATITUDE 38

-  Sails & Service
-  New Sails
-  Sail Repairs
-  Furling Conversions
-  Free Pickup & Delivery



HOOD SAILMAKERS 465 Coloma Street, Sausalito, CA 94965  
Call Robin Sodaro (800) 883-7245 (415) 332-4104 Fax (415) 332-0943  
[www.hoodsails-sf.com](http://www.hoodsails-sf.com) [hoodsails@aol.com](mailto:hoodsails@aol.com)



PLEASE JOIN US

**80**  
**YEARS**  
OF THE  
**NORDIC**  
**FOLKBOAT**



**The San Francisco Bay  
Folkboat Association**  
is paying tribute to the  
**80th year of the Nordic Folkboat**  
with a gathering at the  
**Richmond Yacht Club,**  
**September 3-4.**

Past, present and future  
Folkboat owners are encouraged  
to attend.

More details:  
**[sfbayfolkboats.org](http://sfbayfolkboats.org)**

## LETTERS

### ↑↓ TWO CAL 40S COULD NOT FIND INSURANCE FOR THIS YEAR'S PAC CUP

*Sequoia* and *Freja* lost their insurance due to being over 40 years old, and pulled out of the race. *Azure* lost theirs too, but is self-insuring. Some boats have been grandfathered in and have held onto their insurance. This could eliminate older boats from offshore racing if the trend continues.

Nathan de Vries  
Pacific Cup Watch Captain  
*Duende*, Cal 40  
Alameda

### ↑↓ RUMORS AND CONSPIRACIES ABOUND

I heard that some insurance companies screwed over any boat smaller than 40 feet wanting insurance for the Pacific Cup, or were told no at the last moment, causing several to drop out or sail uninsured. Conspiracy theories anyone?

Jeffrey Finn

### ↑↓ MORE EXPENSIVE, MORE RESTRICTIONS, HARDER TO GET

I read with interest your article on the state of marine insurance for bluewater cruising. [The author is referring to the July issue's *Sighting: The Evolving Market of Marine Insurance*.]

A little background: We've owned our 40-plus-footer early-2000s sloop for over a decade. She has all of the required equipment for safe passagemaking, plus additional items such as AIS, SSB, etc. We're US Sailing-certified, have chartered a dozen times around the world, and make sailing a priority. We've never filed a single claim, and have renewed our insurance with a major provider for over a decade. Our broker is well known on the West Coast and Mexico.

While looking to cruise Mexico with the Baja Ha-Ha, we have been offered bluewater cruising policies with strict requirements: defined itinerary naming ports and dates (no changes), must be back in US waters (San Diego) by June 1, and a sizable premium increase. Cannot leave the boat in Mexico for the summer. The broker offered many of the same reasons you cited in your article. The broker said many underwriters were exiting the business due to the recent spate of losses, leading to provider consolidation and a reduced insured base upon which losses could be spread. He also said the wide geographic range of natural-event losses contributed to the underwriter exit — apparently, the dramatic losses in both the Pacific and the Caribbean in adjacent years undercut the overall market profitability, adding to the consolidation. (When the broker was pressed as to why sisterships already in Mexican waters were held to different standards, an insufficient answer was offered.)

The broker said I could go with a different underwriter who may allow me to keep the boat in Mexican waters, but cautioned that my decade of loyalty to my current underwriter counts for nothing with a new underwriter, and a new underwriter may decide to decline coverage. Then I'd be stuck without coverage.

The marine insurance situation has us rethinking the famed cruising lifestyle, as going with the flow seems to no longer be part of the experience. Without stronger bluewater recreation marine advocacy, our access to insurance may go extinct. This then leads to further collapse of our sport.

Hopefully, a new and reasonable marine insurance market will be formed.

Name Withheld by Request  
Planet Earth



# BORN TO DREDGE

MARINAS | HOMEOWNERS | MUNICIPALITIES

OFFERING  
UPLAND AND  
IN BAY  
DISPOSAL

Lind Marine is proud to announce it has launched an entire **NEW FLEET** of marina and homeowner dredging equipment.

*Providing services throughout the San Francisco Bay and Delta, and the Sacramento and San Joaquin Rivers, since 1906.*

## Lind Marine Added Capabilities

- ⚓ Fleet of 4 new dump scows designed to fit in all marinas and homeowner docks
- ⚓ New electric clam shell dredge, ABS loadline, designed to dig out slips up to 90' long
- ⚓ Pile driving, dock repair, seawall repair and installation
- ⚓ In house permitting department
- ⚓ Survey boat with brand new state of the art single beam system
- ⚓ Small and large vessel salvage
- ⚓ Full service shipyard

# LindMarine

Please call 707-762-7251 for all dredging inquiries or email us at: [chris@lindmarine.com](mailto:chris@lindmarine.com)

LIND MARINE SHIPYARD | 1250 Nimitz Avenue, Vallejo, CA 94592 | [www.lindmarine.com](http://www.lindmarine.com)



**South Beach Harbor is a great way to experience San Francisco. Boats of all sizes are welcome in our protected harbor. Bring your boat to South Beach and enjoy all the attractions of the city, including the new Chase Center.**



**Guest Berths up to 50'  
Temporary Subleases Available  
After Hours Security  
South Guest Dock for Charters  
Free Pump-Out Station  
Convenient Access to Public Transportation  
Adjacent to Oracle Park  
Casual and Fine Dining Nearby  
1.2 miles to Chase Center**



**For Reservations:**  
415.495.4911  
[www.sfport.com/maritime](http://www.sfport.com/maritime)

## LETTERS

### ↑↓ **WE NOW DIVE INTO A SERIOUS CONTEMPLATION OF THE 'BLOOPER'**

In the bad old days, the International Offshore Rule (IOR) rewarded race boats with disgustingly pinched ends, tumblehome, tons of ballast, huge foretriangles, tiny ribbon mainsails, droopy booms and *huge* spinnakers.

This horrendous imbalance twixt main and kite was corrected with a blooper, an additional sail flown opposite the spinnaker using a spare spinnaker halyard. This 3/4-oz-cloth jib sort of thingie had a long neck and a really big, fat belly. This gave the foredeck yet another onerous task.

The wonder and glory of bloopers ended probably with the next IOR rule change.

John D.

*John was commenting on the July 8 'LL: Something to Ponder Over the Weekend ... What's a Blooper?*



*We hope you're ready for the blooper reel. The boat above flies a spinnaker and a blooper. Color coordination was the order for this unique and now charmingly dated sail combination.*

### ↑↓ **WHAT A BLOOPER ISN'T**

A blooper is *not* a spinnaker, since it is hoisted at the same time, and there can be only one spinnaker. It is thus a blooper, a light-weather foresail used by racing yachts, unattached to the forestay, and often hoisted with — and on the opposite side to — a spinnaker.

George Shea

### ↑↓ **WHAT BLOOPERS WERE**

Bloopers were usually relatively lightweight and full-bellied, deployed when sailing deep downwind with the spinnaker to lend stability to the boat, compensating for a downwind death roll.

Peter Mirrasoul  
Citla, Cal 39 Mk III  
San Diego

Bloopers were banana-shaped and balanced the sail plan a bit, reducing (but not eliminating) some of the death rolls.

Bill Andrew

Bloopers were trimmed via the halyard and sheet, and could typically add between one and two knots of boat speed, if trimmed well.

Meserve



Easy Access

# EMERY COVE YACHT HARBOR

## In The Center of San Francisco Bay Perfect Location - Great Investment!

### BUY OR RENT A SLIP

- BUY A SLIP - Save money and earn equity! Enjoy tax savings. Listings start at \$33,900. Emery Cove Yacht Harbor is the only marina on the Bay with FEE SIMPLE (not a grounds lease) dockminium ownership.
- RENT A SLIP - 35-60' slips, rates from \$12.15 to \$13.15 per foot.

### AMENITIES

- Wide fairways, free wireless, modern facilities and Marina Guard® ground fault monitoring.
- Restaurants and shopping within walking distance.
- Free bus: Emery-Go-Round to Bart & Amtrak

### ON PREMISES

- Emeryville Yacht Club
- Rubicon Yachts
- SailTime
- Webosolar

Certified



**CALL FOR AN INFORMATION PACKET | 510-428-0505**

3300 Powell Street, Emeryville, CA 94608 | [www.emerycove.com](http://www.emerycove.com) | Email: [info@emerycove.com](mailto:info@emerycove.com)

## QUALITY HARDWARE

FROM SCHAEFER MARINE



Official  
Sponsor  
2022  
BAJA  
HA-HA

**SCHAEFER**  
LEGENDARY STRENGTH

FOR QUALITY PRODUCTS FROM SCHAEFER MARINE  
VISIT OUR STORE IN SAN DIEGO OR VISIT OUR WEBSITE AT

**[www.sandiegomarine.com](http://www.sandiegomarine.com)**



THE CRUISER'S CHANDLERY PERFORMANCE SAILING GEAR

2804 Cañon St., San Diego • (619) 225-9411

EMAIL: [sales@sailingsupply.com](mailto:sales@sailingsupply.com)





QUALITY YACHTS FROM  
**SWIFTSUREYACHTS.COM**

**FEATURED LISTING**

**Gusto**

1979 Swan 441  
\$179,000

**PRICE REDUCED**



**Gusto**, a Nautor Swan 441, is a prime example of what excellent care and attention to detail will do for a finely built yacht. Her joinery shines and an inviting layout is ideal for long days at sea or comfort at anchor. Whether you want race offshore with a crew or cruise shorthanded, **Gusto** has the elements you need. Improvements include two electric primary winches, new teak decks, new engine, standing rigging (2020), Dyneema running rigging, a full suit of sails in excellent condition, AIS, and watermaker, to name a few. **Gusto** is a well-oiled machine in sail-away condition for wherever your sailing dreams may take you.

— MOLLY HOWE



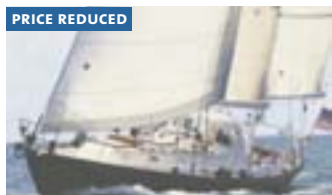
X Yacht 412 • 1997 • \$150,000



Amel 55 • 2018 • \$1.2 million



Outremer 42 • 2008 • \$359,000



Hinckley Sou'wester 42 • 1984 • \$198,000

80 Chuck Paine/Kelly Archer	2003	\$2,600,000	42 Passport	1980	\$150,000
64 Frers	1978	\$275,000	40 Ellis Custom	1990	INQUIRE
53 Gorbion PH	2008	INQUIRE	38 Beneteau 381	1998	\$99,000
50 Bestway	1986	\$124,000	36 Sabre 362	1998	\$149,000
48 Monk	1964	\$165,000	36 Grand Banks	1991	\$140,000
47 Tayana	1990	\$125,000	36 Pearson 362	1986	\$62,500
46 Dream Boat	1928	\$160,000	35 Brewer Cutter	2005	\$229,000
46 Swan	1984	\$175,000	32 Beneteau 323	2006	\$72,000
46 Ker	2006	\$249,000	32 Nordic Tug	2003	INQUIRE
46 Cal 2-46	1976	\$160,000	30 Henderson	1997	\$29,000
45 Allures 45.9	2022 €	770,000	27 Ranger Tug	2020	\$212,500
44 Outbound	2005	INQUIRE	25 Ranger Tug	2014	\$124,500
42 Baltic	1982	\$175,000	24 Boston Whaler Vantage	2021	\$199,000

In the San Francisco Bay Area, contact Swiftsure Yachts broker Allison Lehman at 510.912.5800 or [allison@swiftsureyachts.com](mailto:allison@swiftsureyachts.com). Swiftsure Yachts serves the West Coast from San Francisco to Sidney, BC.



**SwiftsureYachts**

[www.swiftsureyachts.com](http://www.swiftsureyachts.com)  
206.378.1110  
[info@swiftsureyachts.com](mailto:info@swiftsureyachts.com)  
[facebook.com/swiftsureyachts](https://facebook.com/swiftsureyachts)

New yachts for world cruising:  
Allures Yachting Garcia Yachts  
Outbound Yachts Hallberg-Rassy

## LETTERS



LARRY MORAN / MORNINGSTAR

**That's 'MorningStar', a 50-ft, Germán Frers-designed vessel, racing (and ultimately winning) the Southern Ocean Racing Conference series in 1984.**

### WHAT A BLOOPER WAS (A PAIN!)

**Blooper** definition: Infernal, nearly uncontrollable flying sail designed to keep an IOR boat on its feet downwind. Check out the September 2020 issue of *Latitude 38* [page 62] for a classic Diane Beeston photo of *Kialoa III* with her spinnaker, blooper and mizzen spinnaker flying along with main and mizzen. Think about how many hands it took to keep all that nylon aloft.

A blooper flew opposite the spinnaker in front of the winged-out mainsail. My Newport 30 came up from Southern California with one, and I flew it in the Vallejo races. It didn't help things much — we usually ended up shrimping in San Pablo Bay. I imagine there are several generations of S.F. Bay sailors who never saw one, let alone flew one.

Patrick Broderick  
Nancy, Wyliecat 30  
Sausalito

### THE BLOOPER HEYDAY

The blooper was a way to get more sail up at one time and still not be penalized under the then-controlling IOR rules in the 1980s. I was lucky enough to crew on the 63-ft maxi *Triumph* in the Big Boat Series in 1980-82, when "big" boats actually raced in the series.

All the boats in our fleet carried and used a blooper. Most were hoisted on an extra spinnaker halyard, the tack was secured at the bow (as mentioned in the good description above) and the clew trimmed back in the cockpit on the spinnaker sheet winch not in use. On the bigger boats where cost was not an issue, they were designed and color-coded to match the spinnaker.

But on S.F. Bay when the boat started to rock

and roll in Cityfront, downwind chop, it was no fun trying to manage two spinnakers that were out of control at the same time — getting one sail under control seemed to aggravate the other one. No one knew for sure if they really made you go faster, but they were popular then, and a fleet with them all up did make a spectacular sight with the Golden Gate Bridge in the background.



WWW.HISTOIREDESHALFS.COM

**That's 'Gekko V', a 41-ft Frers design, bloopering her way somewhere downwind, sometime in the 1980s, we presume.**

Bill O'Connor  
Vandal, Mercury  
Sonoma





**Fisheries Supply**

Marine Supplies Since 1928

## Ronstan Weatherproof Bag and Backpack Range



For Ronstan sailing gear & supplies please visit [fisheriessupply.com/ronstan](http://fisheriessupply.com/ronstan)



Call us 800.426.6930



[FisheriesSupply.com](http://FisheriesSupply.com)



1900 N. Northlake Way, Seattle



### MODERN FACILITIES IN A WELL-PROTECTED HARBOR

**Concrete  
Dock System**

**Well Maintained  
Facilities**

**Beautiful  
Surroundings**

- DEEP WATER BERTHS:  
BASIN AND CHANNEL  
DREDGED
- CARD KEY SECURITY SYSTEM
- DOCK CARTS
- PUMP OUT STATION
- AMPLE PARKING
- CLEAN SHOWER AND  
TOILET FACILITIES
- WITHIN WALKING  
DISTANCE: MARKET/DELI,  
LAUNDROMAT,  
RESTAURANT
- AT EACH BERTH:  
LARGE STORAGE BOX,  
METERED ELECTRICITY,  
PHONE HOOKUPS, WATER

**BERTH YOUR BOAT IN SAUSALITO**

415 332-5510 [www.richardsonbaymarina.com](http://www.richardsonbaymarina.com)  
100 Gate Six Road, Sausalito • Fax 415 332-5812

## **BETA MARINE** REPOWER SOLUTIONS

### WHAT WE OFFER

- Marine Diesels From 13.5 HP To 99 HP
- Generator Sets
- Sail Drives and Sail Drive Replacement Engines
- J-Prop Feathering Propellers
- Custom Engine Mounts
- Transmissions, Alternators & Flexible Panel Options
- Customizable Exhaust Risers
- Available and Affordable Parts
- Unparalleled Customer Support

### WHAT SETS US APART

- 5 Year Warranty
- Lowest Total Cost of Ownership
- Direct Support To You  
and Your Installer
- Mechanical Engine
- Marinized Kubota Engine Block



**Beta Marine West (Distributor)**

400 Harbor Dr., Sausalito, CA 94965 • (415) 332-3507  
[www.betamarinewest.com](http://www.betamarinewest.com) • [info@betamarinewest.com](mailto:info@betamarinewest.com)

# Is Fuel Your Dirty Little Secret?

## Motor Reliability Starts With Clean Fuel

Dirty fuel is the most common cause of diesel engine shut-down! Take control of your motor with a complete fuel management system. Our MK60SP premium dual filter system incorporates all our newest features and offers everything you need to keep your fuel clean and motor running.



**MK60SP**



**Cleans**



**Warns**



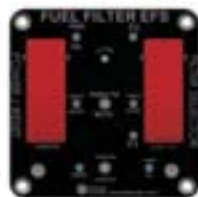
**Tests**



**Primes**



**Saves**



Systems Include Remote Mounted Warning Panel With Alarm Mute

Single & Dual Filter Systems Available With Up to 1500 GPH Flow Rates.

Panel shown with optional remote switching EFS system



Is Your Fuel Keenan Clean?

**KEENAN  
FILTERS®**

By KTI Systems, Inc.

**Call for Special Spring Pricing Discounts**

800.336.0315 | [www.ktisystems.com](http://www.ktisystems.com)

## LETTERS



ST. FRANCIS YACHT CLUB

*The Big Boat Series, before Rolex was the title sponsor, sometime in the 1980s, was a grand sight indeed.*

### ↑↓ JIBING WITH A BLOOPER

Bloopers made things real interesting when jibing, as they had to be doused and then rehoisted. I believe they were outlawed sometime in the '80s — not sure why.

Bill Nork

*Zenith, Islander 36  
Alameda*

### ↑↓ A COMPLICATED AFFAIR

I last flew a blooper in the 1980s on an Esprit 37. It's a sail that mostly made sense on rocky, roly IOR boats that tended to round down. Flying just outside the leeward edge of the spinnaker, the blooper caught air spilling off the chute.

Fun fact: One had a person trimming the blooper halyard, because if it collapsed, the blooper's foot was in the water. It was quite effective stopping the rock and roll, but boy did it make jibes complicated.

Jim Quanci

*Green Buffalo, Cal 40  
Richmond*

### ↑↓ A BLOOPER BY ANY OTHER NAME?

A fun fact about bloopers in the IOR days is they were measured as a genoa. They had to conform to girth and LP restrictions that were part of the rule. The rule forbade flying two spinnakers at once; it did not restrict flying a genoa and spinnaker simultaneously. Sail designers adapted to the rule by creating a significantly curved luff, thus giving the sail its unique shape.

David J. Gruver

*Sketch, Olson 25  
Belvedere*

### ↑↓ ALL BALLOON, NO HOT AIR

I would suggest it's what we used to call a "ballooner," a very full, lighter-weight fores'l hoisted from the bow or bowsprit to the masthead. Yes, it dates back to gaff/Gunter rig days, when it was used for close reaching, too shy for a spinnaker.

Moraga John

### ↑↓ THE BLOOPER FAD

A blooper was a novel revenue stream for sail lofts in the 1970s — the wide-lapel polyester leisure suit for sailboats,





**BALI**  
CATAMARANS

**BAVARIA**  
YACHTS

**Catalina** Yachts

**CATANA**  
CATAMARANS

**TRUE NORTH**

[www.CruisingYachts.net](http://www.CruisingYachts.net)



Alameda: (510) 521-1327  
Sausalito: (415) 454-2275  
San Diego: (619) 681-0633  
Marina del Rey: (310) 821-8300

## GOOD LISTINGS NEEDED! DOZENS OF NEW BOATS ON ORDER!

### WE ARE THE EXCLUSIVE CATALINA, BAVARIA & BALI DEALER FOR ALL OF CA.



'22 CATALINA 425 - ON ORDER!



'22 BAVARIA C45 - ON ORDER!



'22 BAVARIA C42 - ON ORDER



'22 CATALINA 385 - ON ORDER



'09 JEANNEAU 54DS \$450,000



'88 CAMARGUE 48 - \$129,000



'07 HUNTER 45CC - \$179,000



'10 BENETEAU 411 - \$108,000



'98 CATALINA 380 - \$107,000



'03 BENETEAU 361 - \$89,000



'88 BENETEAU F 12 \$36,000



'09 R. PERRY 20 \$45,000

**Mercury • Honda • Yamaha • Evinrude**

**CHECKOUT THE ALL NEW MUST SEE**

## SMALL MOTORS

including Mercury 5hp Sail,  
Yamaha 9.9hp portable, and Honda 2.3hp



Motor availability is very limited at this time,  
get your order in now if you want a motor for summer

**Outboard Motor Shop**

**(800) 726-2848**  
**(510) 533-9290**

1926 - 2022  
Your Bay Area Dealer  
For 96 Years  
333 Kennedy Street  
Oakland, CA 94606

[www.outboardmotorshop.com](http://www.outboardmotorshop.com)

All Prices INCLUDE freight & prep, plus tax & license only.

**GET PAID**  
*To Sail!*

**USCG CAPTAIN'S  
LICENSE COURSES**

**ASA INSTRUCTOR  
QUALIFICATION  
CLINICS**

**JOBS AT MODERN  
SAILING**



**EDUCATION for ASPIRING PROFESSIONALS at**  
**MODERN SAILING SCHOOL & CLUB**  
in SAUSALITO this SEPTEMBER through NOVEMBER!

[WWW.MODERNSAILING.COM/CAREERS](http://WWW.MODERNSAILING.COM/CAREERS)  
(415) 331-8250 | [OFFICE@MODERNSAILING.COM](mailto:OFFICE@MODERNSAILING.COM)



**HARDWARE SAIL**

**ROBUST BATTLIDE**

**TUFF LUFF** **RELIABILITY**

**BOOM FURLING**

**INNOVATION**

**BLOCKS**

**JIB FURLING** **SOLUTIONS**

**LIFESTYLE** **IDEAL WINDLASS**

**PERFORMANCE**

**SCHAEFER**  
**LEGENDARY STRENGTH**

CALL US TODAY: 508-995-9511 | SALES@SCHAEFERMARINE.COM  
WWW.SCHAEFERMARINE.COM



*Find out why  
you should use  
a SAMS®  
Surveyor  
at...*

[www.marinesurvey.org](http://www.marinesurvey.org)

1.800.344.9077

Like us on Facebook

SOCIETY OF  
ACCREDITED MARINE SURVEYORS

## LETTERS

both of which mostly stay in the closet these days.

Bill Huber

### ⇅ **LIGHTEN UP, PEOPLE**

There are lots of haters out there.

I'm not particularly interested in watching millionaires sail with a professional crew, and I'm totally not interested in sending *any* YouTuber my hard-earned cash. But I do enjoy killing spare time watching sailing content. If they get a cut from a single view, then so be it. To call sail bloggers beggars and accuse them of not working? Not fair at all.



ZINGARO

**James Evenson surveys the damage to his Spindrift 37 catamaran 'Zingaro' in late 2019.**

Lighten up, people.

Just about all of them bust their butts working their rigs and making money in other ways. What is the harm in pitching a product or sponsor? Shit, that's been the core of broadcasting culture since the invention of radio. If B&G electronics offered [name redacted] \$5,000 to pitch some nav equipment on YouTube, he'd frickin' take it and make a commercial.

I have never sailed a day in my life, and watching a number of these videos from Atticus, Zatura and a few from Zingaro, I'm curious now. I would love to take a sail charter to some island, and I may just do it — so there you go. They are promoting an industry. Nothing wrong with that.

Retired Air Force Master Sergeant

The reader was commenting on the February 20, 2020, 'Lectronic Latitude: Zingaro's Bad Break Is Bad Break. In late 2019, James Evenson — who runs the popular YouTube channel Sailing Zingaro — was approaching Honolulu on his Spindrift 37, with drogues deployed, when the hull deck joints started to break. The boat was a loss. "[Zingaro] are being helped already by donations from subscribers to their YouTube web series who are interested in helping with the next part of their adventure," we wrote in the 2020 'Lectronic.

There was a deluge of people calling Zingaro "beg sailors." "Send us money and we will make videos of our fabulous lives," wrote one commenter. "Hard to believe people subscribe to these sea tramps."

Good news: If you don't want to donate your money to someone's YouTube channel, you don't have to!

### ⇅ **STILL SPLITTING HAIRS OVER A WORD TO DESCRIBE WORK ON TUGBOATS**

Nothing incorrect about using the word "precarious" when describing the work on oceangoing tugs. The crew may be pros, but they're still human.



# LETTERS

My Uncle Bob was a chief engineer on oceangoing tugs out of Coos Bay, Oregon. His company worked up and down the West Coast, and during the Vietnam War hauled barges to Vietnam. He had many stories that sure sounded precarious to me!

My uncle suddenly retired while still relatively young. When I asked him why, he told me he started getting scared whenever they had to cross any of our treacherous West Coast bars. I couldn't imagine him being scared of anything, but there you go.

Bruce Wicklund  
Take Five, Californian Navigator 34  
San Francisco

*Bruce is referring to the April 15 'LL: Video Footage of Wan Hai 176 Under Tow from Point Reyes. One commenter disagreed with our use of the word "precarious" when describing a tugboat wrangling a 564-ft container ship in 15- to 20-ft seas. "This type of work takes place more often than you might think," the commenter said.*

## ↑↓ PROPOSED OAKLAND A'S STADIUM ON THE ESTUARY PASSES KEY VOTE ON ROAD TO APPROVAL

The A's should stay right where they are. The Oakland Coliseum is directly served by BART, eliminating a lot of driving. If this new stadium is built, the closest BART station (12th Street) will be a full mile away, and most people will drive instead of making that walk.

The additional oil consumption and air pollution alone are reason enough to oppose this project. Better that the A's leave town than build a stadium that will cause a lot more people to drive.

Jeff Hoffman  
Berkeley

*Jeff was commenting on the July 6 'Electronic Latitude with the same name as this letter.*

OAKLAND ATHLETICS



*An artist's rendering of what would be a dramatic transformation of the Bay Area's waterfront. (Notice there are no docks in the rendering.) The Oakland A's want to build a 35,000-seat baseball stadium, 3,000 housing units, 1.7-ish million square feet of office and retail space near Jack London Square, and a 400-room hotel on the Howard Terminal section of the Port of Oakland.*

## ↑↓ I DON'T TOTALLY HATE IT

As long as they are mitigated to keep all the trash that stadium will produce out of the Bay and ocean, and if they put in a high-speed chairlift from the nearest BART station to alleviate congestion and parking issues, I'm not against it. I've seen the same ship, *John Glenn*, parked at Howard Terminal and taking up space for a couple of months. It's not the busy part of the port, to say the least.

Dan Zempel



Exceptional Sailing Brands You Can Trust



The World's Most  
Proven & Trusted  
Headsail Furlers



Superior Quality  
Marine Hardware



High Performance  
Lightweight Furlers



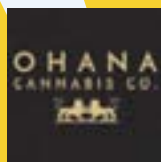
Quality Masts & Spars for  
All Types of Sailboats



wichardamerica.com | tel: (401) 683-5055  
usales@wichard.com

# DOCK &... DINE DRINK SMOKE STAY PLAY SHOP

Experience the best of  
SF ON THE BAY Cities!  
[sfonthebay.com/list-38](http://sfonthebay.com/list-38)



EMERYVILLE



RICHMOND



SAN PABLO



RICHMOND



EMERYVILLE



OAKLAND



ALAMEDA



ALAMEDA



BERKELEY



OAKLAND



RICHMOND



EMERYVILLE



SAUSALITO



HERCULES



SAUSALITO

Alameda Benicia Berkeley Emeryville Oakland NorthShore  
Richmond San Francisco San Leandro Sausalito Tiburon Vallejo

[www.sfonthebay.com/subscribe](http://www.sfonthebay.com/subscribe)

## LETTERS

### ↑↓ THE DEVIL'S IN THE DEVELOPMENT DETAILS

It's a real estate development masquerading as a stadium plan, not that the port is critical infrastructure or anything.

Paul Dines

Schooner *Freda B*

Sausalito

### ↑↓ EARTHQUAKES AND DEMOGRAPHICS

We don't need to finance another sports corporation. We'll be losing a lot of jobs that pay well. Let them fix up the old stadium. I remember when it was new.

Just a tip: Those of us in Berkeley know of a beautiful field just up the street from us that will probably be available for use since the Pac 12 became the Pac 10. Memorial Stadium on the Cal campus could use some revenue. Seems to be empty most of the time.

Also, take into consideration all the problems with intense development on our shorelines. Not so good for the fish and others who live in the Bay; add to that seismic problems of the projected building, as well as rising seas due to global warming. And one last note about demographics: Seems that baseball these days has very little appeal to those under the age of about 36 or so.

Mary Westlake

### ↑↓ LETTING LOOSE THE DOCKLINES, POINTING THE BOW AT THE HORIZON, AND GETTING AWAY FROM ALL THE BULLSHIT

If you're going cruising to get away from all the bullshit, you won't want Starlink.

It's really sad that more and more people go cruising, yet attempt to stay connected to the bullshit. There was a time when the cruising life was about leaving the consumer society behind, of striving for a different way to live; you espoused and encouraged that for years in the pages of *Latitude 38*. Now, many cruisers are simply exchanging an apartment for a boat; different location, same situation.

What happened to expanding our view of the world by living outside of what we've been taught? How about viewing the world with one's eyes and heart instead of through a YouTube video, or the screen of a phone as you make one? Starlink will make the monetization of cruising even easier as we see this unique and precious lifestyle slowly absorbed into the "bullshit" of social media and consumerism.

Bruce Balan

*Migration*, Cross 46 trimaran

Bay Area

Bruce was commenting on the June 20 'LL: 'To Starlink or Not,' That Is the Baja Ha-Ha Question.

Bruce — My feelings exactly. Sadly, I think we're still getting Starlink, but we want to use it for good, and limit the BS.

Bill Gere

*SV Shifting Geres*

### ↑↓ THIS IS HOW I WILL GO CRUISING

Bruce — It sounds like you're saying that there is a "right" way to go cruising, and clearly a "wrong" way.

I'll be the first to advocate for less screen time, moderating news, social media and incoming information, and generally trying to find a balance between technology, information and life, but these are deeply personal choices, and these choices *are not* necessarily mutually exclusive from expanding one's world view, nor from living a more experiential life.



# LETTERS

I watch a lot of YouTube videos, and have learned countless things about diesels, electrical systems, rigging, fiberglassing, and the list goes on. And when I'm done, I go sailing, and I feel pretty tuned into the moment. (But I use my phone for charts, tides, weather forecasting, AIS, music and photos.)

If you made enough money to go cruising indefinitely, then congratulations — truly. But please don't judge people who might have to keep working while they're trying to realize their dreams. If I'm ever able to go cruising, then I'll have to work remotely (and will need the latest technology) so that I can afford it, and that's just fine with me. I really like working and want to grow in my career late into my life. I don't think it's necessary to abandon everything to go cruising. Or rather, I choose not to.

I've met a few cruisers who come across as a tad sanctimonious about how they shed their landlubber lives, scoffed at consumerism and the rat race, and took to the sea to live a slower, simpler life, though that concept is extremely relative. Many sailors proselytizing about the virtues of a life at sea also download new movies and books, keep current on the news, buy the latest systems for their boats, and stay in touch daily with all of their old friends via Facetime.

That sounds exactly like my landlubber life!

Danny Hendricks  
San Diego

## ⬆️⬆️ CELEBRATING FREEDOM ON JUNETEENTH

Maybe the sailing you know has a "historically white heritage," but methinks you don't look very far back into history. Many civilizations with people "of color" navigated by sail with considerable success thousands of years ago. Sailing has always been the most inclusive simply because it was necessary for trade and travel until just a hundred years ago. The Arabs, Chinese, and the wandering Polynesian peoples had sailing quite well under their control. The whiteness of sailing is simply a narrow view of history.

I completely support getting kids onto the water in sailboats, but can we not make a silly racial argument that holds no water outside the modern West?

Barry Spanier  
Rosie G, Antrim custom sloop  
Emeryville

*These comments are from the June 20 'Lectronic with the same name as this letter.*



ED TADZIK

*If we're really talking about getting away from all the bullshit, then no sailor has accomplished that feat quite like Australian Kris Larsen, who built the homemade, junk-rigged 'Kehaar', which has no engine, electricity, radio, GPS or compass. (Larsen uses candles for light.) In 2018, Larsen completed a singlehanded circumnavigation on the 'Kehaar'. Has Kris set some kind of standard for cruising purity, righteously shunning the trappings of a landlocked life? That was a trick question. 'Latitude's ethos will always be this most perfectly nautical of idioms: Whatever floats your boat.*



## COMPASS CANVAS



**Compass Canvas specializes in the design and fabrication of:**

- Canvas
- Dodgers
- Solar
- Boat covers
- Flooring
- Awnings
- Biminis
- Enclosures
- Repairs

**1150 BRICKYARD COVE ROAD  
POINT RICHMOND, CA**

**415.299.3415**

**www.compass-canvas.com**


Compass Canvas
@Compasscanvas




## Richmond BoardWalk

**FIRST MONTH FREE!**

Our unique, easy location provides boaters with prime access to the all the Bay has to offer. Sail or power directly to open water. We host modern facilities in a well-protected harbor with quick parking and gated dock access.

**RENT WATER SLIPS**

21' to 44' Foot Slips Available  
Sail or powerboats  
24 Hour Camera Facility Security  
Card Key Dock Security

**RENT DRY SLIPS**

Up to 30' sailboats  
Self-service hoist  
Free use of electric cart for towing

**RENT INDOOR STORAGE**

Secure storage for extra gear  
Ask about 1st Month Free!

**LEASE PERSONAL OFFICE SPACE**

160 sf. up to 5000 sf.  
Beautiful Water View  
High Speed WiFi  
Safe and Secure

**510-236-1933**

1160 Brickyard Cove Rd., Suite 200  
Point Richmond, CA 94801  
info@richmondboardwalk.com • www.richmondboardwalk.com

## LETTERS

Good on *Latitude* for this article!

Jeff Hoffman

Important work; good for *Latitude* to feature this.

Tim Dick  
Malolo, Lagoon 42  
Mexico

Barry — You're absolutely right in pointing out that on nearly every shore throughout the world, there is some kind of maritime culture spanning back as long as people have stood next to the ocean.

But how is ancient history of service to the problems of today? This supposes that you would agree that a lack of diversity in sailing is a problem in need of a solution.

As the June 'Electronic noted, there's a long way to go before sailing truly evolves from its historically white heritage. In the 246-year history of the United States, we think it's pretty safe to say that sailing was a small, exclusive club. Even somewhere as diverse and progressive as the Bay Area, sailing has not been reflective of the demographics of the Bay Area itself. But progress has been made.

It's not strictly racial — we often hear people of whiteness talk about the difficulty of breaking into the sailing scene. Several women have told us that access to sailing for them hasn't necessarily been an easy road, though access has been increasingly facilitated by other women sailors.

Those of us who've been sailing our whole lives surely take for granted the ease with which we occupy this world. Some of our staff turn down more chances to sail beer cans than they accept. (Few non-sailors know that beer cans are a not-a-lot-of-experience-needed avenue into the sailing universe.)

But we get it. The status quo, which we've always thought was perfect and harmonious, has suddenly been called into question. These are not easy conversations to have.

At best, this new dialogue is awkward. At its worst, "inclusion" might be a road paved with good intentions that can lead to an unexpected, undesirable outcome. Do we run the risk of straying into tokenism, or turning people into perfunctory symbols? Do we risk dehumanizing the very people we're trying so hard to include? A fair critique of liberalism is that some people, perhaps unknowingly, just want to see diversity so that they feel better about themselves — or even feel a little self-righteous.

Despite the pitfalls, we think it's worthwhile to keep trying. There are good stories out there about unique sailors who didn't inherit sailing through family or friends, but came to the sport and lifestyle via a different path, and driven by a burning desire.



**Captain Donald Lawson hopes to become the first African American to sail singlehanded, nonstop around the world. Lawson has created the Dark Seas Project foundation, and also serves as chair of US Sailing's Diversity, Equity and Inclusion Committee.**

DARK SEAS PROJECT

**Reserve today**  
**(510) 236-1013**  
**www.mbyh.com**

Great Location      Deep Draft



**The Best In Top Quality Marine Products. Since 1917.**  
15242 Transistor Lane, Huntington Bch, CA 92649  
800.433.0101      www.bainbridgeintusa.com



# LETTERS

WIKIPEDIA



All right, dammit, here's another image of the Gall-Peters projection map. (We cropped out a sliver Antarctica for space. No offense, Antarcticans.) It's a little weird, right? It's not an especially attractive map, is it? And no, it's not without its flaws and distortions. But it is interesting, right? Doesn't everyone want to see every map, globe, satellite photo, and computer model in existence to form a better understanding of the planet? (This understanding can have as much or as little politics as you desire.) If you are on the quest for cartographic knowledge, check out the website [www.thetruesize.com](http://www.thetruesize.com).

## WE AGAIN DISCUSS THE MERCATOR AND PETERS PROJECTION MAPS

There are some bad ideas that seem to be immortal; the "Peters projection" (PP) is one of them. It made a brief stir when it first aired, about 50 years ago; was widely discussed, shown to be useless, and then apparently forgotten. But now it pops up again in these pages — you can't keep a bad idea down! Let me summarize what's wrong with it:

The PP complains that the picture of the world presented by the Mercator projection is wrong; e.g., Greenland is shown as far too big. Yes, all maps distort the true shape of the Earth; you can't project a sphere onto a flat sheet without some distortion. (Note that the sample of the Peters map you printed is just as bad in this respect — look at what it does to South America.) The only question to ask of any projection is, does it preserve the property that's important to me?

For a sailor, the Mercator preserves what's most important to him — straight rhumb lines — and no other projection does this.

But the PP was never really about cartography. It argued that the distortions of the Mercator projection were somehow harmful to the poor, the oppressed and the Third World in general. Exactly how an exaggerated idea of Greenland's size did this was never made clear, but for a sizable group of our citizens, clarity seems to be unnecessary.

Mark Halpern  
Landlubber, but regular reader and fan

Mark — We're not sure that the Peters projection was "shown to be useless," but it was certainly never popular, and never took root in American classrooms, where the Mercator is still the standard. We're also not sure what your issue is with the Peters depiction of South America, which is shown to be much larger on the PP compared with the Mercator, because it is much larger.

Why are the properties of the Mercator map important to you, Mark? And why are the arguments in favor of the Peters projection, which are that it's more accurate, unimportant?

If you've been following the cartographic controversy in these Letters, then we'll refer you to the original comment by Nik Omarzu in the November 10, 2021, 'Electronic Latitude: Sailors' Word of the Day: Latitudinarian. "Numerous studies have shown that growing up with the Mercator world map breeds Yankee arrogance and further distorts North-South

ALL YOU CAN  
*Sail*

Get the most out of the bay. Join Inspire Sailing with an Unlimited Sport Boat Membership, and charter our fleet of boats under 30-feet as often as you'd like.  
No blackout dates.  
No hassle.  
Get sailing today!

FOR MORE INFORMATION CONTACT US:  
☎ 510-831-1800    ✉ [inquire@inspiresailing.com](mailto:inquire@inspiresailing.com)    🌐 [www.inspiresailing.com](http://www.inspiresailing.com)

**SAUSALITO**

**LIST MARINE INC.**

- Full service engine shop
- Marin County's YANMAR DEALER
- Dockside facilities
- Seasonal Diesel 101 Classes

**YANMAR**

69 LIBERTY SHIP WAY • SAUSALITO, CA 94965  
Adjacent to Schoonmaker Pt. Marina  
**415-332-5478**  
**[www.listmarine.com](http://www.listmarine.com)**



SPECIALISTS

**Your best source of insurance, tailored to your needs and competitively priced, for your boat or yacht, marine contractor liability, yacht club, boat yards, and boat builders/restorers**

**We Insure:**

Sail or Power ♦ Classic or Contemporary  
Fiberglass ♦ Aluminum ♦ Steel ♦ Wood

At Heritage Marine Insurance you will find knowledgeable insurance professionals who provide superior service and the finest coverage available today.

To be sure you're getting the best insurance value please contact us for a quote.

**www.heritagemarineinsurance.com**  
**800-959-3047**

Fax 860-572-5919

info@heritagemarineinsurance.com

## LETTERS

political misunderstanding. It's the 21st century. There is no excuse for this level of misrepresentation." (This comment appeared in the January issue's Letters, and was revisited in March.)

Now, we don't necessarily agree with these sentiments, but we recognize that there are properties in this viewpoint that are important to other people. If there were a widely used map that distorted the Bay Area, making it look small and un-nuanced, while Marina del Rey (no offense, MDR) occupied a large, prominent position, well, then we'd have some skin in the game, and we'd have something to say about it.

If you had kids in school, Mark, wouldn't you want them to know what the planet actually looked like — which is to say, the actual size of things? This has been our driving point throughout this debate: simply, that accurate, objective-as-possible facts are presented to students. Why is a sailing map — which we all know is distorted because of the inherent nature of two-dimensional projections, and because it was designed to service navigation — used as the gold-standard reference?

And what of the subjective viewpoint of "Yankee arrogance" and "North-South political misunderstandings"? Can't we consider multiple opinions, encourage critical thinking, and allow students to make up their own minds? They should not be indoctrinated with a point of view (or whatever anyone's idea of so-called "wokeness" is), but neither should they be taught propaganda, or a version of history that glosses over the wars and robs history of its complexity and context.

As sailors, and lovers of charts, we ask, "Is there not room enough in classrooms — and in our collective consciousness — for more than one map?"

### ↑↓ EIGHT BELLS FOR DONALD GORING

Donald Goring, veteran Bay Area sailmaker and ocean racer, passed away on July 3. He was 93 years old. Donald was making sails with Peter Sutter in Sausalito in the 1950s, and had his own loft in San Francisco by the '60s. After a '70s hiatus in British Columbia, he returned to Oakland's Johnson & Joseph Sailmakers in the early '80s, before opening Bogart & Goring in Alameda in 1984. Donald continued sailmaking in Alameda for the next 26 years, finally retiring in 2010. Since he started making sails and mucking about with boats 70 years ago, he never thought of it as "work." Find something you love to do and keep doing it — he followed his own advice.

The S.F. Bay sailing community responded to Donald's January 10 boat fire with overwhelming generosity; your contributions to his GoFundMe allowed him a measure of financial security over these past six months, and he was truly grateful for your support. He finally succumbed to advanced metastatic cancer on Sunday evening.

Fair winds and following seas for the final voyage.

Submitted with a grateful heart to everyone who donated in January and February when Dad's situation was dire.

Find further details of his remarkable life in the September 2020 edition of *Latitude 38's Sightings*.

Morgan J. Goring  
Florida

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

**VOLVO PENTA**

MEET THE NEXT GENERATION OF VOLVO PENTA  
D4 & D6 MARINE PROPULSION PACKAGES

CALL US FOR THE DEALER NEAREST YOU!  
1-800-326-5135  
HELMUTSMARINE.COM

**HELMUT'S**  
MARINE SERVICE INC.  
AUTHORIZED VOLVO PENTA POWER CENTER  
GASOLINE AND DIESEL  
CA • HI • NV • UT • AZ • NM • GUAM



# LOOSE LIPS

This month's *Caption Contest(!)* reached new heights! There were a lot of unique captions to accompany the photo below, and it was difficult to choose from among the creative one-liners shared by our readers. But we did our best, and following are our favorite captions, starting with the winner.

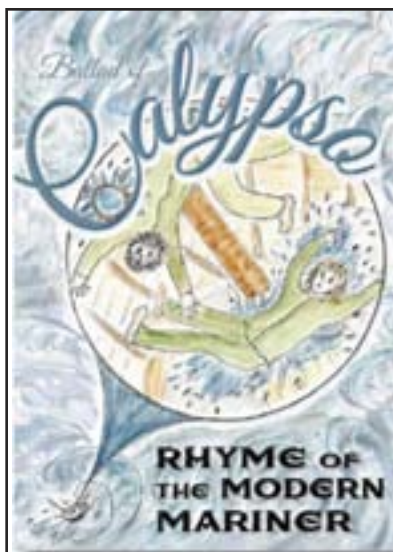


INSTAGRAM@SAILINGSTYLE

The winner: "See, I told you I'd find a use for that old boat!" — Scott Henry.

- "My foredeck refuses to leave the bow to go up the mast." — Ben Bland III.
- "Mikey was sure he'd nab that Darwin Award this year." — Bill Willcox.
- "If we mount this thing just above the spreaders, then the next time you capsize, you'll still have an auxiliary engine." — Roger Briggs.
- "Jim thought stowing the new dinghy was easy enough, but now, where to hide the forklift so his wife wouldn't see it..." — Bill Andrew.
- "I'll definitely be the Poster Boy on next month's OSHA Calendar." — Joseph Hansen.
- "He's never gonna find his boat up here." — John Callahan.
- "He took my suggestion to 'power up his rig' a bit literally." — @outthegatesailing.
- "Rare photo of a DinghyTender Crow's Nest installation." — Rob Sesar.
- "Given the high price of gas, Sam is learning to sail." — John Arndt.
- "Jill finally had Bill just where she wanted him... the ink wasn't even dry on the life insurance policy..." — Kelvin D. Meeks.

"I am a citizen of the most beautiful nation on earth, a nation whose laws are harsh yet simple, a nation that never cheats, which is immense and without borders, where life is lived in the present. In this limitless nation, this nation of wind, light, and peace, there is no other ruler besides the sea." — Bernard Moitessier.



**S.V. Calypso**  
LOD 26' LOA 29'  
Beam 9' Draft 3'



By Dennis McGuire



[www.balladofcalypso.com](http://www.balladofcalypso.com)

**NEIL PRYDE SAILS**

**Sail / Rig Consultation  
Service and New Sails**

**Seattle**  
Scott Pitroff  
206 284-9004

**Oregon**  
Derek Hardy  
Glen Hughes  
541 515-7443

**S.F. Bay**  
John Amen  
707 762-9711

**Newport Beach**  
Bob & Alec Kettenhofen  
949 645-5388

[neilprydesails.com](http://neilprydesails.com)

**Serving the West  
coast with  
professional,  
quality work  
and consultations.  
Since 1970  
Contact us today**

## the honeys' last encore with illusion

In a storybook ending that everyone could envision though few would dare verbalize in advance, Stan and Sally Honey won the St. David's Lighthouse Trophy in the recent Newport Bermuda Race aboard their beloved Cal 40 *Illusion*, their swan song as the boat's owners.

We middle-of-the-pack racers know there are too many variables in sailing to make winning a regular thing. Right? Turns out that winners, like Stan and Sally Honey, know that winning consistently takes good sailors, a well-prepared boat and a good strategy. The only Rolex Yachtsman and Yachtswoman (twice for Sally) of the Year married couple have relentlessly proved this truism over and over again.

Can we say it now? Of course they were going to win. They've owned *Illusion* for 34 years and sailed her in both race and cruise mode. (As noted in a few articles in our *Changes in Latitudes* section, they departed San Francisco Bay aboard *Illusion* in 2014 and have been commuter-cruising ever since, ending up in Maine.)

With winning experience on their own boats and numerous others, they know how to prepare a boat to win. Recruiting Olympian Carl Buchan, and Bay Area all-stars Jonathan 'Bird' Livingston and Don Jesberg — friends and friendly competitors from past years — they assembled a stellar crew. And, as Sally said after the finish, "The conditions were perfect for our boat, and we had a pretty good navigator on board," referring to Stan. "Stan chose a really good course, and the conditions were just what the boat loves, heavy-air reaching. A lot. We got into a Gulf Stream eddy and stayed in it for about seven hours. That gave us a good boost. We managed to stay in the wind most of the way down. We had a couple of light spots, but nothing like the later boats." With Carl Buchan at the helm, they hit a top speed of 22 knots. This is just shy of another top speed achieved when Stan and Sally hit 24 knots in a squall while doublehanding *Illusion* to Hawaii.

The result of their combined experience, preparation and strategy was winning the coveted St. David's Lighthouse Trophy, a silver and gold replica of the lighthouse awarded since 1954 to the winner of the largest division, this year with 108 boats in the class. *Illusion* posted the division's fastest corrected time for the past 20 years, and the margin of 1 hour, 58 minutes, 4 seconds ahead of Andrew Clark's second-place J/122 *Zig Zag* is the third-largest in the same time frame.

The *Illusion* crew made repeated trips to the stage during the rest of the prize ceremony, earning half a dozen other prizes for the largest margin of victory in class, the top-performing vintage yacht, the fastest yacht from the Pacific Coast, and more. The "top performing vintage boat," *Illusion*, is 56 years old and was first raced to Bermuda in 1966 by legendary Long Island Sound sailors Bus Mosbacher (an America's Cup skipper) and Vincent Monte-Sano. The seven Cal 40s in the Bermuda Race that year swept the results.

The Honeys found *Illusion* 34 years ago at Moore's Reef in Santa Cruz and revitalized her for an illustrious racing and cruising future. It was their step up to big boats after 20 years of dinghy racing in 505s, and, in theory, it was going to be a cruising boat. As Sally relayed to Sean McNeill, after all those years of competitive sailing they just couldn't stop. After buying the boat in 1988, they went out and did the Pacific Cup as their first offshore doublehanded race together, placing second in class. When they did the race together again in 1996 they won overall.

Stan also crushed the fleet in the 1994 Singlehanded Transpacific Race to Kauai, where he set a course record of 11 days and 10 hours. This remains an elapsed time faster than all Cal 40 efforts in the crewed Transpac Race (a longer course). They also enjoyed pulling a similar horizon job in the 2003 crewed Transpac.

This was a fast, rough year for the Bermuda Race, with conditions that suited the West Coast crew and boat. It was Sally's third time racing to Bermuda and Stan's seventh. Following this year's race, ownership of *Illusion* will go to Stan's nephew, John Vrolyk, who will keep the boat in the Chesapeake. The Honeys are now looking at going to the "dark side" with

continued on outside column of next sightings page

## palo alto teen's

Cal Currier, a 16-year-old boy from Palo Alto, left the US from Marion, MA, on June 27 to sail solo across the Atlantic to Spain. His father, James Currier, wrote, "It seems if he completes the journey, he will be the youngest person ever to sail solo across the Atlantic from west to east. The idea of him being the youngest was never part of the goal or idea. That was brought up by other people about a week after he left and was already 800 miles offshore. He just wanted to do it. If he arrives on August 6, he will have completed the 3,500-mile journey in 37 days when he was 16 years and 249 days old." He was born on December 1, 2005.

"He's been going very fast for a Tartan 30: 19 days and 3 hours to get to Horta, Faial, Azores. He only stayed 24 hours to the minute, arriving at 8:20 p.m. local time on Fri-

TRIXIE WADSON / PPL



SEAN MCNEILL





## solo atlantic crossing

day the 15th, and leaving at 8:20 p.m. on Saturday. He grabbed new water, 10 more gallons of diesel, and some more food. Most importantly, he downloaded 20 more books to his Kindle. He originally brought only 10 books and ran out a week after leaving the US. Plato's *Republic* has been a favorite so far.

"Our family is from Palo Alto, and Cal spends his summers in Duxbury, Massachusetts, and in Marion. He just finished his sophomore year of high school at Palo Alto High School. He plays on the volleyball team.

"Cal got the idea to do this in January 2022, but didn't really know how to sail. So he took sailing lessons at Spinnaker Sailing School in Redwood City, fixed up an old

continued in middle column of next sightings page

## the honeys' illusion — continued

plans to purchase a powerboat, which, happily, will not end their involvement with sailing.

They will stay active in sailing, as they are both longtime contributors to US Sailing. Stan serves on the US Sailing board of directors, and Sally is a past chair of US Sailing's Safety-at-Sea Committee. She's currently working with World Sailing. Stan will certainly be tapped for many more race-winning navigator opportunities. Racing trophies are just a small piece of their achievements and contributions to sailing.

We will miss the many stories we've shared of the Honeys and *Illusion* over the past 34 years, but it's a fitting final victory lap for the boat and couple aboard their legendary Cal 40.

The storybook ending to the *Illusion* chapter of the Honeys' fabled sailing life is both remarkable and unremarkable at the same time. There are always a few wild cards in any race that can throw off even the most consistent performers, but somehow the Honeys reliably rise to the top. Retiring from *Illusion* with a St. David's Lighthouse Trophy in the Bermuda Race is simply one more tale in a much larger story of an adventurous and successful sailing life.

— john



Top left, left to right: Jonathan Livingston, Sally Honey with the St. David's Lighthouse take-home trophy, Bermuda Governor Rena Lalgie, Stan Honey. Bottom left: Seconds before the gun. This page: Sailing out of foggy Newport.



SSEAMAN PHOTOGRAPHY

## **captain barb ross, wsasmb education chair**

Captain Barb Ross (aka Cappy) wasn't particularly drawn to sailing as a young woman, but she always had an adventurous spirit and a bit of a wild streak. So when her second husband shared his dream of sailing across the ocean, she said, "Let's go!"

The young couple set sail across the Pacific, and that was the beginning of a journey to a lifelong passion and career on the water. Captain Barb's experience evolved and grew through the years, taking her over many ocean miles, highs, lows, challenges and victories. She became a highly skilled, seasoned, savvy sailor and racer, and a fully licensed captain and instructor with an impressive résumé spanning more than 30 years.

I've sailed with Captain Barb, including a weekend cruise to Catalina from Los Angeles, on her beautiful *Intuition*, a 1978 Cal 39 MkII. *Intuition* is also her home. On these adventures, she shared some great stories about her life on the water.

"I was born in Los Angeles in 1953," she recounts, "and stayed in the area until I met my first husband when I was 17. I picked him up hitchhiking on the Pacific Coast Highway, and we got married six months later. We moved to Portland, Oregon, and then to his hometown of Philadelphia. Four years later, I moved back to Los Angeles alone and started working for the largest glass company on the West Coast. I met my future husband, Tom, who was a glazier at the company. He lived on his 35-ft Ericson in Wilmington, and would take me sailing every weekend to Catalina Island. He had a dream to sail to Hawaii and back. I said, 'Let's go!' A year later, I had learned provisioning, celestial navigation and, of course, sailing. This is the start of a life of sailing.

"When I divorced my second husband, he got the boat and I got the Corvette. But I was in pursuit of another boat, and because he wasn't using the boat, I started chartering it after I acquired my Coast Guard 100-ton master license in 1993. I independently started teaching sailing for women to Catalina as custom charters. The clients were mostly teachers who just needed an affordable getaway.

"My next adventure was a six-year cruise through Mexico, Central America and through the Panama Canal. During this time, I worked on a dive boat in Costa Rica and had the fantastic experience of diving the Secos Islands in Panama and Malpelo Island in Colombia. My boating and diving knowledge increased and extended my experience to large powerboats.

"We left Costa Rica on a delivery through the Panama Canal to Fort Lauderdale. After two more trips through the Canal, we headed for the Galapagos Islands. We were allowed to stay there due to some engine issues, then set out for the Marquesas, which took us 34 days with no sight of any sea life. I learned to work on the engine and toilet, sail trim in strange wind conditions, how to cook with foods I am not familiar with, anchoring, heavy weather prep, and sailing. From the French Societies, we sailed to the Hawaiian Islands (on an Ohlson 38), where we lived at the Hawaii Yacht Club for a year.

"We sailed out of Hanalei Bay to Sitka, Alaska, in 19 days. What a shock to the system! Tropics to cool temperatures. Glacier Bay through the Alaskan inland passage to Seattle, where we settled for a time. I then moved to Portland and started teaching for an ASA school. I bought another boat and lived aboard on the Columbia River.

"I fell in love with ocean passages, especially the 4 a.m. shift right before sunrise. That was a very peaceful and self-healing experience. Although I've had my butt handed to me mid-ocean, it still is not scary, because your primal instincts must kick in and you are busy as hell.

"I believe that women in current times are very fortunate to have experienced women around them and women's sailing programs to attend. I married into it to get my experience. Now I share with both women and men to get them out on the water safely. I want people to have similar wonderful experiences to what I have had. My future is focused on getting youths involved in sailing. No better confidence builder. I think the AdventureSail program that the National Women's Sailing Association offers

continued on outside column of next sightings page

## **palo alto teen**

boat in the spring, and left on June 27."

Cal is not rich. His Tartan 30, *Argo*, was made in 1976. Cal bought the boat for \$12,000. He put another \$5,000 into it, mostly in electronics, solar and communications. He made the money by starting a summer camp in Palo Alto with his three brothers to teach kids physics, and by getting sponsorships. He's still looking for sponsors, hoping to raise enough funds to cover the costs.

Cal will have an interesting story when he gives classmates his "What I did on my summer vacation" report. We'll have more on Cal in *Lectronic Latitude* and an upcoming issue of the magazine. By the time you read this, he should be close to his destination in Spain. You can follow his track here: <https://share.garmin.com/FFAKP>.

—john





— continued



ARGO

Cal Currier aboard his Tartan 30 'Argo'.

**captain barb ross — continued**

should be embraced by all women's sailing organizations."

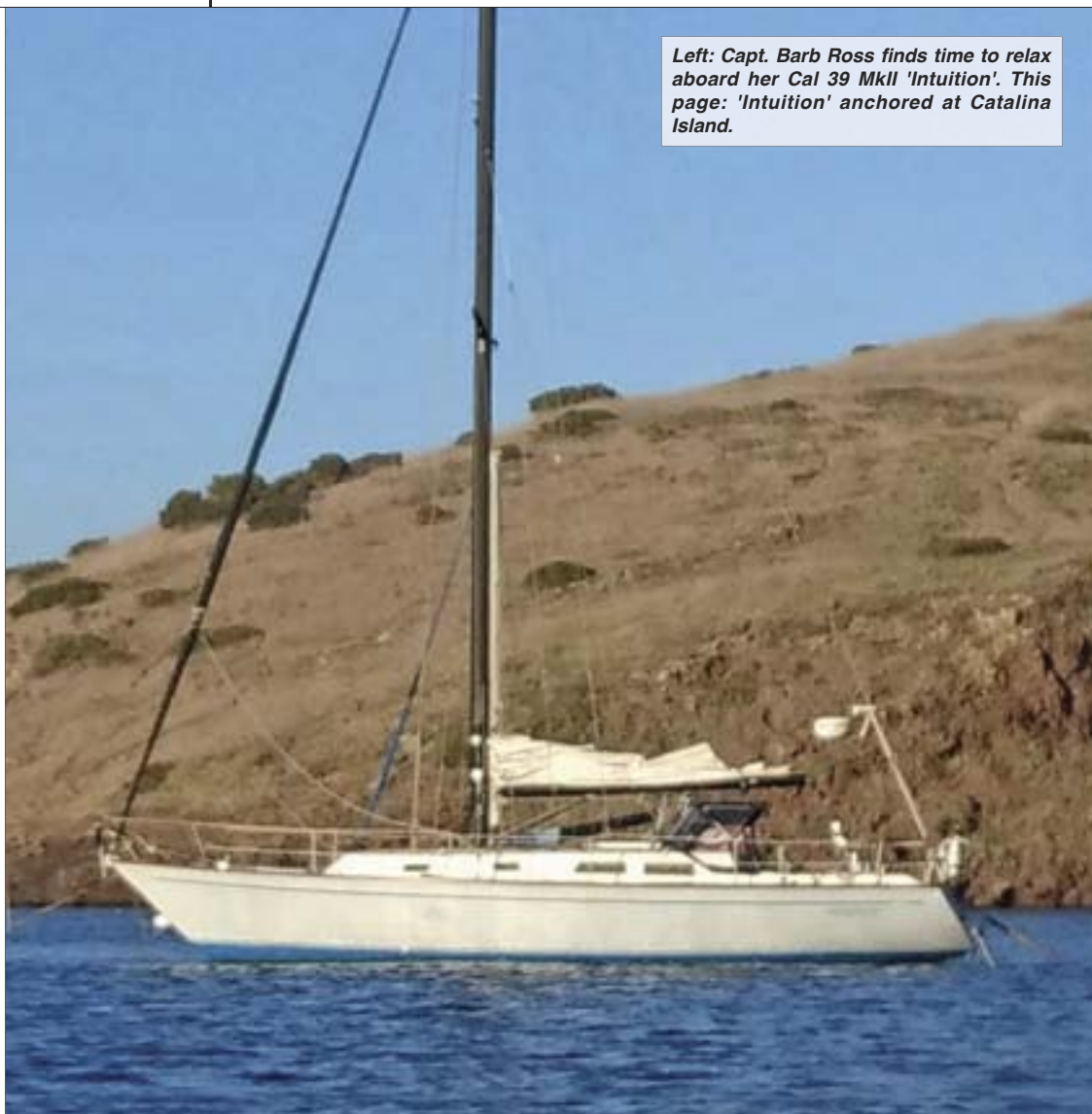
In recent years, Captain Barb has served as auxiliary captain of the 80-ft tall ship *Irving Johnson* in Long Beach, and is an active member of a few sailing clubs. She currently serves as the education chair for the Women's Sailing Association of Santa Monica Bay. She is very involved in ocean and marine life conservation efforts, and supports the marine environment through organizations like AltaSea and Cabrillo Marine Aquarium.

Today, Captain Barb also owns and operates Captain Barb's Boat Management Service and Instruction, providing full-spectrum boat management services from deliveries to instruction.

Captain Barb has lived an extraordinary life. She's proof of what wonderful things can happen in life if you just say, "Let's go!"

— caroline bielskis

Author Caroline Bielskis has enjoyed sailing since she was a teen, and started sailing and racing avidly in 2017. She enjoys daysailing, cruising, and coastal racing in Southern California, and looks forward to exploring the world via sailboat. She loves to travel. Caroline has written and published a children's book, and is a voice artist and actor. She previously worked in urban and transportation planning for local governments in California. — ed.



Left: Capt. Barb Ross finds time to relax aboard her Cal 39 MkII 'Intuition'. This page: 'Intuition' anchored at Catalina Island.

CAPTAIN BARB ROSS

# SIGHTINGS

## the story of pell mell

On June 1, 1987, Dave Sutter launched *Pell Mell* on San Francisco Bay. "I was interested in sailing and boats, and it had been kind of a lifelong pursuit until into my 20s," said Dave, who's the son of Sausalito sailmaker Peter Sutter.

"After stopping, then a transition in my life, I started sailing and cruising again and thought I wanted a little racing boat." So *Pell Mell* was born. She's part cold-molded and part plywood, with a little Moore 24 mixed in, combined with a bit of the Dogpatch 26 *Moonshine*. That combination makes for a unique blend of a fast ocean-capable and yet comfortable boat.

"I had already been drawing another boat when I saw *Moonshine* and thought, 'Now I have to do something else.'" *Moonshine* was also built in the '80s in San Francisco by Dave Leech and quickly became a standout in the local racing scene.

"I wanted it to be faster than *Moonshine*, and a bit lighter. I also used different boats as a reference for the cruising interior. So I made a galley that's really easy to use, and of course room for comfortable sleeping and sitting."

*Pell Mell* is now owned by Alex Simanis and Joe Grieser, partners in Ballard Sails in Seattle. When *Pell Mell* showed up one day, Alex fell in love. "The first time I saw the boat was probably about 15 years ago," says Alex. "Steve Roberts owned the boat over in Poulsbo, Washington, and was working on her while I was employed at a local boatyard called CSR Marine."

Then he hitched a ride. "I thought that thing — super-cool, you know — kind of looks like a Moore 24 on steroids. So I helped him get the boat in the water and we sailed back to Poulsbo and the thing just slipped along. It was just a neatly constructed little ultralight boat."

But it took a while before *Pell Mell* and Alex would finally hook up. "I told Steve if he ever wanted to sell it to let me know. And couple of years ago, right in the middle of the pandemic, he calls, 'Hey, now it's time to sell *Pell Mell* if you know of anybody.'" That anybody was Alex and Joe. "I was kind of looking for a boat to do a doublehanded Hawaii race or something like that. So we went and looked at it and made him a deal."

*Pell Mell* then got a facelift, as the team dug into fixes and upgrades. "There wasn't really anything dramatically wrong with the boat. There was rotten plywood in places and stuff. But it was in really good shape and had been nicely taken care of."

Then the big work started. "The cockpit arrangement was really terrible for us, because it was so far back and so small you couldn't have the trimmer and a driver working effectively. We were going to only open the transom and make some room there. After discussion we said, 'Screw it, why don't we just put a whole new cockpit in the boat and make it the way we want it?' So we moved the cockpit forward, like 40-some-odd inches up to a place that made sense for the construction of the boat, and then cut it all out and built a new cockpit."

After a year and what turned out to be a massive project, *Pell Mell* was ready for her debut. "The first race we did was a local for the Sloop Tavern Yacht Club. It's a Three Bridge Fiasco-style race

continued on outside column of next sightings page

## delta doo dah 14's

Due to a wave of COVID infections, Owl Harbor had to postpone July 30's Roaring Day on the Delta, new date TBA.

The next Delta Doo Dah event on the official itinerary will be on August 12-14. Delta Bay Marina in Isleton has organized a Saturday packed with activities for our sailors. Here's how the weekend's shaping up:

Friday, August 12: Optional arrival.

Saturday, August 13:

- 10:30 a.m.: Presentation on Clean Boating and the Pumpout Nav App by the San Francisco Estuary Partnership, the California State Parks Division of Boating and Waterways and the California Coastal Commission.



COURTESY DAVID SUTTER



COURTESY ALEX SIMANIS



## august weekend

- 11 a.m.-2 p.m.: BBQ lunch prepared by Peninsula Yacht Club.
- 1 p.m.: Delta history talk by Commodore Bill Wells of the California Delta Chambers.
- 2 p.m.: Harbormaster talk by Delta Bay's own harbormaster, Eric Chiu.
- 3 p.m.: Things to Know Before You Go talk by veteran cruisers and authors Pat and Carole McIntosh. Their talk may be of special interest to Delta Doo Dah sailors contemplating the Baja Ha-Ha — and vice versa!
- All day: Demos on solar boats and propane outboards; free SUP lessons.

continued in middle column of next sightings page

## pell mell — continued

that we do in October." After many local races from beer cans to the Center Sound and Round the County, *Pell Mell* was planning on heading to Hawaii in this year's Pacific Cup. "We were actually registered but ended up pulling the plug on it for multitude reasons. We have the 2024 race in the sights."

With their California Offshore Race Week overall win behind them, they may be hard to beat. Doublehanding *Moonshine* (also now based in Seattle), Marc Andrea Klimaschewski and David Rogers won their division in this year's Pac Cup and may have plans for 2024. "Those guys are diehard," says Alex. "I'm sure that they will do the 2024 race as well. Oh, that'd be good! That'd be fun."

After their spring California tour, capped off by the Delta Ditch Run, it's local sailing, some races and cruising for *Pell Mell*, including taking friends out. "I'm going sailing on her tomorrow," said Dave. "I'm really looking forward to it. It'll be a great time. Just great."

— ncs

Top left: The Point Bonita 27 'Pell Mell' sails San Francisco Bay in the 'old' days. This page: 'Pell Mell' starts the Coastal Cup in Monterey on Memorial Day. Bottom left and inset: Remodeling the cockpit.



# SIGHTINGS

## nothin' much for dinner

Who hasn't heard the old saying, "A well-fed crew is a happy crew?" I've found this to be accurate and a necessity. The first boat I raced on was an Express 27 out of East Greenwich, RI. The owner was a nice guy but unfortunately followed the adage of quantity instead of quality. Like clockwork, his form of provisioning was limited to a two-pound tub of chicken salad, a bag of hot dog buns, and a 12-pack of light beer, all for a crew of five! Two years later, I found myself racing on a boat around the Solent in England, and for some reason, the food choices there were not much better. I particularly remember a sandwich of relish-mixed cheese curds.

Three years later, in the Caribbean, I found good food on a boat while working on an 80-ft schooner with a full-time professional chef as a crew-member. Her name was Elizabeth Lee, and boy, could she cook. I watched her work as an artist in the tiny galley, turning out five-course meals for eight guests in a single sitting. She was like a rock musician on stage,

continued on outside column of next sightings page

## delta doo dah — cont.

August 14:

- 10 a.m.-2 p.m.: Sunday Market.

Delta Bay Marina, just off the San Joaquin River, offers free berthing for official Delta Doo Dah entries on August 12-15. You'll make your reservation online using a gift code; we'll email the info to our fleet. Delta Bay can accommodate up to 20 guest boats from the Doo Dah. Visitors are also welcome to arrive by car via Isleton's Delta Loop.

Register for Delta Doo Dah (it's still free) at [www.latitude38.com/delta-doo-dah](http://www.latitude38.com/delta-doo-dah), and we'll be in touch via email.

— chris

ALL PHOTOS WILL SOFRIN EXCEPT AS NOTED



NOTHIN' MUCH

*Clockwise from top left: Trader Joe's covers provisions for a couple of sailing days; sandwich, salad wrap, crackers on reusable plates and sparkling rosé; Andrew fires up the grill to throw off the competition during the downwind leg of a beer-can race; nautical multitasking as Andrew steers, trims, drinks and gets served dinner by Will.*





## fall crew list party

*Latitude 38's* Fall Crew List Party will return to the Spaulding Marine Center in Sausalito on Thursday, September 1, from 6 to 9 p.m.

Find a boat, find a ride, find crew for the Baja Ha-Ha, cruising, racing or sailing on the Bay. Everyone is welcome; come as you are. We'll have free munchies, door prizes, color-coded informational name tags, and a sailing slideshow. Spaulding will sell drinks to raise funds for their programs, and the Casablanca food truck that partiers enjoyed last September will be back.

As has been the tradition for many years,

continued in middle column of next sightings page

## dinner — continued

doing all sorts of crazy things like using a small propane torch from the engine room to burnish the tops of custard or melt a slice of cheese into the shape of a serving bowl. Our guests never missed the decadence of her presentations, and leftovers were rare.

Understanding how much food matters on a boat has transformed me into a control freak when it comes to provisioning, preparing, and serving food on my boat. I would much rather hand the helm over to anyone so I can dive into the galley and prepare a meal or snack that I know will be worth eating. I have learned some tricks along the way that have helped me cut down time and effort in preparing meals on the boat. The first thing I do is plan a menu. I think about how many people will be on the boat and what food items will spoil first. At home, in my kitchen, I prepare nearly all of the meals, vacuum-seal them, and then freeze them. Pre-freezing the meal helps keep the icebox cool, lowers the battery drain, and lengthens the lifespan of the food. If I don't have time to prepare much, I provision at Trader Joe's because of their fantastic selection of prepared and mostly cooked food.

Through trial and error, I have learned to prepare food that is easy for my guests to eat. I avoid oily food because oil stains Gel-coat, teak and upholstery. If I plan on serving sandwiches, I wrap them in butcher paper to hold them together and keep the condiments on the side so the sandwiches don't get soggy. I don't use disposable plates and cups but instead have a nice set of high-quality plastic plates and cups that can be easily cleaned and re-used; this cuts down on garbage. I also supplement much of my provisioning with store-prepared food. Trader Joe's is my preferred resource because their cold-food section has a wide range of easy-to-serve cold salads and appetizers.

Last year when racing around Catalina, we popped the already-baked but cold lasagna in our boat's oven a few hours before sunset. The forethought provided a piping-hot, high-carb dinner for us after crossing the finish line at dusk. I understand having an oven on a small sailboat may sound lavish or intimidating. I've also cooked many meals over a Coleman stove. My world of cooking on a boat changed last year when I bought a Magma Marine kettle gas grill that we mount on our stern pulpit. Moving the cooking up to the deck relieves a terrible amount of heat generated by the range and oven in our galley. The grill also cuts down on the cleanup of cooking, since I don't need to use any pots or pans. The propane fuel makes it easy to fire up and turn off without the mess of charcoal briquettes, which can be messy and dusty depending on where the wind is coming from.

The grilling became such a feature on my boat that we grill every Wednesday night on the downwind leg of the Marina del Rey Sunset race series. We certainly don't have the fastest boat in our class. So, instead of wasting hours trying to argue my PHRF rating, we win by making the other boats jealous of the pleasant aromas coming off our grill as we race down the channel inside the breakwater.

I call the most-requested sandwich on my boat the Gloucester Honey.

### Ingredients:

- Cotswold Cheddar
- Fresh Basil Leaves
- Honey Mustard
- Ciabatta Bread
- Fresh Sliced Tomato
- Balsamic Glaze

Directions: Slice the bread in half and warm the slices in a toaster oven or on the grill. Smear a thick spread of honey mustard on the bottom piece, and the balsamic glaze on the top part. Layer sliced cheese with 6-12 basil leaves, and top with thin tomato slices. Serve with a salad roll-up and a crisp sparkling rosé.

— will sofrin



# SIGHTINGS

## marie duvernoy — scientist, writer, sailor

Scientist, writer and sailor Marie Duvernoy just finished a passage through the Panama Canal with her partner Yalcin Ozhabs. It all started back before the pandemic. "I didn't live near the sea until I moved to the Bay Area in September 2016," says Marie, "though I sailed a lot as a kid. I'm from France originally, so I was doing week-long summer sailing on Optimists and catamarans." A keelboat cruise with friends on the Mediterranean gave Marie the taste for cruising on bigger boats. When she moved to Berkeley for her postdoc, she knew it was time to take advantage of the access to sailing. "That's how I found the Cal Sailing Club and met Yalcin!"

Growing up in Istanbul, Yalcin wanted to learn to sail. He fell in love with keelboats out on the beautiful, warm water around the southern coast of Turkey on the Mediterranean Sea. The University of Istanbul sailing team introduced him to cruising and skippering bigger boats. "I moved to the US for grad school, and it was a long pause in my sailing," says Yalcin. "But then I moved to the Bay Area and started sailing again at Cal Sailing Club in 2017."

Marie and Yalcin started sailing together and loved the community at

continued on outside column of next sightings page

## fall crew list party

the Fall Crew Party will be preceded by a Mexico Cruising Seminar to help Baja Ha-Ha sailors and other southbound cruisers prepare for their voyage. Fito Espinoza from Hotel Coral in Ensenada and Neil Shroyer from Marina de La Paz will present an hour-long seminar from 4 p.m. to 5 p.m., allowing for half an hour of Q&A from 5 p.m. to 5:30 p.m.

The gate charge will be \$20 for both events or \$10 for the seminar or party only. Both are free to officially registered 2022 Baja Ha-Ha skippers and first mates. No advance reservations are required, but you can buy your ticket(s) in advance through Eventbrite.

There's free street parking around the neighborhood, and office building parking



YALCIN OZHABS



MARIYA RYAZANTSEVA





## — continued

lots are available after 5 p.m., but please don't park in the Clipper Yacht Harbor lots. Spaulding wants to be a good neighbor.

You don't have to sign up on the Crew List to go to the party, but if you do, the Crew Party is a great neutral ground to meet your new contacts. The Crew List is free for skippers and crew!

If you haven't been to Spaulding before, it's worth a trip across the Bay just to experience the old-school wooden boatbuilding vibe and immerse yourself in the salty atmosphere of Sausalito's historical working waterfront, which endures and abides.

Find the Eventbrite links, maps of the area and Crew List forms, and learn more at [www.latitude38.com/crew-list-home](http://www.latitude38.com/crew-list-home).

— chris

## marie duvernoy — continued

Cal Sailing Club (CSC), but Marie's visa as a postdoc was running out soon, and when her contract was up she would return to France. So they thought, why not sail back to their beloved Mediterranean Sea? "At that time the deadline was within the next year, so we had at least two years before we had to leave," explains Marie.

"The hardest part is just leaving! So it helped us to have a deadline we could meet," laughs Yalcin. Finding time to work, sail, and take on a project boat was tricky — while working, time was short for boat projects. But when the contract work was finished, it would be time to depart.

During the boat search, they discovered the Ericson 38 and decided to focus on finding their own. "We found the one we ended up buying — it was in San Diego, and that was part of the adventure of going and bringing it back." They named the boat *Tire Bouchon*, which means corkscrew in both Turkish and French.

The test sail was really the trip up from San Diego. "You cannot allow yourself to get a project boat that far from home; you need to know you have it in good enough shape to sail up the coast," explains Marie. The first part of the operation was to make this boat sailable. They replaced a

reef line, jib halyard and topping lift, and serviced the winches, as they were not working. Once back in Berkeley, they took long weekend trips for off-shore experience. CSC friends made a great crew for sails to Half Moon Bay, Drake's Bay and Bo-dega Bay.

In January 2021, Marie and Yalcin headed south. They were immediately forced to keep a tight schedule and carefully plan around hurricane season as they approached Mexico.

"You need to watch for hurricane season to get out of hurricane-affected zones. That's why people usually start in November or October going to Mexico. We were sort of late in the season," explains Yalcin. Wanting to get out of the hurricane zone by the end of May, the team sailed down the Baja coast to spend the little time they had in the Sea of Cortez. Cruisers normally spend the whole season there, but Yalcin and Marie had only three or four weeks. At the end of May they left Mexico. It was their longest passage. Destination: Costa Rica.

They arrived in Panama City in January 2022.

This was the grand master plan: Pass through the Panama Canal. Arriving in January, with travel plans through February, they had made meticulous plans for the passage. Everything was on a tight schedule: certificates and paperwork, bank transfers and payments, scheduling and hosting extra crew, prepping the hull, and then motoring through the Canal itself.

"But I came down with COVID!" explains Marie — cancel everything! "We managed to travel with the boat safely, and we were still registered. We didn't have our crew anymore; we had to find new people and scrape the bottom. We had to redo everything."

They recruited new line handlers, reprovisioned the boat, and cleaned the hull, which delayed their departure until March. But finally, *Tire Bouchon* was ready and motored through the locks, rafting up to a tug boat for the "up and down," when the water filled in from the bottom of the chamber — just three lock chambers between them and exploring a new ocean to cross on the other side.

Yalcin explains their next few goals. "In the November/December time frame, when the hurricane season ends, we want to be more than a thousand miles upwind from where we are right now. We're going to take our time to avoid going into the hurricane-affected zone."

You can follow along on their blog at [www.teambouchonsailing.com](http://www.teambouchonsailing.com) and their Instagram @TeamBouchonSailing to see their progress.

— heather breaux



GRAEME LOWE

Clockwise from top left: The Panama Canal transit crew, left to right, Fraiser, Ivan the Canal advisor, Marie, Benjamin, Graeme, Yalcin; Marie and Yalcin on Lake Gatun, where they spent the night during the Canal transit; 'Tire Bouchon' on San Francisco Bay; last raft-up before departing, with 'Merope', 'Kakelekele' and 'Wild Rover'.



COURTESY TIRE BOUCHON

# SIGHTINGS

## pro surfer, amateur crew —

As you may have already read in these very *Sightings*, the 52nd running of the Newport Bermuda Race saw more than 200 boats sailing the 635-mile Atlantic Ocean course in June. The fastest monohull, by far, was 11th Hour Racing's foiling IMOCA 60 *Malama*, which completed the race in just over 41 hours. *Malama* had its 'normal squad' of skipper Charlie Enright, co-skipper Justine Mettraux and media crew Amory Ross, as well as two relatively new sailors: Lake Tahoe native and big-mountain snowboarder Elena Hight, and Maui native and big-wave surfer Ian Walsh.

Walsh had sailed with Ross before, and knows many of the 11th Hour Racing team. But most importantly, there was an underlying alignment of values. "The pivotal thing for me is what 11th Hour Racing represents in their messaging to inspire proactive change surrounding the oceans. That's something I hold very dear as a surfer," Walsh told us. The 11th Hour Racing Team is intent on winning The Ocean Race in 2023 with *Malama* while raising awareness around ocean health globally and demonstrating best practices when it comes to sailing. "Sustainability is at the core of all team operations," a spokesperson told us.

continued on outside column of next sightings page

## nordic folkboats

In 1939, a year after the Volkswagen Beetle hit the roads of Europe as the car for the people, the Swedish Sailing Association launched a design competition for the people's boat — literally the Folkboat. As Europe descended into war, the idea to produce a boat that was affordable and elegant, and could accommodate a family, caught the imagination and no less than 59 entries were submitted to the competition. The top four designs were then handed to the Swedish naval architect Tord Sunden to produce a final design. On April 23, 1942, the first Folkboat was launched as the ice melted on Gothenburg Harbor.

Scandinavian immigrants introduced the Folkboat to San Francisco Bay, where it proved the perfect design for the strong



AMORY ROSS / 11TH HOUR RACING



## celebrate 80 years

winds, currents and swell. Having arrived from Denmark in 1953, Bay Area sailor Knud Wibroe encouraged others to import boats. The fleet held its first season championship in 1958. Today we see wooden and fiberglass Folkboats racing side by side.

On September 3, Richmond YC will host an 80th birthday celebration for the people's boat. Folkboaters will celebrate the history of the fleet, meet up with old friends, and make some new ones. Folks who have not yet had the opportunity to sail these boats will have a chance to give them a try. The fleet will swap gear and stories — and no doubt swap places while competing in some short fun races.

Learn more at [www.sfbayfolkboats.org](http://www.sfbayfolkboats.org).

— chris



**Spread:** 11th Hour Racing came out swinging in the 52nd Newport Bermuda Race. You can just see skipper Charlie Enright's head sticking out of the foiling IMOCA 60 *'Malama's* cabin. **Left photo:** *'Malama's* Newport to Bermuda crew, from left: Elena Hight, Ian Walsh, Justine Mettraux, and Charlie Enright. **Right photo:** Sailing *'Malama'* from inside her cabin.

## ian walsh and 11th hour racing

Walsh won the prestigious big-wave surf contest at 'Jaws' in Pe'ahi, Maui, in 2017, where he caught a wave that was later awarded "Ride and Barrel of the Year." Walsh told us that getting into sailing "is almost like learning to surf again." Being on board *Malama*, Walsh brought a curiosity about the behind-the-scenes, day-in-the-life details, offering a glimpse of life aboard such a spectacular, convention-defying sailboat.

There is no cockpit on *Malama* — the boat is almost entirely sailed from inside a closed structure, with screens mounted throughout the interior. All lines lead inside the cabin, where winches and a grinder are situated. Walsh calls the boat a "carbon missile," or a "spaceship." Walsh said, "I was, like, 'We're going to check the sail trim on iPads?'"

Walsh called himself a "bottom-of-the-barrel amateur sailor." He has a Hobie 16 on Maui, has taken up wing foiling, and said he was looking forward to poking around on sailboats, and maybe getting to do some dinghy sailing on a trip to Europe this summer. In 2018, Walsh sailed aboard the gunboat *Falcor* from Tahiti to Hawaii, via the Line Island chain, while taking water samples to test for microplastics in the Central Pacific. 11th Hour's Amory Ross was on the trip to document the journey. There's a YouTube video of the trip called *Lines to Hawaii*.

Would Walsh's 2,500-mile trip across the Pacific help prepare him for the foiling fury of a bluewater race? Watching his videos on Instagram, even the heartiest sailors might feel a little queasy inside the tight, sloshing-wet confines of *Malama's* cabin. "I was like, there's zero chance I'm not going to throw up all over this cockpit," Walsh said. But speed was a savior. "It's so fast, rather than that slow, lethargic waddle from side to side; the speed was really unique and helped me on a personal level." *Malama* was bashing into the waves for much of the race, Walsh said. "But that was our primary angle on our route to Bermuda. When we did have windshifts that put us at, like, 85 degrees, you could feel how it smooths out the ride, and how fast that thing goes."

As someone new to offshore racing, Walsh said he was curious about the lives of professional sailors. "To them, it's just a normal day: the way they go about their life, the way they eat, the way they sleep — the crazy savagery of how little they sleep. I'm naturally inquisitive, probably to a fault, about those kinds of details. But it's something that I enjoy sharing, whether it's surfing or snowboarding or mountaineering."

Walsh did some reportage from his Instagram: "You might ask, 'How the hell do you sleep?' I ask the same thing. You kind of snuggle up in this carbon missile and hang on, and you basically fall asleep out of sheer exhaustion and get a little cat nap." Walsh shot a video from his bunk, as *Malama* hummed and jolted and creaked and whooshed toward Bermuda. "You can peel down your foul weather overalls. Boots stay on though," Walsh said. "Some of the waves we hit while in the bunk can have you levitating and landing so hard it feels like your teeth might crack. A mouth guard might not be a bad idea in bed." How about food? "I only attempted to boil water once to make ramen. It almost cost me my left forearm because it was so rough, the gimbal had that kettle flying side to side." Personal business? "Trying to take a piss is a full contact sport and requires three points of contact, minimum. (You do the math.)"

So how does sailing translate back into surfing? "Sailing really helped me open up my peripheral vision in the ocean. Sailing is just a much bigger perspective, and a deeper connection to the ocean and the conditions that surround it. And the bottom line: It's fucking fun harnessing wind and going that fast. Even though flying in a sailboat that's going 35 knots in a carbon missile is a little bit different than surfing, we connected on something that's very important, which is how much we appreciate the ocean."

For almost 20 years, Walsh has shared his appreciation for the ocean through "Menehune Mayhem," his annual kids' event promoting surfing, sportsmanship, creativity and scholarship for the youth of Maui. "But the backbone of the event is environmental awareness," Walsh told us, "and trying to show kids how important it is to take care of the oceans and the beaches where they live."

— tim henry

# PACIFIC CUP 2022 HINGES



*The brightly colored Riptide 41 'Blue' glowed in the tropical sunshine off Oahu.*

RONNIE SIMPSON

After an extended break since the last edition of the Pacific Cup in 2018, the race from San Francisco to Oahu's Kaneohe Bay is back and as good as ever. Sixty boats took on this marathon 2,070-mile ocean crossing beginning on July 4. While the first two days of starts were punctuated by light air just offshore of California, the Thursday and Friday starters found much more favorable conditions, which allowed them to more quickly reach away from the coast. With the breeze pretty moderate across the middle sections of the course, the 2022 Pacific Cup set up a classic Hawaii race with huge tactical splits early in the race and a long VMG-running drag race through the trades. The typical bigger winds and seas closer to the islands set up the kind of epic finish for which this race has become so famous.

Owing to the slow conditions that racers faced in the first two days of starts, it was almost a given that Roy P. Disney's turbo Volvo 70 *Pyewacket* 70 would be the first boat to reach Kaneohe, barring any damage. Accelerating away from the coast as if she had been shot out of a cannon, the beautiful blue 70-ft canting-keel monohull made quick work of the earlier starting fleets and managed to romp on to Hawaii in just six days — in a 'slow' year. Routing themselves beautifully to stay in pressure, Disney's former round-the-world racer finished a day and

a half before the next boat and managed to pull off the sweep: first to finish, fastest elapsed time, first in Division A and first overall. An incredible result for this world-class program.

Behind *Pyewacket*, Stuart Dahlgren's Santa Cruz 70 *Westerly* sailed an incredible race to claim second place. After sustaining keel damage due to a collision during the delivery down from Canada, the team barely managed to get repaired in time and make the start. With a boat and a program that has made great strides in the four years since the last Pacific Cup, *Westerly* kept *Pyewacket* 70 honest and finished about six hours behind on corrected time to claim second not only in Division A but also in the overall rankings.

In the BMW of San Rafael B Division, a trio of J/125s and a



*'Hamachi' approaches the finish at dusk on Saturday, July 16.*

RONNIE SIMPSON



# ON THE NORTH-SOUTH SPLIT

super-fast Bieker-designed Riptide 41 would duke it out all the way to Hawaii. With the J/125s swapping the lead for the majority of the race, Jason Andrews and Shawn Dougherty's Seattle-based *Hamachi* came out on top to claim divisional honors and also third place overall. The same program that won the Transpac overall in 2019, *Hamachi* continues to achieve incredible results in a Hawaii race. Navigator Jason Andrews claimed that the weather was so complicated — a hallmark of this year's race — that he was still pulling down GRIB files as they were leaving the Bay. The decision to go north or south wasn't even made until many miles into the race. James Nichols' J/125 *Velvet Hammer* finished in second place after Rufus Sjöberg's *Rufless* opted to withdraw due to a protest that *Hamachi* lodged against their rating. This unfortunate retirement doesn't change the fact that they sailed an incredible race.

The Goslings Rum G Division saw Bob Hinden's Richmond-based custom Schumacher 46 *Surprise* sail their way to a convincing divisional win. With daughter Rebecca handling the navigational duties and a very talented crew of local legends on board, *Surprise* stayed in better breeze than many of her rivals and moved steady as she goes down the track to come home with some first-place hardware. Greg Mitchell's Andrews 43 *Kahoots*, sailing with several Richmond

YC Juniors on board, came home in second place in a division that saw a race-long battle among about five boats for the runner-up position. David Ryan's Beneteau First 45 *Athena* nearly had to turn around due to severe seasickness but hung in there and managed to finish on the podium.

The earlier starters had to deal with very challenging and light conditions during the initial stages of the race, which created an epic navigators' duel. In Weems and Plath W Division, Eric Hopper and



'Pyewacket 70' at the start in San Francisco on July 8.

WILL BURKHART



'Pyewacket 70's crew at the dock in Honolulu. Their 18-ft keel didn't fit in Kaneohe.

Douglas Schenk's J/105 *Free Bowl of Soup* sailed to a divisional win ahead of Nick Schmidt's Olson 30 *Concussion*, which won Best Dressed at the awards ceremony with the crew's festive aloha shirts and shorts. Jason Lauer's Express 34 *Double Espresso* rounded out the podium.

The North Sails S Division saw one of the best battles on the entire race course. Andy Schwenk's Richmond-based Express 37 *Spindrift V* slayed some dragons to come home first in division. In a massive north-south split that opened up between *Spindrift V* and their rivals on sistership *Limitless*, the north eventually paid off, helping *Spindrift V* eke out the advantage. To win, however, they had to hold off a hard-charging J/35 from the Pacific Northwest. Chad Stenwick's J/35 *The Boss* showed awesome boat speed all along the course and

PACIFIC CUP YACHT CLUB



# PACIFIC CUP 2022 HINGES

The Express 37 'Limitless' approaches Kaneohe.



TIM AYE

matched *Spindrift V's* routing to Hawaii to claim second place in division. Shawn Ivie's Express 37 *Limitless* finished in third place, due mainly to being on the wrong side of the aforementioned north-south gamble.

The Mahina Doublehanded 2 Division also provided some incredibly exciting racing to follow. Christina and Justin Wolfe's Orcas Island, WA-based J/111 *Raku* led the fleet early. With impressive boat speed and a southerly route that saw them farther south than virtually any of the frontrunners, *Raku* consolidated back up to the rhumbline and looked to have the race pretty much locked up. Finishing in early morning with a

commanding lead in division, they were assumed to be the winners. But with competitors finding stronger winds and bigger waves to surf on approach to Hawaii courtesy of Hurricane Darby, Andy Hamilton and Steve Kleha on the Donovan 30 *Wolfpack* got fully lit for the

this time with a Moore 24 named *Foamy*. Heading south aggressively off the start, Bill and Melinda looked to be putting themselves into a strong position for

**Shown here with PCYC Commodore Jim Quanci (left), the Encinal YC trio of 'Surprise', 'Duende' and 'Azure' won the team award.**



PACIFIC CUP YACHT CLUB



# ON THE NORTH-SOUTH SPLIT

## 2022 PACIFIC CUP RESULTS

60 starters, 3 retired and 57 finishers

Div	Flt	Boat	Type	Skipper	Yacht Club
<b>OCEAN NAVIGATOR</b> (Started 7/4 at 10:05 PDT)					
1	19	<b>Azure</b>	Cal 40	Rodney Pimentel	EYC
2	27	<b>Duende</b>	Cal 40	Giuseppe Lavelle	EYC
3	36	<b>Galatea</b>	Islander 36	David Herring	Wayzata YC
4	43	<b>Alternate Reality</b>	Express 27	Darrel Jensen	Sloop Tavern YC
5	49	<b>Rågeboge</b>	Hallberg Rassy 38	Heinz Baumann	Cruising Club Switzerland/RYC
6	53	<b>Sacagawea</b>	Jeanneau 349	Ryan Floyd	SBYC
7	54	<b>Cali</b>	Islander 36	Kerry Scott	VYC
<b>KOLEA doublehanded</b> (Started 7/4 at 10:15 PDT)					
1	30	<b>Moonshine</b>	Dogpatch 26	Marc-Andrea Klimaschewski/David Rogers	Sloop Tavern YC
2	35	<b>Foamy</b>	Moore 24	Bill & Melinda Erkelens	RYC
3	42	<b>Yeti</b>	Express 27	Adam Mazurkiewicz/Ron Snetsinger	PCYC
4	44	<b>CruzSea Baby</b>	Beneteau 10R	Brian & Amanda Turner	SCYC
5	46	<b>Puffin</b>	Moore 24	Kelly Gregory/Patrick Haesloop	SSS
6	47	<b>Surprise!</b>	Alerion Express 38-1	Bob Johnston/David Morris	RYC
7	48	<b>Accelerando</b>	Moore 24	Erica Mattson Siegel/Robin Jeffers	StFYC
8	51	<b>Hang 20</b>	Express 27	Lori Tewksbury/Catherine Meyer	RYC
9	52	<b>Twelve-Winded Sky</b>	Hanse 342	Mark Jordan/Randy Leasure	IYC
<b>HOLO HOLO Cruising</b> (Started 7/4 at 10:25 PDT)					
TLE*		<b>Solis</b>	Hans Christian 43	Darshaun Nadeau	No YC
<b>MAHINA doublehanded</b> (Started 7/5 at 10:50 PDT)					
1	21	<b>Wolfpack</b>	Donovan 30	Andrew Hamilton/Steve Kleha	RYC
2	24	<b>Raku</b>	J/111	Christina & Justin Wolfe	Orcas Island YC
3	3	<b>Eskoriñ</b>	Pogo 30	Erwan Menard/Fred Bouju	PCYC
4	37	<b>'io</b>	Antrim 27c	Buzz Blackett/Jim Antrim	RYC
5	50	<b>Dash</b>	J/99	Stephanie Arnold/Ken Machtley	Orcas Island YC
6	55	<b>Loki</b>	X-49	John Sancho/Rudi Boekamp	SeqYC
<b>NORTH SAILS</b> (Started 7/5 at 11:00 PDT)					
1	20	<b>Spindrift V</b>	Express 37	Andy Schwenk	RYC
2	22	<b>The Boss</b>	J/35	Chad Stenwick	WSCYC
3	26	<b>Limitless</b>	Express 37	Shawn Ivie	Seal Beach YC
4	34	<b>Chance</b>	Centurion 42	Mark Lowry	RYC
5	38	<b>Total Eclipse</b>	Kalik 40	Roger Wise	PCYC
6	40	<b>Perplexity</b>	Express 37	John Wilkerson	Sloop Tavern YC
<b>WEEMS &amp; PLATH</b> (Started 7/5 at 11:10 PDT)					
1	25	<b>Free Bowl of Soup</b>	J/105	Eric Hopper/Douglas Schenk	Portland YC
2	29	<b>Concussion</b>	Olson 30	Nick Schmidt	SSS
3	31	<b>Double Espresso</b>	Express 34	Jason Lauer	SCYC
4	32	<b>Vera Cruz</b>	First 40	Michael Johnson	RYC
5	39	<b>Hokulani</b>	J/120	Tracy Rogers	PCYC
6	41	<b>Escape Artist</b>	J/105	Dana Sibilla	CYC Portland
7	45	<b>Dogma</b>	Olson 40	Mike Little	SSC
<b>GOSLINGS RUM</b> (Started 7/7 at 12:50 PDT)					
1	8	<b>Surprise</b>	Schumacher 46	Bob Hinden	EYC
2	12	<b>Kahoots</b>	Andrews 43	Greg Mitchell	RYC
3	13	<b>Athena</b>	First 45	David Ryan	The Bar YC
4	15	<b>Freja</b>	Aerodyne 43	Jonathan Cruse	Sloop Tavern YC
5	16	<b>Lodos</b>	J/111	Tolga Cezik	CYC Seattle
6	17	<b>Mako</b>	Sydney 38	Jason Vannice/Kyle Reese	South Sound SS
7	18	<b>Wildcard</b>	SC37	Nick Grebe	RYC
8	23	<b>Pearl</b>	Synergy 1000	Eric Thomas	Duluth YC
9	28	<b>Such Fast</b>	1D35	David Garman	SSS
<b>BMW OF SAN RAFAEL</b> (Started 7/7 at 13:00 PDT)					
1	3	<b>Hamachi</b>	J/125	Jason Andrews/Shawn Dougherty	CYC Seattle
2	6	<b>Velvet Hammer</b>	J/125	James Nichols	RYC
3	9	<b>Blue</b>	Riptide 41	Michael Schoendorf	South Shore YC
4	10	<b>J/World's Hula Girl</b>	SC50	Wayne Zittel	Conestoga SC
5	11	<b>J/World's Cazan</b>	DK 46	David Gates	SDYC/SFYC
6	14	<b>City Lights</b>	SC52	Aaron Wangenheim	StFYC
RAF*		<b>Rufless</b>	J/125	Rufus Sjoberg	RYC
<b>ALASKA AIRLINES</b> (Started 7/8 at 13:35 PDT)					
1	1	<b>Pywacket 70</b>	Volvo 70	Roy Disney	SDYC
2	2	<b>Westerly</b>	SC70	Stuart Dahlgren	Royal Victoria YC
3	4	<b>Rage</b>	Wylie 70	David Raney	CYC Portland
4	5	<b>Zvi</b>	R/P 55	Alan Lubner	Seattle YC
5	7	<b>Shadow II</b>	TP52	Peter McCarthy	West Vancouver YC

\*TLE = Time Limit Expired; RAF = Retired After Finishing. See <https://pacificcup.org> for full details.



HANG 20

**Cathy Meyer and Lori Tewksbury doublehanded the Express 27 'Hang 20' to Kaneohe. "We lost our power (batteries/charging)," reports Lori. "The last 10 days we had no instruments and sailed by compass and stars and wind. We taped a headlamp onto the compass so we could see it at night."**

later in the race. Marc-Andrea Kilmaschewski and David Rogers' hard-chined plywood Dogpatch 26 *Moonshine* chose a more northerly route and managed to consolidate in front of *Foamy* in the later stages of the race. Like other boats, *Moonshine* was pulling down GRIBs in the starting sequence and did not make their routing decisions until about 40 miles into the race. Sailing through the light spots, *Moonshine's* epic gamble paid off, and what was originally a 500-mile north-south split turned into a healthy advantage for *Moonshine*. Bill and Melinda Erkelens would end up in second place while Adam Mazurkiewicz and Ron Snetsinger on the Express 27 *Yeti* rounded out the podium.

*Accelerating away from the coast as if she had been shot out of a cannon, the 70-ft monohull romped to Hawaii in just six days.*

The Ocean Navigator A Division saw Rodney Pimentel's beautiful blue Cal 40 *Azure* own the north and sail a fantastic race to claim a solid victory with Cal 40 sistership *Duende* following in their wake to finish in second place. David Herring's Islander 36 *Galatea* rounded out the division's podium on this navigationally difficult year.

# PACIFIC CUP 2022

The Pacific Cup relies on two rating systems. "For the larger, faster boats, we use the fairly complex Offshore Rating Rule (ORR) system administered through US Sailing," explained PRO Michael Moradzadeh. "This rule requires a number of measurements and the like to come up with a computer model predicting a boat's performance under various conditions."

"For the slower boats, we rely on the more economical and simpler Performance Handicap Racing Fleet (PHRF) downwind performance number, based on manufacturer- and owner-supplied information, weighing, and the performance of the boat and sisterships."

"Each division uses only one of these rating systems. Longtime Pac Cup participant and yacht designer Jim Antrim helped us devise a conversion factor that we use for purposes of awarding the Pacific Cup trophy overall."

The biggest factor in determining an overall winner is the weather. "The 2022 race was plagued by very light winds for the first few days of the race, effectively eliminating the Monday and Tuesday starters from any serious contention for the Pac Cup overall trophy. Nonetheless, they put in some very good performances for the circumstances they faced."

See <https://pacificcup.org> for more.

— **ronnie simpson**



STUART ENGLE

*The Hinden family's 'Surprise', seen from the Golden Gate Bridge, exiting the Bay.*

## 2022 PACIFIC CUP PERPETUAL TROPHIES & AWARDS

Pacific Cup Overall; Bjorn Johnson ORR; Fastest Passage: **Pyewacket 70**

Best PHRF Boat; Navigator's Award to Ted Floyd: **Azure**

Team Trophy: **Azure, Duende, Surprise** — **Encinal Yacht Club**

Fastest Family Afloat: **Surprise**

Bill Lee Trophy: **Westerly** • Schumacher Trophy: **Surprise**

J/125 Prize: **Hamachi** • Express 37 Prize: **Spindrift V**

Islander 36 Prize: **Galatea** • Moore 24 Perpetual: **Foamy**

# NAVTEC HYDRAULICS



**Owner's Manuals  
On-line!**

Supplying smooth and  
reliable hydraulic systems  
for over 50 years



Visit our new, updated website to find a distributor  
near you with our current models, parts and expert service!

**NavtecHydraulics.com**



# SUMMER SALE

We'll do whatever it takes to get you on the water and keep you sailing. Call your local loft or representative for the best pricing of the year.

\*Some restrictions may apply



## SAN DIEGO

2832 Cañon St, San Diego  
619.226.2422  
sandiego@quantumsails.com

## SAN FRANCISCO

1230 Brickyard Cove Rd, #200,  
Pt. Richmond  
510.234.4334  
pacific@quantumsails.com

## LONG BEACH

5122 Bolsa Ave #110,  
Huntington Beach  
562.799.7444  
nwheatley@quantumsails.com

## BEACON MARINE

3695 Harbor Blvd, Ste 305,  
Ventura  
805.232.1513  
splomteaux@quantumsails.com

**QUANTUMSAILS.COM**



## BERKELEY MARINE CENTER



**THE BAY AREA'S FULL SERVICE BOAT YARD**

www.berkeleymarine.com  
(510) 843-8195



## BAY VIEW BOAT CLUB



### MONDAY NIGHT MADNESS

(the only Monday night beer can race on San Francisco Bay)

SOUTH BAY COURSES:  
START LINE BETWEEN PIER 52 AND PIER 54

### 2022 Race Schedule

#### FALL Series

7/25, 8/8, 8/22, 9/5\*, 9/19

\* Monday Day Madness,  
Memorial Day & Labor Day

For Entry forms, NOR & SI's,  
www.bayviewboatclub.org/racing  
or contact racing.bvbc@gmail.com

# BAJA HA-HA XXVIII FLEET

## TITLE PARTNER

# Latitude 38

The West's Premier Sailing & Marine Magazine

In print and online

[www.latitude38.com](http://www.latitude38.com)



## NO MAS FLOP!

- Makes every anchorage comfortable by greatly reducing side-to-side rolling.
- Hang 6-8' deep from center cleat or pole.
- Largest platform, fastest engaging, tuck-away stowable (bundle=10x36x4).

[www.flopstopper.com](http://www.flopstopper.com) Essential cruising equipment



**Let Marina El Cid  
Welcome You to Mexico**

*A Cruiser's Paradise!*

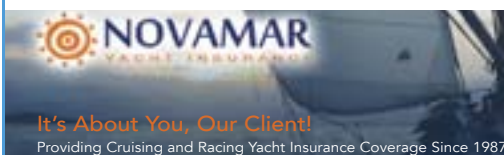
[www.elcid.com](http://www.elcid.com)

[marinaelcidmazatlan@elcid.com.mx](mailto:marinaelcidmazatlan@elcid.com.mx)

011-52 (669) 916-3468



011-52-322-226-6728 • [www.paradisevillage.com](http://www.paradisevillage.com)  
[marina@paradisevillagegroup.com](mailto:marina@paradisevillagegroup.com)



U.S.A. - Call (206) 281-8144  
or visit [www.novamarinsurance.com](http://www.novamarinsurance.com)

## JOIN THE BAJA HA-HA 2022

The Baja Ha-Ha is the 750-mile cruisers' rally from San Diego to Cabo San Lucas, with R&R stops along the way at funky Turtle Bay and spectacular Bahia Santa Maria.

Over 3,000 boats and 10,000 sailors have done a Ha-Ha. Most participants are long-time sailors but first-timers to Mexico. Fleets are also sprinkled with repeat offenders. Several skippers have done 10 or more.

Less than a week after registration opened this year, the number of paid entries was closing on 100. Visit [www.baja-haha.com](http://www.baja-haha.com) to see the current entries.

Boats from 27 to 100' can enter the Ha-Ha, though historically the average has been 42 feet. The average number of crew is four, although couples are not unusual. At least one member of the crew has to have offshore experience.

The goal of every Ha-Ha is for everyone to have a great time sailing and meeting other cruisers while making a safe passage down the coast of Baja. If you have a boat and a hunger for adventure, think about signing up for this year's 28th running. Visit [www.baja-haha.com](http://www.baja-haha.com).

## Latitude 38 CREW PARTY:

Sign up for our Crew List and attend the fall crew list party: September 1 at Spaulding Marine Center, Sausalito.



STEERING THE DREAM

ECHOTec  
Watermakers

Watt&rea

[www.hydrovane.com](http://www.hydrovane.com)

WEST COAST  
MULTIHULLS

Catamaran Sales, Lessons, Charters  
San Diego • La Paz • Loreto

[www.charter-catamaran.com](http://www.charter-catamaran.com)



La Paz Tourism Board  
welcomes you to  
La Paz!

Enjoy our  
Baja Ha-Ha Beach Fiesta  
Sunday, November 20

(612) 122-4624 • [info@golapaz.com](mailto:info@golapaz.com) • [www.golapaz.com](http://www.golapaz.com)



ULLMAN  
SAILS

San Diego: 1.619.226.1133  
[sandiego.ullmansails.com](http://sandiego.ullmansails.com)

CruiseROwater

Watermakers

TECHNAUTICS  
CoolBlue Marine Refrigeration

[www.cruiseROwater.com](http://www.cruiseROwater.com) • (619) 609-3432

Mexico is  
Hot Baby!

You need  
water for  
showers and  
refrigeration  
for cold beer

Best Marina in Banderas Bay



MARINA RIVIERA NAYARIT

[www.marinarivieranayarit.com](http://www.marinarivieranayarit.com)  
011-52-329-295-5526



# BROUGHT TO YOU BY *Latitude 38* & THESE OFFICIAL SPONSORS



Haul-outs up to 150 tons, Maximum Hurricane Safety  
in the Sea of Cortez, 1 Hour South of the Border  
Recinto Portuario 91-A Zona Astilleros  
Puerto Peñasco, Sonora Mexico 83554  
[www.cabralesboatyard.com](http://www.cabralesboatyard.com)



*The place to be in La Paz,  
conveniently located near downtown.*

[marinadelapaz@prodigy.net.mx](mailto:marinadelapaz@prodigy.net.mx)  
**011-52 (612) 122-1646**  
[www.marinadelapaz.com](http://www.marinadelapaz.com)



[www.theCapeMarine.com](http://www.theCapeMarine.com)  
#1 Authorized  
Distributor of  
**rainman**  
watermakers  
in the U.S.  
**(888) 884-4220**



*The easiest way to get Mexican  
watercraft liability insurance!*  
[www.bajabound.com](http://www.bajabound.com)



## IMPORTANT DATES

**September 1, 5 p.m. Thursday – Deadline**  
for all entries and information to be  
received by Baja Ha-Ha, LLC.

**September 1, 6-9 p.m. – Latitude 38's**  
Fall Crew List Party and Baja Ha-Ha  
Reunion, Spaulding Marine Center,  
Sausalito.

**October 29, 5 - 7 pm Saturday – Andy**  
Turpin with the Pacific Puddle Jump will  
put on a presentation at West Marine with  
information on the 2023 Puddle Jump.

**October 30, 8:30- 9:15 a.m. – Skipper check-**  
in.

**October 30, 9:30- 11 a.m. — Skippers'**  
meeting. West Marine, 1250 Rosecrans.

**October 30, 1 p.m. – The Annual Ha-Ha**  
Halloween Costume Party and BBQ.  
West Marine, 1250 Rosecrans.

**October 31, 1 p.m. Monday – Baja Ha-Ha**  
Kick-Off Parade.

**October 1, 11 a.m. Monday – Start of Leg**  
One for all boats off Coronado Road

**November 3, 3 p.m. – Daytime – BHH**  
baseball game at Turtle Bay.

**November 4, Evening: Restaurant**  
hopping, such as it is, in Turtle Bay

**November 4, 1 p.m. Friday – Famous**  
Turtle Bay Beach Picnic Party until  
sundown

**November 5, 9 a.m. Saturday – Start of**  
Leg Two to Bahia Santa Maria.

**November 7, Monday – Bahia Santa Maria**  
Day; a layday for relaxing and exploring.

**November 9, 7 a.m. Wednesday – Start**  
of Leg Three from Bahia Santa Maria to  
Cabo San Lucas.

**November 10, 8 p.m. Thursday – Dance**  
Party at Squid Roe.

**November 11, noon. Friday – Cabo San**  
Lucas Beach Party

**November 12 – 6 p.m. Saturday – Awards**  
presentations hosted by Cabo Marina.

**November 20, 4-7 p.m. – La Paz Beach**  
Party at La Costa Restaurant.

## Baja Ha-Ha, LLC

c/o 417 South Hill St., Suite 646  
Los Angeles, CA 90013

(Note: This is a mailing address only.)

**WWW.BAJA-HAHA.COM**

[haharally@gmail.com](mailto:haharally@gmail.com)



*Recognized for world  
class design, luxury and  
performance.  
Built by craftsmen to  
fulfill your dreams.*

[info@hylasyachts.com](mailto:info@hylasyachts.com) 954.866.0750

[HYLASYACHTS.COM](http://HYLASYACHTS.COM)



**New Mexican  
Liability Program**  
\* Lower Rates \* Instant Coverage \*  
\* Short Term Policies Available \*  
**(800) 992-4443**  
[www.marinersins.com](http://www.marinersins.com)  
*See Our Half-Page Ad In This Issue*



Specialists in cruising-sailboat brokerage for 36 years  
[info@yachtfinders.biz](mailto:info@yachtfinders.biz) • [www.yachtfinders.biz](http://www.yachtfinders.biz)  
**(619) 224-2349 • (866) 341-6189**  
Fax (619) 224-4692



**Downwind Marine/Sailing Supply**  
The Cruiser's Chandlery/  
Performance Sailing Gear  
(619) 225-9411; (800) 532-3831  
[www.sandiegomarine.com](http://www.sandiegomarine.com)



**ENSENADA  
CRUISEPORT  
VILLAGE**

### OUR FACILITIES

Double breakwater / Dock box  
Walking distance downtown /  
Launch ramp / BBQ area / Parking

**RESERVE NOW!**

TOLL FREE \*1 (877) 219 5822



**Boating in Mexico**  
Everything you need  
to know about

[www.ammt.org](http://www.ammt.org)

[Boating in Mexico  
by AMMT](https://www.facebook.com/BoatingInMexico)

# WHAT WE WISH

**O**ne of the best things about the Baja Ha-Ha is all the like-minded people you meet during the rally — and many times buddy-boat up with, or run into later in the season. But for 2021 Ha-Ha participants Salacia, Fundango, Rochambeau and Triaena, the meeting-up-with part came after the rally, while they were all exploring the Sea of Cortez. After many shared meals and hilarious adventures, they spent time reflecting on what they had learned, and what they wish they had known a year earlier as they prepared to depart. Patty Johansen-Mitchell of Triaena collated it all into "enough to fill an entire book."

Here are a few highlights. . .

## Open Ocean and Overnight Crossings

**Rochambeau** — Our best advice is to be conservative at night. Stay clipped in, sleep when you have the chance, and always use a preventer when running downwind.

**Fundango** — We had two additional crew on board for the Ha-Ha, enabling three-hour watches each, overlapping the first and last hour. With five hours off watch, everyone was able to get ample rest and de-stress from sail changes and nighttime shipping encounters. Many little squid found their way onto our deck and cockpit. We learned to tread lightly, otherwise you might end up with squid

anything loose on the galley counter.

**Salacia** — On our passage from San Diego to Turtle Bay, we had a problem with our autopilot turning off while sailing downwind in 8- to 12-ft seas. After a few times running to take the helm manually, we learned to immediately reset the autopilot. We have since learned more about setting and fine-tuning autopilots!

## Essential Equipment and Upgrades

All four boats agree: Lots of solar and a watermaker are essential equipment!

**Salacia** — We switched to lithium batteries. We upgraded the inverter/charger, house alternator and external regulator, and installed 870W of solar panels. We also rebbed the keel, resealed the lower rudder bearing, and installed new standing rigging, along with the normal host of smaller maintenance items. Keep the engine clean so you are aware of issues before they become a serious problem.

**Triaena** — Our favorite addition is our watermaker. Our tanks are small, so being able to replenish the water allows us to have enough for our needs and to rinse the heavy salt deposits from the decks and hardware. We were new to solar (coming from the PNW with very little sun!) and



## THE BOATS AND FOLKS

**Triaena** — Tom Mitchell and Patty Johansen-Mitchell have sailed their Newport 41 around the PNW for the past 25 years, and yearned to shed their foul weather gear and swim in warm waters. In 2019, they began refitting the 1979 boat to make the long passage down the coast. COVID delayed their Anacortes departure until September 2021, when they finally cast off their lines and headed south.

**Salacia** — Donna and Peter Molettiere decided to change up their lives — from living and working in San Francisco to living and traveling on their Santa Cruz 53C. "Fond memories of a BVI bareboat charter in 1994 and, years later, a goal to charter again in Sardinia to celebrate our 20th anniversary, prompted us to take sailing lessons and join the South Beach Yacht Club," says Peter. "In 2018, we bought *Salacia*; in 2020, we sold our condo — and the rest is history."

**Rochambeau** — John and Marcy Baker weren't ready to close the chapter of 27 years living and sailing in Alaska. So they bought a second boat, *Rochambeau*, a Beneteau 49, in San Francisco just months before joining the 2021 Baja Ha-Ha. After only seven weeks of learning, fixing, and upgrading, they crossed under the Golden Gate, and the transit to San Diego became their shakedown trip.

**Fundango** — Scott Sibbald and Joanne Pilkington set the goal of a cruising lifestyle five years ago. Less than a year before the Ha-Ha, the Bay Area couple finally found their ideal boat in *Fundango*, a Bavaria Vision 46. Fully committed to the cruising dream, they liquidated nearly everything they owned and moved aboard.

between your toes and ink everywhere!

**Triaena** — We try to plan our overnight passages during a full moon. The extra light eases anxieties, makes it easier to stay alert — and is beautiful. Prepare food that you can reheat in advance. The ocean swells make it very difficult to keep

it was a big learning curve for us to understand how systems worked and how to monitor our daily consumption. We also like flopper stoppers, and stern anchors help to steady the boat at anchor when there are swells.

**Rochambeau** — Our VictronConnect

battery-monitoring device allowed daily tracking of our power usage and battery health.

## Weather Forecasting and Monitoring

It is unanimous: PredictWind and Iridium GO! were the "must-have" tools.

**Fundango** — For forecasting, we primarily used the PredictWind Offshore app ([www.predictwind.com](http://www.predictwind.com)) with Iridium GO!. We found it useful to compare different models and make plans based on the "gust" map. If you look only at the "wind" map, you could be in for a surprise in the SOC.

**Salacia** — We didn't realize there would be so many northers blowing in the winter months, or that the seas would be so short and steep in what would be considered moderate (15- to 20-kt) winds. Those conditions make travel slow and very unpleasant. We also wish we'd known the seasons in the SOC better — May and June are the best months for cruising, while August and September are the hottest.

**Rochambeau** — We found the ECMWF (European Centre for Medium-Range





Left: 'Salacia'. Above: Peter and Donna.

Above: Buddy-boater group shot.

Above: Scott and Joanne. Below: 'Fundango'.



Below: 'Triaena'. Below left: Patty and Tom.

Above: John and Marcy. Left: 'Rochambeau'.



Weather Forecasts — [www.ecmwf.int/](http://www.ecmwf.int/) Gust map to most closely reflect our actual experiences and to be accurate in predicting the strong northerly wind events.

*Triaena* — After the Ha-Ha, we headed to mainland Mexico after learning that the northerlies in the SOC blew for days, making northbound travel nearly impossible, not to mention colder. We returned to Baja in late February — which, in hindsight, was a month too early as the water and air had not yet begun to warm up. Next year, we will hold off returning to Baja until mid-March.

## Biggest Challenges

*Triaena* — Early on, we didn't have enough battery power, which required reducing our consumption wherever possible. We resolved it by adding more solar, for a total of 750 watts, and moving our cooling unit higher in the refrigerator box.

*Salacia* — Just after arriving in Cabo, Donna received a call for a follow-up medical procedure. She opted for an ultrasound in La Paz, followed by more testing in San Diego. This meant leaving the boat for an unknown period and finding

moorage. We opted for a mooring ball in Puerto Escondido, which became our home base. All medical concerns are now resolved, and we are back cruising full time. We learned that it is good to be prepared to adjust to unexpected circumstances.

*Rochambeau* — We experienced a failed starter and a leaking shaft seal. These two experiences taught us to have manuals for everything and be able to access them when needed. Often, we didn't have a cell signal or access to the internet, so it's essential to download them before you leave (or obtain hard copies). Buddy-boating is a lifesaver for help in making repairs, finding local services, and connecting to arriving guests who are willing to bring in parts.

*Fundango* — We won't go anywhere without having some Barnacle Buster on board. It helped us out of jams a couple of times when our raw water cooling system clogged up. The zinc for our Saildrive unit is uncommon and hard to find, so we wished we had brought more zincs, a carburetor for the dinghy outboard, a wind vane for the anemometer (it disappeared

from the top of the mast at an anchorage with lots of bird activity), and a water-maker maintenance kit with more filters.

## Marinas and Reservations

*Rochambeau* — During the peak season, Mexican marinas can be more expensive than Southern California's. We found that the break-even point between the daily and weekly rates was usually three days. We often secured a week, giving us time to provision and do laundry.

*Triaena* — We didn't realize that reservations needed to be made weeks in advance to leave our boat over the Christmas holiday. Passage to mainland Mexico allowed us to find moorage in La Cruz, and it was less expensive than the Baja marinas. We anchored out 95% of our eight months of cruising and only required moorage the two times we left the boat for inland travel.

*Fundango* — To remain flexible and avoid being on a schedule, we tend to not make plans far in advance. When we wanted to get a slip for a day or two, we would email the marina a few days before. The marinas were usually able to find a

# WHAT WE WISH

spot for us on an end-tie or outer dock. Once we got into a marina, we established a relationship with the management to increase the likelihood of securing a spot the next time we came through.

**Salacia** — Marinas are often full. Planning helps to secure a slip, but being there in person, ready to pull in and pay, may count for more than a reservation.

## Managing Life Aboard

**Triaena** — It really helps when you like (and love) your spouse. For the first five months of cruising, we didn't experience buddy-boating, and primarily depended on each other for company. Forty-one feet is a tight space, and small annoyances can become big. Our kayaks and sailing dinghy provided space and time to separate when we needed some alone time. We worked together on weather forecasting, trip planning, maintenance, and skippering the boat. This teamwork helped us to stay friends.

**Rochambeau** — Our days were filled with sailing; walking on the beach; hiking the hills, mountains and canyons; snorkeling; paddling our SUPs; reading; boat chores; cooking; hanging out with friends; and enjoying perfect sunsets almost every evening. With constant warm, sunny weather, you can get off the boat anytime you feel the need for space.

**Fundango** — Projects on a boat take longer and cost more than similar projects on land. We learned to expect that, adjust plans accordingly, and always leave some fun time in each day.

**Salacia** — Our biggest adjustment was dealing with the refrigerator and the amount of time and work it took to get food from a store and bring it back to the boat. The fridge was deep, so we tried organizing it with several bins. But we often needed something down at the bottom, and to get it required pulling out all the bins! Eventually, I adjusted to the routine and learned to be patient, relax, and take my time.

## Provisioning

**Rochambeau** — We like to keep a seven- to 10-day supply of food on board, along with five shelf-stable meals. Be sure to have a few meals that will feed six to eight people, as we often had friends stay longer than Happy Hour. Those were some of the most memorable evenings of the season!

**Salacia** — Be ruthless with what you bring, and don't get something "just because you think you might need it" — especially if you're just going to Mexico. You can get all the food you need there.

**Triaena** — We found the farmer's



*Few new cruisers think much about buddy-boating when they start out, but learn quickly that it enhances the experience immeasurably.*

markets a great source of fresh food. Shopping where the locals shop ensured the best prices. A Costco run in Cabo and Puerto Vallarta allowed us to top off our wine supply and source some hard-to-find cheeses. Freezer space allows you to stock up on specialty items when you find them.

**Fundango** — We learned to grow sprouts and make fresh bread, and perfected our pizza dough. Impromptu potlucks with buddy boats were always a lot of fun, plus if we were missing an ingredient, usually one of our buddy boats would have it.

## Staying Connected

**Fundango** — While out of cell-service range (which is most of the time in the SOC), we relied on our Iridium GO! for texting, emails, weather forecasts, and occasional phone calls. When in cell range, we used our cellphones with an AT&T unlimited data plan for the USA, Mexico and Canada.

**Triaena** — While cruising the mainland, we had a very reliable cell signal. Once crossing to Baja, we were often out of touch for two to three weeks. We were sure to let our family know of these limitations and our probable itinerary, so they didn't expect to hear from us. Iridium GO! was our backup communications tool if we did not have a cell signal.

**Salacia** — Iridium GO! is good for weather, but slow for other communications. We've been trying to get our SSB and Ham radio working correctly to make contacts with the US, and we've been surprised at the regulatory hurdles for international Hams. Cellphone networks are fairly ubiquitous though, and work great — except where there aren't any. Being offline for four to six weeks isn't such a bad thing, though!

## Boat Toys and Other Entertainment

**Rochambeau** — Hands down: fellow cruisers! We spent the majority of the season with really great friends whom we

met because of the Baja Ha-Ha.

**Salacia** —

Snorkeling is probably the best form of entertainment in the water! We did take 4/3mm wetsuits (4mm of thickness in the torso; 3mm in the arms and legs),

which we thought would be too warm, but it turns out the water can be pretty cold in the SOC. We did take a whole boxful of games, but we're not big gamers, and we've only used them occasionally.

**Fundango** — Toys included a paddleboard and snorkel gear along with wetsuits. For entertainment, we enjoyed music and movies that were downloaded whenever we had service, and/or copied from buddy-boat hard drives.

**Triaena** — Our prior life left us little time to sit and read. Cruising changed that and we read a lot of books. Daytime was filled with kayaking, snorkeling, and swimming. It would get dark by 6:30 p.m., when we enjoyed binge-watching series that we had on DVD.

## Insects and Pests

**Triaena** — We were careful what we brought on board, and left all paper and cardboard packaging at the dock. Before bringing on vegetables and fruit, we dipped everything in fresh water with a small amount of bleach. Shake out items left outside to dry before bringing below — or you just might find that you have a new, unwelcomed crewmember. That is a story for the future!

**Fundango** — Having screens on all hatches and in the companionway kept any annoying insects out. In areas where there were thirsty honeybees, we avoided having any fresh water in the cockpit during daylight hours so as not to attract them. Insect repellent was effective against bobos and mosquitoes.

**Rochambeau** — Carry mild and not-so-mild insect repellent, burn coils, and bring cockroach and rat traps.

## Dinghies — The Cruisers' Car

**Fundango** — We chose a lightweight inflatable Takacat dinghy that's easy to beach and packs away for long passages, thus avoiding the need for davits. We planned to get an electric motor, but could not get it delivered before we left. So we settled for a small, lightweight



outboard. We plan to replace it with an electric motor at some point in the future.

*Rochambeau* — We have a 10-ft High-field double-floored aluminum RIB, with a 15-hp engine. It is durable and fast, but too heavy for the two of us to carry onto the beach. The SOC does not have high surf, and we successfully used a "buddy anchor" system to hold it off the beach. Knowing what we know now, we might switch to a Takacat with an 8-hp outboard.

*Triaena* — We rebuilt a 10-ft Chameleon nesting dinghy and didn't have time to test it before leaving Anacortes. It rows, sails, and holds our 4-hp outboard. We experimented with options to store it on the bow and davits, and how best to assemble and launch it. The mainland Mexico anchorages often had surf, making dinghy landings difficult. We learned (the hard and very wet way) to be cautious and patient waiting for a break in the waves before landing and launching.

## Cruisers' Nets

All boats checked in on local VHF nets from time to time. Peter on *Salacia* has a Ham license and also participated in the Amigo Net.

*Rochambeau* — We often listened to the net in Puerto Escondido. In Guaymas, we asked for a ride on the morning net and met Patrick, who turned out to be a great guide of the area.

*Fundango* — We listened in on cruisers' nets occasionally and found them useful for finding out where to get propane tanks filled and where to buy parts or get service.

*Triaena* — We enjoyed the check-ins to hear who was in port and, in La Cruz, the local weather and wind forecast.

## Making Friends and Buddy-Boating

*Rochambeau* — "John talks to everyone and hands out our boat card, so meeting new people and being able to stay in contact has never been an issue," says Mary. (All three other boats met

*Rochambeau* through their friendly greetings!) Buddy-boating is wonderful! When there is a problem, it's always handy to have multiple brains and sets of tools to draw upon. It's also safer for hiking, snorkeling, and adventuring as a group.

*Triaena* — It's easy to paddle over and say hello, pass a boat card, or extend an invitation to meet ashore. COVID changed socializing, with many cruisers not entertaining on board. Buddy-boating reduced the risk by limiting the size of a group with whom you were in close contact.

*Fundango* — Before leaving, we made friends at our marina with folks on other boats that were also going south on the Ha-Ha. We met a lot of people during the Ha-Ha and ran into them again in anchorages. We had great fun buddy-boating, socializing, sharing ideas, and discussing plans. We did not know about boat cards before departing, but can see their value and will have some made soon.

## Exploring and Local Communities

All four boats concur: Make an effort to learn some Spanish! It will enhance your interactions with the locals and facilitate

LA PAZ  
MEXICO

WELCOME TO LA PAZ

# BAJA HA-HA

BEACH PARTY @ LA COSTA RESTAURANT

SUNDAY NOVEMBER 20th, 2022.  
from 4 PM - 7 PM

Mexican Folk Dancing | Live Music | Food & Drinks

FREE FOR FIRST FIFTY!  
(2022 BAJA HAHA PARTICIPANTS)  
DOOR PRIZES & MUCH MORE!

www.golapaz.com

# WHAT WE WISH WE KNEW

more meaningful connections with our host country.

*Fundango* — We enjoyed supporting the small villages by eating at their restaurants, shopping at their markets, and taking local tours. Taxi drivers are a great source of local information.

*Triaena* — Staying in one anchorage for a while gives you a chance to connect with local activities and volunteer opportunities. The cruiser nets are a good source to learn what's happening and how to participate. We also enjoyed exploring ashore and mastering the local bus system.

*Rochambeau* — We always walked through the new towns, visiting museums and missions, restaurants and *tiendas*. While many places had English-speaking locals, many did not. Our goal for next season is to have a better grasp of Spanish.

## Cruising Guides

All four boats carried *Sea of Cortez: A Cruiser's Guidebook*, by Shawn Breeding and Heather Bansmer, and found it invaluable.

*Triaena* — Buy your cruising, marine life, bird, and plant guidebooks before leaving the US. They are difficult to find in Mexico.

*Fundango* — We use the latest Garmin charts on our chartplotter; Navionics on iPad.

*Rochambeau* — We found Shawn and Heather's guidebook, along with the subscription for the accompanying Blue Latitude charts from iNavX, to be indispensable tools. We used our iPad and our phones to run both iNavX and Navionics subscription plans as our primary "chartplotter".

## Summer Plans and the Next Season

*Salacia* — The hot summers in the SOC made us decide to haul out in Guaymas until we return at the end of September. *Salacia* is our full-time home, so our summer will be spent traveling and visiting friends and family, including trips to Seattle and Alaska to spend time with Tom and Patty (*Triaena*) and John and Marcy (*Rochambeau*).

*Triaena* — We returned home to Seattle in late April after hauling out in San Carlos. We rented a storage unit to hold all deck and dinghy gear, aerosols, the outboard and empty jerry cans. After emptying the boat of all food, covering all exposed plastic, and setting up a shade cover, the boat is on the hard until we drive back in October. Once back in the water, our plan is to explore farther north before slowly cruising south as far as Manzanillo.

*Rochambeau* — We'll store the boat in the yard in San Carlos. We were surprised that it took longer to "summerize" the boat than it takes to winterize our Alaska boat! Another cruiser shared their to-do list, and we refined it with our own experiences. It took us seven full days to get the boat ready for our six-month absence until we return next season. Next year we'll allow eight days!

*Fundango* — We plan to stay on the boat as much as possible for the summer in the northern SOC — with the option of putting the boat in a slip and going home for a couple of months if it gets too hot.

— patty johansen-mitchell



## Latitude 38

# FALL CREW LIST PARTY

**SPAULDING MARINE CENTER  
SAUSALITO SEPT. 1, 2022  
TIME: 6-9 P.M. \$10 ADMISSION**

**FIND A BOAT, FIND A RIDE,  
FIND CREW FOR RACING,  
SAILING ON THE BAY OR SAILING  
TO MEXICO AND BEYOND**

**[WWW.LATITUDE38.COM/CREW-PARTY](http://WWW.LATITUDE38.COM/CREW-PARTY)**



# NAUTICAL SWAP MEET

Free Space & Free Entry

**OWL HARBOR MARINA**  
**August 13<sup>th</sup> \* 8AM – NOON**

Reserve your free space now  
**916-777-6055**  
[info@OwlHarbor.com](mailto:info@OwlHarbor.com)



[www.hydrovane.com](http://www.hydrovane.com)

## FEEL THE FREEDOM

With Hydrovane: Your Independent  
Self Steering Windvane AND Emergency Rudder

- ★ Your best crew ...steers 24/7
- ★ Have confidence for all scenarios
- ★ Install off center, with davits & gear

"I made it from San Diego to Hawaii and loved  
using the Hydrovane (her name is Ruby!)"

- OLIVIA, SINGLEHANDED SAILOR  
SV JUNIPER, PANDA 34 @wildernessofwaves



Photo  
@joshmunoz



★ **HYDROVANE** ★  
STEERING THE DREAM

**MARINA DE LA PAZ**  
Your Home in the Sea of Cortez  
[www.marinadelapaz.com](http://www.marinadelapaz.com)



Official  
Sponsor  
**2022**  
BAJA  
HA-HA

Join us for the  
**BAJA HA-HA BEACH PARTY**  
Sunday, November 20  
4-7 p.m.

TEL: 01152 612 122 1646  
email: [marinalapaz@prodigy.net.mx](mailto:marinalapaz@prodigy.net.mx)  
[www.marinadelapaz.com](http://www.marinadelapaz.com)

Apdo. Postal 290, La Paz, 23000  
Baja California Sur, Mexico

# HOW TO

It might have started with a conversation. I was sailing a Holder 20 back then, my first boat that wasn't technically a dinghy. "Cool boat," my friend Carlton said, looking at *Fear Knot* sitting in the Morro Bay Yacht Club yard, "Nice lines. Looks fast."

"Yeah. I like it," I remember saying. "But what Mark and I really want is a Santa Cruz 27. It's like the father of ultralights. Started the whole thing and some can be found for about the same price as this Holder 20. But, unfortunately, the club hoist can't handle them."

It's true. Ever since Mark Hilden and I realized that the Santa Cruz 27 packed the most bang for the buck, we wanted one. And now we have one, and there are three other SC27s that have joined us.

As the founding member, along with Cousin Mark, of the newly formed Morro Bay Santa Cruz 27 fleet, some people have asked how Mark and I actually introduced a new boat to our town and started a one-design sailing community.

Of course, the simple answer is that you need a cool boat. No one would argue that the SC27 isn't cool. The classic Bill Lee design, with its low profile and sporty lines, is nothing if it isn't cool. But truth be told, the founding of our new fleet has really been part of a larger journey, a journey that started with another boat.

Morro Bay Yacht Club has the biggest fleet of O'Day Day Sailers in the world. For those unfamiliar with the Day Sailer, it is a 17-foot, two-person fiberglass sloop-rigged dinghy with a spinnaker, first built in 1958. It's perfect for sailing in Morro Bay, which is often referred to as the miniature golf of sailing venues. Races are held inside the small bay,

**John Krossa and Mark Hilden heading home on 'Janina'.**



which has dozens of moored boats to dodge, sandbars to navigate, eel grass to remove, ripping currents to play, commercial fishing boats to not anger, and tourists in kayaks to miss. The Day Sailer sails well in all wind conditions, the centerboard and rudder kick up easily to navigate the shallow sandbars and clear eel grass. Over 12,000 have been made, so used boats are pretty inexpensive, which is key for our obstacle-filled, strong-current sailing venue.

I became a much better sailor competing with my wife, Gwenn, for years in the Day Sailer fleet. Nothing teaches sailing better than racing in a dinghy. We im-



**'Janina', 'Mistress Quickly', 'Gotcha' and 'Lady Santa Barbara' at the start of the MBYC race.**

proved, and I love sailing with my wife, but I also wanted to compete for trophies. I am 6'6" and 240 pounds. Gwenn and I do not have the time to become good enough sailors in the Day Sailer to overcome my skill and weight disadvantage.

I felt there was a real opportunity in the MBYC PHRF Ocean Fleet to win some races. Height and weight can be beneficial in bigger boats. In college, I had played on a Holder 20 and I always thought it was a fun boat and could be perfect for racing against the Ocean Fleet in Morro Bay. It met my four requirements: 1) Inexpensive; 2) Fun to race; 3) Trailerable; 4) Under 1,400 pounds (the limit of the MBYC hoist).

In 2013, I purchased a Holder 20 named *Fear Knot* and started racing her in PHRF races at MBYC with Cousin Mark. It's a good little boat with a great PHRF rating, and Mark Hilden is a seasoned sailor who honed his skills racing in Santa Barbara for 30 years. Mark makes any boat he steps on faster with his knowledge and trimming skills. We consistently competed for trophies and often finished ahead of boats that owed us time.

For every race, we would invite a

different person from the Day Sailer fleet to be our third crewmember in the hopes they might have enough fun to go out and buy a Holder 20. Our goal was to grow a one-design ocean fleet in Morro Bay. Winning races is fun, but I missed the fun of one-design I had experienced in the Day Sailer fleet.

Most crew we took out had fun, but they often got a little worried in our pre-race talk about the importance of putting in the hatch boards if the wind starts to blow. Holder 20s are notorious for swamping in big wind. There are all sorts of stories on the web about Holder 20 mishaps. For some strange reason, after our pre-race talk, we could not convince any of our friends to buy a Holder 20.

My experience in the Day Sailer and Cousin Mark's expertise kept us out of most trouble in ocean racing. But we realized we were pushing our and the boat's luck when we lost our rudder just after rounding a mark off of Cayucos. It was consistently blowing 20 knots and gusting up to 30. We rounded Constantine Buoy and started flying downwind on a plane with just the small jib and a reef in the main when we hit some kelp and ripped the rudder off. It was then that we realized this is a really small boat with very little freeboard to be out in 30-knot gusts, five miles from Morro Bay with no rudder. We took down our sails and used our Torqeedo outboard as a rudder. It did not have enough battery to motor us home, but we could use it in small bursts to keep us going straight downwind.

I realized I needed to adjust my criteria for an ocean racing boat in Morro Bay. Being able to use the hoist is nice, but being ocean-worthy is much more important.

We can get big swell and wind on the central coast of California. So Mark and I narrowed our list to small, affordable, trailerable boats that can race to Hawaii and race in Nationals: Express 27s, Moore 24s, and Santa Cruz 27s.

Around this time, Greg Miller was racing a lot in Morro Bay and Santa Barbara in his Day Sailer. In fact, we actually T-boned his Day Sailer at the Goblin Regatta in Santa Barbara when we were racing *Fear Knot*. In late 2017, Greg invited Mark and me to do a race in Santa Barbara on his national champion SC27 *Jersey Girl*. Needless to say, we had a blast that weekend. So much so that Greg let us leave immediately after the race, without cleaning up, so we could go look at a SC27 for sale in King Harbor.





The Morro Bay Santa Cruz 27 fleet and the 576' tall Morro Rock at the mouth of the harbor.

Mark and I were not really ready to buy a new boat, but the owner was motivated to sell, and we purchased *Janina* for \$5,000.

Over the next few years, we won many of the races we entered in the Morro Bay Ocean Fleet. We even won the Zongo Cup — the race from Morro Bay to Port San Luis — two out of three years. The year we lost, we lost to Kevin Williams, who was sailing my old Holder 20 *Fear Knot!* Kevin still takes every opportunity he can to remind us of how he beat us in our old boat.

Over the years, we took out every O'Day Day Sailer owner who showed any interest in racing on *Janina*. We intentionally gave them opportunities to drive and get a feel for the boat. I would then send them emails of SC27s for sale in California. We really wanted to grow a fleet.

Mark and I took *Janina* to Lake Tahoe to race in SC27 Nationals in 2019 — our first time racing against other Santa Cruz 27s. We had a blast and were semi-competitive, finishing in the middle of the pack. And most importantly, we fell in love with the camaraderie of the fleet.

BOTH PICTURES COURTESY OF MBYC

During the COVID years, we still took people out when we felt it was safe, and continued to send out emails of boats for sale. We just didn't have any takers until we decided to do the Delta Ditch Regatta in 2021. Not only did we get a story in *Latitude 38* about how we almost died by tanker, but John Hovdal, one of our Day Sailer friends who had sailed on *Janina* multiple times, asked us to look at the SC27 *Gotcha* that was for sale in Richmond. She was gorgeous and we immediately told John to buy it. He did and Cousin Mark towed the boat home to Morro Bay for John while I towed *Janina*.

That got the momentum going. Carlton Smith and Dave Hensinger are two Day Sailer owners who we had taken out multiple times on *Janina*. When they heard John had bought a boat, they decided they were interested in buying a SC27 as partners. I put out a message on the SC27 Google Group to see if anybody knew of any boats that were for sale and instantly received a text from three-time national champion Evan Diola, who was thinking about selling *Mistress Quickly*. To be honest, part of me didn't want to tell Carlton and Dave because I wondered if *Janina* would ever win a race again in Morro Bay.

Carlton and Dave worked out a deal

Left: John Krossa, Lex Budge and Mark Hilden with lots of PHRF trophies for 'Janina' collected at the 2019 Commodores Ball. Right: John and Gwenn Krossa built their skills on Morro Bay aboard Day Sailer #1831, center.



# HOW TO BUILD A FLEET

with Evan over the phone and bought *Mistress Quickly*, sight unseen. It's hard to go wrong buying the boat that has won the National Championship three out of the past four years.

Rumors spread that Morro Bay had the newest fleet of SC27s in the state. Greg Miller, the former owner of SC27 *Jersey Girl*, had been saying for years that Morro Bay Yacht Club should host Nationals. Then, Ryan Schuyler, the SC27 National Class president, contacted our newly formed fleet and asked if we would be interested in putting on Nationals. MBYC had never hosted any Nationals outside the bay. In January 2022, the MBYC board approved the possibility of hosting Nationals, and a few months later Ryan, on behalf of the SC27 Association, informed us that it was official. Morro Bay Yacht Club would host the 2022 Nationals on Labor Day weekend.

The amazing part is we were not done growing the MBYC fleet. Greg Miller, not

wanting to be left out of all the fun this summer, purchased the SC27 *Lady Santa Barbara* a few months ago with fellow Day Sailer owner Patrick Gorey.

Currently, the MBYC SC27 fleet consists of:

- *Gotcha*, a two-time national championship boat

- *Mistress Quickly*, a three-time national championship boat

- *Lady Santa Barbara*, with two-time national champion driver Greg Miller

- *Janina*

We had hoped for a one-design fleet — and we got it! But more importantly, boat owners John, Carlton, Dave, Greg and Patrick are our friends who have sailed against us in Day Sailers and have sailed with us on *Janina* — and now they will sail against us in their own Santa Cruz 27s. Sometimes in life you get what you wished for and a whole lot more! And Cousin Mark and I are just fine if we have wished ourselves out of some Morro Bay Yacht Club trophies. It's going to be fun to compete!

— john krossa



Carlton Smith and Dave Hensinger pass the Rock on 'Mistress Quickly'.

DAN HACK



A 26 mile race from SF to Benicia.  
Enjoy warm weather and great wind.

## PRE-PARTY

**Friday, September 2**

South Beach Yacht Club

Jazz Cup shirts for sale!

Enjoy a BBQ & Great Music!

## RACE DAY

**Saturday, September 3**

Racing from SBYC to BYC

After-party in the lovely, warm  
Benicia Yacht Club & Harbor.

Raft up for Live Jazz & Trophy Awards!



South Beach Yacht Club

register: [regattanetwork.com](http://regattanetwork.com)

contact: [rearcommodore@southbeachyachtclub.org](mailto:rearcommodore@southbeachyachtclub.org)





## PAC CUP PODIUMS

This year's 2070-mile Pacific Cup offered a range of conditions from drifting to 40 knots. UK Sailmakers customers had the sails to excel in the whole range of winds.

Rodney Pimentel: Cal 40 AZURE, first in class and **first in PHRF Overall**. The Cal 40 DUENDE finished second in class. Stuart and Joy Dahlgren, Santa Cruz 70 WESTERLY, second in class and **second in ORR overall**.

J/111 RAKU second in class & **second overall in doublehanded**

**SAIL WITH CONFIDENCE**



Northern Cal: 510-523-3966  
Southern Cal: 310-822-1203  
Pacific NW: 250-656-8843  
[www.uksailmakers.com](http://www.uksailmakers.com)

## Latitude 38's Delta Doo Dah

Delta Doo Dah 14 looks forward to a weekend of fun at Delta Bay Marina in Isleton on August 12-15, with free berthing for up to 20 official 2022 fleet members.

*We go where the wind blows,  
but this August you can find  
us in the Delta!*

For details and registration, visit  
[www.latitude38.com/delta-doo-dah](http://www.latitude38.com/delta-doo-dah)

*Thanks to our sponsor Vallejo Marina!*

Friday, August 12: Optional arrival.  
Saturday, August 13:

10:30 a.m.: Presentation on Clean Boating and the Pumpout Nav App by the San Francisco Estuary Partnership, the California State Parks Division of Boating and Waterways and the California Coastal Commission.

11 a.m.-2 p.m.: BBQ lunch prepared by Peninsula Yacht Club.

1 p.m.: Delta history talk by Commodore Bill Wells of the California Delta Chambers.

2 p.m.: Harbormaster talk by Delta Bay's own harbormaster, Eric Chiu.

3 p.m.: Things to Know Before You Go talk by veteran cruisers and authors Pat and Carole McIntosh. For Delta cruisers and those planning a Baja Ha-Ha.

All day: Demos on solar boats and propane outboards; free SUP lessons.

August 14:

10 a.m.-2 p.m.: Sunday Market. Farm produce and products, arts & crafts, book sale, live music, lunch.

# ROCKET SURGERY

PHOTOS COURTESY  
WWW.PROJECTIMPROBABLE.COM  
EXCEPT AS NOTED

As improbable as it may sound, The Red Rocket may return someday to a race course near you. At least if Bruce Schwab has anything to say about it.

Those who know the Mull 42 *Improbable*'s story may have their doubts. Racing again after 50-plus years? Come on. But they will also allow that, when it comes to



**Mission Improbable — Bruce Schwab is all in.**

*Improbable*, anything is possible. Conceived in 1969 by Warwick 'Commodore' Tompkins, with input from his A-Team crew of mostly Bay Area hotshots (among them Dave Wahle, Skip Allan, Kim Desenberg, Danny Daniels and a 22-year-old Kiwi kid named Ron Holland), the idea was to build a manageable-size boat maximized for downwind racing, with no regard for the then-in-use CCA rule or that newfangled IOR thing.

Hurdles popped up immediately.

They took the idea to East Bay naval architect Gary Mull (for whom Holland was apprenticing), who at first said it couldn't be done. But eventually he drew a boat with such sexy lines it can still make a racer's heart skip a beat.

They had trouble selling the idea to an investor. After going through several prospects, at one point, Commodore noted, "It's improbable we'll get a boat."

"Improbable is a great name for a boat!" said Dave Wahle. "Let's call it *Improbable*!"

Real estate developer Dave Allen eventually came on board to back the project, with two stipulations: He wanted to lengthen the design from 38 to 42 feet. And he wanted the boat ready to race in the 1971 SORC (Southern Ocean Racing Conference), which started in Florida in late January.

*Improbable* was cold molded out of three layers of kauri wood at the boatyard in New Zealand where Holland had learned the boatbuilding trade. Launched later than planned (in December 1970), and heavier than planned (almost 2,000 pounds over the 17,000-lb design displacement), there was no time for a shakedown. All the crew could manage was a short jaunt around Auckland's inner harbor one evening using two-by-fours as a tiller. Then the boat had to be loaded onto a freighter immediately

if it was going to make it to SORC.

When the freighter was delayed for a week, once again, things were looking improbable. When the ship finally docked in Baltimore, the boat was transferred to a waiting semi trailer for the final sprint to Tampa. When it arrived, says Skip Allan, *Improbable* "was tipped over 30 degrees and dragging the remnants of a phone booth and power lines from the twisted bow pulpit" — the result of a shortcut that the well-meaning trucker had taken to avoid permits and other delays.

*Improbable* missed the first day's racing while the crew worked round the clock to sort the boat out and put it together. The boat touched US waters for the first time just two hours before the start of racing on the second day. The start was literally *Improbable*'s 'shakedown.' The crew had never even put the spinnaker up.

Despite being only a so-so upwind performer (only about 15% of that year's racing was off the wind), *Improbable* ended up third in class and 12th overall in a field of 60 boats.

Proof of concept came at the next event two weeks later, the 800-mile, all-downwind '71 Jamaica Race. *Improbable*'s long surfs, often pegging the speedo at its 20-knot limit, catapulted the boat past much larger craft. Commodore and his team finished fifth, just a few hours behind much bigger boats, including the maxis *On dine* and *Windward Passage*. Eyebrows raised. Heads turned. And from then on, the red-hulled boat's 'official' nickname was The Red Rocket.

The tales, triumphs and accolades continued for several years in America, Europe and down under — the boat's convoluted participation in the '71 Admiral's Cup

deserves a full-length article of its own. Eventually, though, IOR caught up with *Improbable*.

Despite several attempts to make the boat rate better — including installation of the infamous B-bumps — the writing was on the wall. And by 1976, just five short years into her 'Star is Born' career, *Improbable*'s serious racing days were over. The boat was sold to new owner Leonard Schwab — Bruce's father — who did a little singlehanded in the Bay, then took the boat north to Puget Sound, where she served as a fishing and pleasure sailing platform for the next 40 years.



Dave Allen's next boat, launched in 1977, was the impeccable and virtually unbeatable 40-ft *Imp* — one of Ron Holland's earliest designs, which drew heavily on what he had learned with *Improbable*. The same could be said for a generation of racing boats that came after The Red Rocket. It's fair to say that even today, nearly every high-end racing boat carries at least a little *Improbable* DNA.

Now 62, Bruce Schwab is getting to be a bit of an old warhorse himself. He grew up cruising with two brothers and his father (partially on *Improbable*). He began a career in the marine industry as a rigger at Svendsens in Alameda in 1980. By the time

*"Improbable was dragging the remnants of a phone booth from the bow pulpit. . ."*



## — 'IMPROBABLE' UPDATE



Below: 'Improbable' at the 1971 Admiral's Cup. Left: An IOR rating penalty for the stern-hung rudder led to this under-transom steel rudder and skeg. They're going away for the new foil. Above (l and r): The 'winch island' around the mast was removed, clearing the foredeck. Right: Commodore Tompkins with a model of 'Improbable' back in the day. Below right: The boat's cold-molded kauri hull and supporting structures "are in nearly perfect condition," says Bruce.



COURTESY COMMODORE TOMPKINS

he left almost 20 years later, Svendsens was one of, if not the, biggest recreational marine rigging shops on the West Coast. These days, Bruce is founder, president and chief programmer at OceanPlanet Energy Systems, Inc., based in Maine. The company sells and installs high-end marine electronics.

During and in between those vocations, Schwab has been a force to be reckoned with on the race course, and in particular singlehanded racing. Long an outside-the-box thinker, his own boats have varied from the quirky *Rumbleseat*, a highly modified 1930 30-Square-Meter aboard which he won the Singlehanded Transpac in 1996; to *Ocean Planet*, a Tom Wylie-designed Open 60 he raced twice around the world.

He credits *Improbable* for the inspiration to really get into singlehanded, due to his dad's interest in solo-sailing the boat — and his own interest in beating the old man in singlehanded races.

When Len passed away in 2018, the next improbable chapter of *Improbable's* crazy story began.

"This whole thing was taken on against everyone's better judgment," said Bruce, "including mine." Though there was talk of selling the boat — after all, he certainly didn't have the time to devote to it, especially living on the opposite coast — resistance was futile.

For the past several years, *Improbable* has been on the hard at Jim Betts's yard in Anacortes, and Bruce — when time

allows — has been all-in, scraping, sanding, scheming and dreaming of bringing The Red Rocket back to racing: leaner, meaner and faster than ever.

A master of multitasking, with the endurance of a bicycle racer (which is also on his resume, by the way), Bruce has worked out a system that allows him to work on the boat for a month or more at a time, then fly back east to his 'real job' for a couple of months. Then back to Washington. Here's how he described it recently:

"I still work remotely while I'm out west, pretty much full time. I typically get up around 4-5 a.m., work on OPE stuff, then try to get in a workout before heading to

# ROCKET SURGERY

the boat. I'll be watching emails, Slack, Ring Central, etc., to cover any urgent questions, perhaps a hundred times a day while sanding/etc. Then catch up (on whatever I've put off during the day) after dinner. Fortunately, I have wonderful hosts in Anacortes, Bill and Kathleen Elmer, former racers who have a house only a few miles from *Improbable*."

His next work session is planned for August 5 through October 4.

Along with the 'usual' restoration tasks, bigger jobs include the installation of a new forehatch; fairing the hull; work to modify a recently acquired Farr 40 mast to replace the original (and thereby save 200 pounds aloft); and major surgery to fix the rudder — once and for all.

*Improbable* went through several iterations of rudders during her racing days, most noticeably switching from the transom-hung original to an under-transom version. But Bruce feels like none of them was exactly what the boat needed. So he had Neil Racicot and Paul Bogataj collaborate on a new foil, and Larry Tuttle at Water Rat in Santa Cruz built it. (Paul and



**Rocket's red glare — 'Improbable' in her glory days.**

Larry also did the foils for *Ocean Planet*.) Bruce is currently fabricating a supporting structure into the hull to maximize the new blade's efficiency.

Much of the early work Bruce did on the boat included the sometimes emotional minefield of divesting *Improbable* of all the stuff his dad had installed aboard (including three freezers for fresh salmon), along with about half of the original 14 winches and the complicated underdeck system of gearboxes and shafts that allowed the leeward winch to be driven by a winch handle on the windward side. If the bucks come in (Note: Bruce is looking for financial partners in the project) and the fates keep smiling, Bruce hopes the 'new' *Improbable* will come in about 1,000 pounds lighter than her designed weight.

As improbable as it might sound, more than a half-century after turning the racing world on its ear, a new generation of sailors might well get to see The Red Rocket once again strut her stuff in competition. Exactly where and when that will be, Bruce can't say exactly. But one thing is certain: With Schwab on the job, the prospects of it happening are anything but improbable.

— **latitude**/jr

For more information, log onto [www.projectimprobable.com](http://www.projectimprobable.com).

**TMM**  
Yacht Charters

Explore Extraordinary.

BRITISH VIRGIN ISLANDS

Since 1979 we have been providing our clients with a diverse fleet of well-maintained, modern yachts at competitive prices. You will experience one-on-one personal service from our team who truly care about your charter experience.

Our goal at TMM is simple - to ensure your sailing dreams come true.

**For Reservations:**  
Call: 1-800-633-0155  
Email: [charter@sailtmm.com](mailto:charter@sailtmm.com)



**For Yacht Sales and Management Programs:**  
Email: [don@sailtmm.com](mailto:don@sailtmm.com)

**1-800-633-0155**

[www.sailtmm.com](http://www.sailtmm.com)

**ATN  
GENOA  
SLEEVE**

.....

**Will protect  
your furled  
headsail from  
the sun and  
pollution**

.....

- Unique non-flogging design
- Hundreds manufactured
- Available in all colors

**ATN**

**SERIOUS SAILING EQUIPMENT**

800 874 3671 | [atninc@hotmail.com](mailto:atninc@hotmail.com)

[www.atninc.com](http://www.atninc.com)



## BRISBANE MARINA - When You Arrive, You'll Want To Stay!



### FRIENDLY STAFF & LOCATION

When you arrive, you feel at home, away from home

### GENEROUS ROOM TO NAVIGATE

75 foot wide fairways and channel access

### SPECTACULAR ACCOMMODATIONS

Convenient parking, Bay Trail access, picnic areas, private showers & laundry, Wi-Fi, and Sierra Pt. Y.C.

### COMPETITIVE RATES

**Starting at \$8.67/foot**

Stop by to see what we can do for you & your boat



From Hwy 101, take the Sierra Point Pkwy exit and follow the signs to the marina.

400 Sierra Point Parkway  
Brisbane, CA 94005

[www.brisbaneca.org](http://www.brisbaneca.org)

**(650) 583-6975**

[harbormaster@brisbaneca.org](mailto:harbormaster@brisbaneca.org)

## DREAM BIG



ASA SAILING LESSONS  
SOUTHERN CA - SEA OF CORTEZ  
[CHARTER-CATAMARAN.COM](http://CHARTER-CATAMARAN.COM)

## BOAT LOANS

**Rates as low as 4.30%\***

Unbeatable rates.

Call Sally Kraft today  
for a free quote.

**(925) 963-2926**



\$100K+ loan amount. Rate fixed for 3 years, then adjusts to WSJ prime + .50%  
Rates subject to change. Call for complete details.



[www.seacoastbank.com](http://www.seacoastbank.com)

A division of Seacoast National Bank.

# MAX EBB — RIDE IT HARD

"Where is the crew?" We were all asking ourselves the same question. The sun was setting, the bar was warm, the drinks were flowing, and we were all waiting for the crew of our competition to make their appearance to receive our congratulations for a race well sailed. Also our taunts for some questionable moves that we probably should have protested if our red flag had been within reach. Making them buy my crew a round or two would be a better form of justice, under the circumstances. Were they afraid to show their faces?

The post-race schmooze, where everyone gathers in the same place to talk about the same things, is one of the

main reasons that club-oriented "beer can" races are still going strong while some other race formats are having hard times. But that crew was depriving us of that weekly pleasure.

So I decided to walk down to the dock to see what the holdup was, and Lee Helm, who absolutely had to explain to their tactician why some of their moves were all wrong, decided to come with me. The surprise was that, even though they had finished ahead of us boat-for-boat, and they had a much shorter route to their berth on the main fairway, they were not anywhere near finished putting their boat away.

"The luff tapes should line up exactly,"

instructed their skipper as the foredeck crew and trimmer carefully flaked the jib.

"Don't you want to be able to see the entire luff before hoisting?" asked the flaker at the luff end. "To make sure there are no twists?"

"Oh no, that would change the angle into the pre-feeder as the sail goes up," the owner responded. "It increases the wear on the tape."

"Aye-aye," the forward flaker responded with a note of sarcasm, and they undid the first three folds to start over.

Meanwhile, another crew was collecting and coiling the sheets and guys,



Figures 1 and 2: Two methods of stacking the luff tape when flaking the jib. Which one is correct? Figure 3: Hanging a fender from the lifeline wire is always wrong, but around a stanchion tip is worse. Without the plastic coating, the wire can be forced into a sharp bend around the edges of the hole in the tubing. But plastic-coated lifelines hide corrosion and broken strands in the wire, and are no longer allowed for ocean racing.

Figure 4: The standard, quick way to tie a fender. First take an extra round turn around the stanchion to prevent slipping, then two quick half-hitches. The low attachment point makes it much less likely for the fender to ride up above the dock.

Figure 5: An elegant way to secure a fender line to a toe rail: Use two adjacent holes in the rail to form a cleat hitch.

Figure 6: Never do this! Threaded turnbuckle rods should never be subjected to bending loads, even small ones. The thread roots are stress concentrations where cracks can originate.

Figure 7: The Flemish coil symbolizes a welcome mat. It means the boat is all put away and is ready for visitors.

ALL PHOTOS MAX EBB



# AND PUT IT AWAY WET



*Walk the docks of any marina and you'll find many interpretations of 'shipshape.'*

and piling them into a large bucket while her shipmate fetched the dock hose.

"We always rinse the running rigging in fresh water," he explained. "Keeps them soft and clean. It's especially important if there's been salt spray on deck ... and let's get that dock line, too."

This is a skipper who insists that dock lines should never touch salt water. And if they do, they get rinsed right along with the sheets and guys. The only problem was that with dock lines added to the load, the bucket was clearly too small.

"Bigger bucket?" the crew asked. "Or are we doing two loads?"

"Better idea," suggested Lee, pointing to a dock cart. "It's not, like, totally waterproof, but it's got the volume."

She had barely finished her sentence when the nearby cart was rolled over and filled with running rigging and dock lines, and the hose brought to bear.

"I bet this is how those dock cart axles get bent," I whispered to Lee as I estimated the weight of water that was filling up the cart.

The big boat, now missing two dock lines, was being temporarily re-secured by a novice sailor who was looping a spare dock line around a primary sheet winch, while carefully keeping the line from getting wet.

"No!" scolded the owner. "Never use a winch for a dock cleat! It puts repetitive load on the same spot on the drum bearings every time the boat surges in its berth."

Now, this seemed a little excessive for a tie-up that would only last 10 minutes or less, but I nodded agreement on general principles when the novice sailor looked over in my direction for support. Years ago I had been admonished by a well-known, world-class sailor for making exactly the same mistake, and while I still didn't really think it made any difference to the longevity of the winch bearings, it seemed to be good practice, perhaps more for etiquette than for better care of the equipment. They moved the temporary line to a slightly less convenient deck cleat.

By this time the jib was flaked the way the skipper preferred, and the foredeck

crew's next task was to run all the jib and spinnaker halyards up to the top of the mast on a thin tagline.

"Keeping the halyards out of the sun?" I asked.

"They stay softer and last longer," the owner confirmed. "And we often leave unused halyards up there during a race. It saves weight aloft and reduces wind resistance."

Of course, that meant that the opposite end of the halyard made a very long tail on deck, but that was coiled — in a torque-balanced figure-eight, of course — and passed down to the cabin to keep it out of the elements. For the mainsheet tail, there was a big pocket built into the mainsail cover so it, too, had a place to hide from the sun.

But this skipper was not done with his novice crew. They had tied the fenders to the lifeline wires, something I don't even allow on my boat.

"Fender lines are better on the stanchion bases," he instructed. "That way they're much less likely to slide aft or ride up when the boat shears along the dock."

# MAX EBB

"But I tied it to the wire on both sides of the stanchion so it's fixed in place fore and aft," the crew tried to explain.

"Even worse, I'm afraid. That tends to bend the wire around the edges of the hole in the top of the stanchion. Could result in a broken strand, and you don't want that in a lifeline wire, especially at the stanchion tip where it might be hard to see."

"Have you thought about switching to Dyneema for lifelines?" I suggested.

"Tried 'em, went back to wire," the owner informed me. "Hard to see at night. Bare wire is shiny, reflects points of light. Dyneema or Spectra seems to disappear in the dark."

When the running rigging and dock lines finished their rinse cycle, they were pulled out of the dock cart, coiled again, and hung to drip-dry.

"You're not going to put them away wet, are you?" I asked, trolling for an over-the-top response. "Damp fresh water means mildew and mold."

"Unfortunately the sun's down

already, otherwise I'd hang them to dry. My big dehumidifier will have to do all the drying out tonight."

While the foredeck crew lifted the heavy dehumidifier out of the dock box, the owner demonstrated to one of the novice crew, who was working on tying

*"Never use a winch for a dock cleat! It puts repetitive load on the same spot on the drum bearings every time the boat surges in its berth."*

a fender to a stanchion base, how to do a more classy "toe rail hitch" on the perforated aluminum toe rail extrusion.

"With two holes, you can basically form a cleat hitch. That way you're not locked into always putting fenders

where the stanchions are. And it looks really classy."

"Speaking of looking classy," I said, "do you also make up the excess dock lines in Flemish coils?"

"The Flemish coil actually has a function," he answered. "It resembles a doormat or welcome mat, so it's an invitation for guests to come aboard. It means we're all put away and ready to receive visitors."

"I'll keep that in mind next time I walk past," I said. "But I'm afraid the kitchen will run out of burgers if we don't get back up to the club for the post-race BBQ."

A few minutes later we were all walking back up the gangway, guided by the smell of meat on the grill. But I overheard Lee talking in a low voice to one of the novice crew: "You might try racing with Max next week," she whispered.

"We get back to the bar much sooner. I think his motto is, like, 'Ride it hard and put it away wet ...'"

— max ebb

**WESTWIND**  
YACHT MANAGEMENT  
Washing, Waxing, Varnishing



*"Thanks for years of service and friendship."*

**P. Molakides**  
*Sea Ray 350*

*'Genuine DraM'*  
**South Beach Harbor**


**(415) 999-4159**

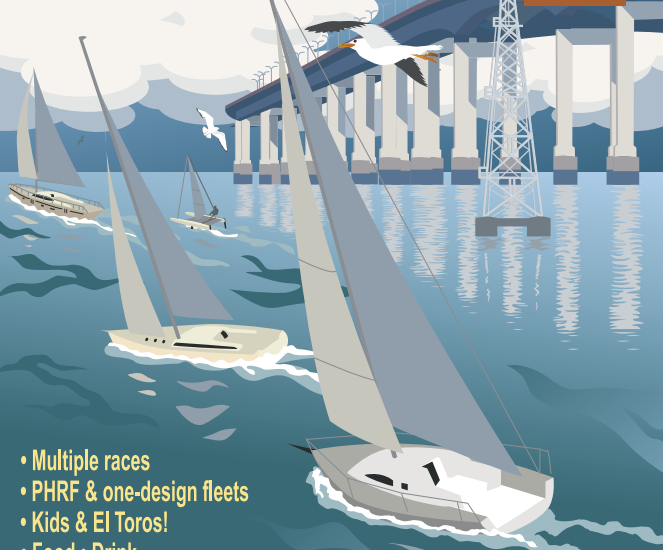
**Serving the entire Bay Area for more than 30 years.**

westwinddetailing@sonic.net  
**www.boatdetailing.com**




**Adjacent to South Beach Harbor and Oracle Park**

**2022 South Bay CHAMPIONSHIP**  
& SOUTH-OF-THE-BORDER PARTY  
August 27-28, 2022



- Multiple races
- PHRF & one-design fleets
- Kids & El Toros!
- Food • Drink

**www.SequoiaYC.org**

**Register on JIBESet.NET**











- Full Service Boatyard
- Accredited Apprenticeship Program
- Youth & Community Sailing
- Short Courses:
  - Boat Building
  - Marine Electrical
  - Marine Diesels
  - Fiberglass
  - And more...
- Community Events

**[www.SpauldingCenter.org](http://www.SpauldingCenter.org) • 415-332-3179**

501(c)3 Preservation - Restoration - Education - Community



## LET US HELP YOU GET ON THE WATER





Sterling Associates is a financial services firm that provides financing, insurance and documentation services for many types of boats. We specialize in financing for new and used purchases and refinance loans.

We offer loans at the lowest possible rates while providing the expert, personalized service you deserve.

**> Rates as low as**

# 4.12%





**West Coast Representative  
with 25 years of Marine  
Lending Experience**

Max Salvater  
916-849-9070  
Call us today for a quote

Contact the boat loan PROFESSIONALS • [boatbanker.com](http://boatbanker.com)

**40' to 48' Foot Slips Now Available at \$10.27/ft.**

# City of Vallejo Marina

Professionally Managed by **F3** MARINA

**[vallejomarina@f3marina.com](mailto:vallejomarina@f3marina.com)**  
**Bulk Fuel Discounts Available!**



**42 Harbor Way Vallejo, CA 94590**  
**707.648.4370 [www.vallejomarina.com](http://www.vallejomarina.com)**

# THE RACING

*Here we check out the **YRA Westpoint Regatta**, the **BAMA Doublehanded Farallones**, the **OYRA RC's Choice #1**, the **El Toro North Americans**, the singlehanded **LongPac**, and the **Snipe Nationals**. We then correct an error in July's **Master Mariners** feature. Big and beefy **Box Scores** and a collection of **Race Notes** fill up this robust edition.*

## YRA Westpoint Regatta

The dependable San Francisco Bay summer breeze piped up in time for the 11:25 first warning of the Westpoint Regatta on July 16. Sequoia Yacht Club ran the start between Treasure Island and the Berkeley Pier ruins, and the finish east of Redwood City.

Most boats started on starboard and sailed toward TI, getting some current relief from the flood that would build to massive proportions. The morning's minus tide followed by a king tide would result in plenty of water rushing into the South Bay, helping the fleet on its way to Redwood City. A few chose a port-tack start, threading the needle between the right-of-way competitors. Five multihulls started last, with *Bottle Rocket* and *Wingit* approaching from the TI side and hooking the pin. *Bottle Rocket* actually touched the inflatable mark and had to circle back to clear herself.

The Newport 30 *Sundurst*, registered in the first-to-start non-spinnaker division, actually hung back and started after everyone else, finished last, and was scored DNF (did not finish).

After tacking away from TI, most boats crossed the Slot and hightailed it to Angel Island, in anticipation of current relief there. A few, including the two Wyliecat 30s, went for the cone of Alcatraz instead. Then the racers rounded Harding Rock, their windward mark, and cracked off for the face of Alcatraz. The full force of the flood tried to push the boats into the Rock. Most of the spinnaker boats didn't set until they were safely past the island.

After a brisk first two sections of the race, the wind died at the Bay Bridge. Spinnakers drooped and were dropped. Most boats tried to sail the shortest distance, close to the Cityfront, but the breeze held longer closer to the recently bulldozed Yerba Buena Island. South of the Bay Bridge, the breeze dropped all the way across from San Francisco to Oakland. But that powerful flood carried the racers to the wind, which would soon build into the sporty range.

Between Coyote Point on the San Mateo coast and the San Mateo Bridge, the race got jibey-jibey. *Ferox* and *Wingman 5* had a good jibing duel. After 28.7 miles

of racing, there were some close, almost photo finishes.

A stray cat shadowed the race. We observed humorously that its fancy chase boat probably cost about 100 times what the little Hobie 18 beach cat cost.

The Westpoint Regatta finished northeast of the Redwood Creek channel that enters the Port of Redwood City. Make a hard left at the first opportunity and you get to the party at Westpoint Harbor.

But somebody forgot to tell a bunch of crews that this was a race to a party. Unclear on the concept, they turned and burned, sailing back through the rough stuff, in the lumpy brown water and blustery northerly to return to their homeports up north without stopping.

— latitude / chris

lighter, Islander 36, William Hackel. (6 boats)

MULTIHULLS — 1) **Bottle Rocket**, Seacart 30 GP+, David Schumann; 2) **Whoopee**, Dash 76, Glenn Howell/Heather Annesley; 3) **Greyhound**, F-22, Evan McDonald. (5 boats)

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

## BAMA Doublehanded Farallones

Originally scheduled for April 9 but postponed to June 18 due to hazardous sea conditions, the 43rd BAMA Doublehanded Farallones Race proved that perseverance does pay off, even on the morning of a rescheduled race. Using a committee boat start line off Baker Beach instead of the traditional Golden Gate Yacht Club race deck, the race committee took a full hour to start all six divisions. Spotty wind for the 8 a.m. start time brought several postponements and some boats starting far behind the others in their divisions. The strong

LATITUDE / CHRIS



*The Westpoint Regatta's post-race party in Redwood City moved this year from Sequoia Yacht Club to Westpoint Harbor.*

## YRA WESTPOINT REGATTA, 7/16

PHRF 1 — 1) **Arsenal**, J/125, Andrew Picel; 2) **Saoirse**, Tripp 41, Russell Huebschle. (2 boats)

PHRF 2 — 1) **Lucky Duck**, J/90, Dave MacEwen; 2) **Nuckelavee**, Melges 32, Mark Kennedy; 3) **Alchera**, J/120, Jeff Phillips. (5 boats)

PHRF 3 — 1) **White Shadow**, J/88, Jim Hopp; 2) **Ferox**, Pogo 36, Anja Bog/Peter Weigt; 3) **Pelagia**, J/88, Sergey Lubarsky. (5 boats)

PHRF 4 — 1) **Imagination**, Bavaria 40, Erik Jessen; 2) **L20**, J/29, Alexander Huang; 3) **Revelry**, Catalina 42, Rick & Petra Gilmore. (7 boats)

PHRF 5 — 1) **Goose**, Catalina 30, Mike Kastro; 2) **Neja**, Dasher 32, Jim Borger; 3) **High-**

countercurrent in the starting area created a general drift toward the South Tower during the hulls. Several boats called in to drop out for various reasons before their start time.

The multihull division started on time, with three of the four trimarans finding wind to get them out into the middle to the escalator toward the ocean. The fourth tri was caught too far from the line without enough wind to get to the line until minutes later. Aboard first-place multihull *Papillon*, skipper Drew Scott and crew Gordie Nash crossed the start





line about 15 seconds ahead of *Entourage*, half of their eventual winning time.

The combined monohull divisions 1 and 2 also started on time, except for several boats caught too far from the line that labored to get across. There was some catching up once all boats started, however. Memo Gidley's *Basic Instinct*, Monohull 2 winner, had a "painful start because even though we were at the line, the wind completely shut down, and going against the current meant it took 20 minutes to get across that line." *Basic Instinct* was the second Mono 2 boat to start, 20 minutes late. In Monohull Division 1, Sean Mulvihill's *Jamani* reported a similar start, "taking 25 minutes to beat 250 yards to the line — definitely the worst start ever!"

The boats that got away early found the ebb, swiftly heading toward open

**The flood was ripping on July 9, and Westpoint racers had to head up to stay clear of Alcatraz's west face. For more Westpoint photos, turn the page.** — photo latitude / chris

water once they escaped the counter-current. For most it was a port-tack ride to Point Bonita.

Then the wind shut down, resulting in several false attempts to start before the ULDB division got away at 8:45, followed by the Moore 24s at 8:50. The wind then disappeared until 9:20, when the slower Monohull Division 3 finally had enough wind to start. The ebb had pretty much disappeared by this time, and the lone tanker exiting during the starting sequence slowly passed under the bridge and proceeded down the middle, blocking several boats from reaching the desired Marin side of the course, including Gary Troxel's *Tiki Blue*, Division 3's winner. Troxel reported that "The tanker encouraged us to tack back to the south side." All the other Division 3 boats followed.

Once beyond land's end, boats found short, choppy 5- to 7-ft wind waves. According to Adam Mazurkiewicz, sailing *Yeti*, south of Point Bonita they "did a headsail change down to the #3 and made our way out through the bouncy chop, with few significant slams coming off the waves."

The second-place finisher in Division 3, Jib Marten's *Freedom*, found the seas difficult. "In my 10 times around the Farallones, I have never taken so much solid water over the deck."

Mike Mitchell's Tartan 4100 *Roxanne* broke a whisker pole chock and decided to turn back. "This wasn't our day, and beers in the Bay was the call." Pat Broderick's Wyliecat 30 *Nancy* made the same decision due to crew unease.

Multihull leader Andrew Scott aboard *Papillon* discovered that he had not fully closed the port ama hatch, accumulating about 50 gallons of water, so he and Gordie Nash tacked and pumped out before resuming a course for the Stinky Rocks.

Between the Lightship and the island, Troxel reported, "The wind lightened up a bit and the sea state improved." Others reported similar conditions. Once near the island, some found themselves too far south for their intended port rounding. Sean Mulvihill thought a starboard rounding was "faster than our usual route leaving the island to port." Memo Gidley also rounded clockwise, finding "not much of a swell and relatively smooth conditions. The way back in was when things began to get exciting." There was general agreement with Memo's observation.

Several boats experienced "wind-aided modifications" after rounding and heading back in. Drew Scott reported that, "We heated up, but were on the edge of control, stuffing the bows repeatedly, then the wind gods smiled on us

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

July's racing stories included:

- Pacific Cup • Vic-Maui Race
- OYRA Half Moon Bay Race
- West Marine US Open Sailing Series
  - Bayview Mackinac Race
  - Chicago Mackinac Race
- More YRA Westpoint Regatta Photos
- Preview of August Races, and more.



# THE RACING



and the spinnaker sheet released and we had to drop the spinnaker." Gidley's *Basic Instinct* also experienced spinnaker woes, "rounding up once and then for some reason shortly after both spinnaker sheets released from the spinnaker clews." After hoisting the jib, Gidley and crew Ethan Baum had fun dousing the clewless chute in 24 knots of wind, which was not an easy job for two.

Troxel's *Tiki Blue* broke the topping lift after a round-up, so they "snugged the pole against the forestay and tightened the downhaul, converting our symmetrical to an asymmetrical spinnaker." The two Mulvihills enjoyed surfing at 15-16 knots but, "The good times did not last, and after three rounds-ups trying to point up to the South Tower we gave up and doused."

Wind speeds increased near land's end, resulting in several spinnaker wraps. Near Point Bonita, Troxel found wind exceeding 30 knots. He and crew Rune Storesund decided it was time to douse the spinnaker when "a fortunate light wrap around the forestay gave us a quick opportunity to pull it down through the forward hatch" and go to white sails for the finish. Jib Martens' *Freedom* rounded up several times, resulting in "a large wrap at top and bottom with the sail filled in the middle — so we had no control over the spinnaker. We were still several miles out from Bonita!"

**Westpoint Regatta, clockwise from top left: 'Bottle Rocket' snagged the pin at the start but exonerated herself to finish first and correct out first overall; Dave MacEwen's J/90 'Lucky Duck' had the best monohull corrected time; Jim Diepenbrock's Swan 48 'Wingman' and Anja Bog's Pogo 36 'Ferox' trade jibes south of the San Mateo Bridge; Alex Huang's J/29 'L20' at the finish.**

The Martenses managed to keep "control enough to finish the race, though it was not easy, so it was a hairy ride."

Aboard *CruzSea Baby*, Brian and Amanda Turner discussed doing a letter-box takedown. "Then the leeward douse got away from us and we both spent time on the pointy end trying to figure out how to unwrap things." With the lee shore and Mile Rock, along with inbound traffic, they decided to secure the sail and finish.

On *Plus Sixteen*, Paul Disario and crew Lian McNamara's spinnaker wrapped 6 miles from the Gate. They experienced 30+ gusts then, as they "crossed the finish line and the spinnaker miraculously unwrapped."

"The Doublehanded Farallones Race this year was the fastest race we've had in more than 25 years," reports the commodore of BAMA, Truls Myklebust. "We had three multihulls that finished with a corrected time of under 7 hours. That is so rare that we refer to it as the '7-hour barrier.' It had not been done by any boat in any class since 1999, when the trimaran *Erin* did it, and in this race we had *three* multihulls under. Just incredible! We believe these are the

fastest corrected times since the record-breaking 1992 race, which had winds from the south and a beam reach both ways (all records for both corrected and elapsed time for monohulls and multihulls are from the 1992 race). We have full electronic records back to 1998, and these are certainly the fastest corrected times since then. The first two multihulls, *Papillon* and *Entourage*, both F-27 trimarans with the same rating, fought a boat-to-boat battle the whole way, and finished within just 29 seconds of each other, with *Entourage* flying a full spinnaker and gaining at the finish — but they ran out of time to catch *Papillon* before the line. *Papillon* scored a grand slam in this one: first-to-finish line honors, best elapsed and corrected times overall, and a 25-plus-year record for corrected time!

"It wasn't just the multihulls — it was a very fast race for everybody. We had some challenges getting boats away in the morning. The wind switched off a few times, and we had two postponements. The start for the Mono 1 and Mono 2 fleets was really affected, because the wind shut down right after just two boats had crossed the start line. And the Mono 3 class didn't get started until 9:20 a.m.





— almost an hour late. Despite that, we had all boats back by 7:35 p.m., in daylight, and we didn't need to do after-dark roll calls for any boats. I can't remember that happening before!

"The San Francisco Ham Radio Club was helping us with the race again this year to provide radio coverage all the way out to the island, and they actually had two stations, one in San Francisco and one in Pacifica/Montara. Their support really helps us ensure the safety of the racers.

"*Basic Instinct* was the first monohull to finish, and *Mooretician* was the best monohull on corrected time. The Moore 24 has been the most-winning boat design through time in the Doublehanded Farallones Race, and that streak continues. Peter Schoen and Roe Patterson finished in style, planing across the finish line with full spinnaker in the windiest conditions of the day — Anita Rock was reporting winds in the high 20s, sometimes gusting to 30 knots, between 4 and 5 p.m.

"In the windy conditions, we had a number of boats that finished with rather elaborate spinnaker wraps."

Peter Schoen reports on *Mooretician's* race: "We started on a port tack close to the committee boat with our #1 up and had just enough way on to clear the committee boat. *Snafu* elected to start at the other end of the line, which was set pin

**Clockwise from top left: First to finish the Doublehanded Farallones Race was 'Papillon'; 'Basic Instinct' was the first monohull in; the unusual starting area west of the Golden Gate Bridge; 'Mooretician' won their division and first overall on corrected time.**

high. Even though the pin was favored from a distance perspective, our strategy was to get to the remaining ebb in the middle as soon as possible and favor the north. Our strategy worked, because we quickly built a lead on *Snafu*.

"By the time we got to Point Bonita, wind speed increased quickly to the point that we needed to change down to the #3 jib. Once the sail change was complete, we tacked onto starboard and headed toward SE Farallon.

"The wind speed and direction were fairly consistent all the way to the Rock Pile. Winds were in the mid-teens with gusts to 20. However, the sea state was bumpy and made it challenging to keep consistent boat speed. With the ebb push, we made it to the SF Entrance Buoy in two hours.

"Unfortunately, the wind never clocked enough to fetch the north side of the islands. After almost four hours on starboard tack, we came in just to the south. This year's rules allowed us to round in either direction, and since we needed to tack to get up and around SE Farallon, we decided to leave it to starboard. It didn't make sense to us to sail up to the north end of the island and then back down to the south, thereby

leaving the island to port.

"We were amazed that we were around the island by 1:45 p.m. This is also where we encountered *Snafu* coming at us: They were just beginning to leave the Rock Pile to port. After our brief encounter, we set the kite and aimed for the north side of the SF entrance channel. It was a comfortable beam reach back to the Gate, every once in a while surfing on a swell. At about 4 p.m., the wind switch kicked on. Winds built into the low 20s with higher gusts. We were just north of the SF Entrance Buoy at this point. This marked the beginning of the E-ticket ride we came for. We started surfing more and more, easily hitting 12, 13 and 14 knots. Just the conditions that the Moore excels in!

"Gusts continued to get stronger as we approached Point Bonita. We could now feel the boat lurch as the puffs hit us. We were laser-focused on staying under the kite and not wiping out. We ripped coming into the Gate, hitting a few 17s with a top speed of 17.8! We also punched through one swell that sent a two-inch sheet of green water across the deck.

"As we closed in on the bridge, we could see that the water was flatter inside the Bay, so we delayed our jibe



# THE RACING

ALL PHOTOS THIS PAGE BOB BETANCOURT



and waited for a 'light' spot. The jibe was completed without much excitement, and we were off again on a flat-water plane to the finish, a slow 13 knots in flat water. We finished at 4:45 p.m., which is the earliest ever for me in this race on a Moore.

"For those familiar with my sailing attire (or lack thereof), yes, I completed the entire trip in shorts. That's how warm it was. Of course, they were soaking wet when we finished. This year's sail in from the approach buoy is on my top-10 list of all-time best sailing experiences. For those of you who missed it, this was one for the books!"

— pat broderick & latitude / chris

## BAMA DOUBLEHANDED FARALLONES, 6/18

MONO 1 — 1) **Jamani**, J/120, Sean & Jeff Mulvihill; 2) **Hypatia**, Solaris 47, Ray Lotto/Morgan Paxhia. (3 boats)

MONO 2 — 1) **Basic Instinct**, Elliott 1050, Memo Gidley/Ethan Baum; 2) **Spindrift V**, Express 37, Andy Schwenk/Mike Schiltz; 3) **Timber Wolf**, Farr 38, David Hodges/Tim Cordrey. (6 boats)

MONO 3 — 1) **Tiki Blue**, Beneteau 423, Gary Troxel/Rune Storesund; 2) **Freedom**, Worth 40, Jib & Will Martens; 3) **Plus Sixteen**, Olson 911, Paul Disario/Liam McNamara. (7 boats)

ULDB — 1) **Yeti**, Express 27, Adam Mazurkiewicz/Ron Snetsinger; 2) **Accelerando**, Moore 24, Erica Mattson Siegel/John Robinson Jeffers; 3) **Vitesse Too**, Hobie 33, Grant Hayes/Brian Cog-

*Scenes from the Snipe Nationals in San Diego on July 11-15. Ernesto Rodriguez and Kathleen Tocke placed in the top three in six out of the eight races of the regatta. The Miami sailors ranked as the #1 Snipe sailing team in the world, and won the North Americans in 2021. Rodriguez defected from Cuba in 1996. Up next are the Worlds, on August 19-25 in Cascais, Portugal.*

ley. (3 boats)

MOORE 24 — 1) **Mooretician**, Peter Schoen/Roe Patterson; 2) **Snafu**, Karl Robrock/Joel Turmel; 3) **Puffin**, Patrick Haesloop/Kelly Gregory. (3 boats)

MULTIHULL — 1) **Papillon**, F-27, Andrew Scott/Gordie Nash; 2) **Entourage**, F-27, Benjamin Carver/Peter Church; 3) **Greyhound**, F-22, Evan McDonald/George Kiskaddon. (4 boats)

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

## OYRA Race Committee's Choice

The lightly attended OYRA Race Committee Choice #1 race on June 25 was sailed in light winds. PRO Don Wieneke chose a course out to the Lightship and back.

All 13 boats that started were able to finish. Wind at the start hovered around 11 knots but dropped into the single digits beyond Point Bonita.

Greg Nelson's Azzura 310 *Outsider* topped the six-boat PHRO 1 division. John Ahern's J/109 *Reverie* placed first in the two-boat PHRO 2 division. Andy Newell's Santana 35 *Ahi* took first in the two-boat PHRO 3 division. Pat Broderick's Wyliecat 30 *Nancy* won the one-boat SHS (shorthanded) division, and David Schumann's Seacart 30 *Bottle Rocket*

placed first in the three-boat multihull division.

— pat broderick

## El Toro North Americans

With Tom Tillotson leading the club activities and committee, Lake Washington Sailing Club hosted the 2022 El Toro North Americans on June 23-26. This year's Nationals was the first time a new class of traditional El Toros was included. These boats, both wood-hull and Caballero fiberglass-hull boats, all had wood masts and eager sailors from Lake Washington racing, learning, and doing very well against the new fiberglass Moore hulls with carbon-fiber masts.

LWSC is located in West Sacramento on the shore of Lake Washington, where the Sacramento Deep Water Channel enters the Port of Sacramento.

One Junior, Peter Wells, and 10 Seniors raced. (Seniors are ages 16+, not 65+!)

— latitude / chris

## EL TORO NORTH AMERICANS, LWSC (9r, 02t)

1) Art Lange, 11 points; 2) Gordie Nash, 15; 3) Vaughn Seifers, 17. (11 boats)

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





### SSS Great Pacific Longitude Race

On Wednesday, July 6, at 9 a.m., four boats started the Singlehanded Sailing Society's LongPac, the hardest shorthanded West Coast race (just our opinion). The SSS created the LongPac as a race that would count as a qualifying sail to compete in the Singlehanded Transpacific Yacht Race to Hanalei Bay, Kauai.

After the start at the Golden Gate Yacht Club on the Cityfront, the boats go around a virtual mark at longitude 126.40° W, with the latitude up to the skippers. It's 200 miles out and 200

*SSS race committee volunteers, stationed in front of GGYC for the start of the LongPac.*

miles back. Most years see a mix of singlehanded and doublehanded boats, but this year was a singlehanded-only affair as no duos entered the race.

This year was light on competitors but had the usual heavy air and big seas. Five boats were heading to the start line, but a fishing boat speeding past Alcatraz hit Falk Meissner's Olson 25 *Shark on Bluegrass*. Stephen Saul's Ericson 34-2 *Kalia* had to drop out a few miles west of the Farallones with gear problems.

The final three — Charles Casey on

the Cal 40 *Riff Rider*, Mike Smith on *Eos*, a Cal 2-34, and Daniel Willey on *Galaxsea*, a Nauticat 44 — fought it out in a variety of conditions with wind hitting the high 20s on the course and lulling out in frustrating 5s near the finish.

*Riff Rider* finished at 8:27:24 on Saturday evening, *Galaxsea* at 8:19:14 Sunday morning, and *Eos* at 9:25:09 a.m. on Monday. (They corrected out in the same order.)

— ncs

### Master Mariners Erratum

We've received a correction to the race results shown in our Master Mariners Regatta feature in the July issue. "The error was ours, as an early version of the results which *Latitude 38* picked up had duplicated the awarding of the Kermit Parker Perpetual Trophy, and the wrong boat was printed as winner," explains the MMBA's commodore, Bill Conneely.

"The final race results on the MMBA website correctly show *Makani Kai* winning the trophy," added Ken Inouye, *Makani Kai*'s skipper.

"Per our MMBA perpetual trophy definition, the Kermit Parker Memorial

### RACE TO ALASKA, 6/13-7/7

STAGE 2 — 1) **Pure & Wild**, Riptide 44, J. McKee/M. Pistay/A. Strum-Palerm; 2) **Elsewhere**, Soverel 33, R. Balmer/J. Ball/M. Gibson; 3) **Fashionably Late**, Dash 34, K. Fletcher/J. Bossert/J. Vincent/P. Sarena/M. Aberle/C. Fletcher; 4) **Vegemite Vigilantes**, Corsair 760 Sport, A. de Bruin/S. Wallingford/T. Bevan/N. Comer; 5) **Lost But Don't Care**, Corsair Sprint 750, J. & N. Scragg/P. Ninburg; 6) **Kootenay Pedalwheelers**, Flying Tiger, J. Blackmore/M. Bowick/D. Kennedy/R. Hassol/T. Kettner/M. Sagal; 7) **High Seas Drifters**, Olson 30, S. & S. Lemke/J. Franklin/M. Bostrom/S. Wood; 8) **Hardship**, Pogo 2, B. Fahy/C. Cotter/P. Kelly; 9) **Mustang Survival's Rite of Passage**, SC27, N. Khalil/F., S. & E. Dougherty; 10) **Wraith 2AK**, Brooks Dees Grand Prix, I. Lloyd/R. Speck/D. Etchaubard/P. Burns; 11) **Rho Your Boat**, C&C 25, L. Burke/R. McMullen/G. Cornwell/K. & R. Breseman; 12) **Loustic SuperSonic**, Santana 20, Boris Rohou/Nathalie Fouet; 13) **Goldfinch**, Ranger 20, Paul & Evan Pennoyer; 14) **Seas the Day**, F-242, B. & C. Satterwhite/L. Moon/M. McKernan; 15) **Don't Tell Mom**, Savo 650 E, Leigh & Clare Dorsey; 16) **Let's Row Maybe?**, Merry Sea rowboat, Michele Choy/Carling Zeeman; 17) **Oaracle**, Seaward Passat G3 kayak, Janice Mason/Ian Graeme; 18) **Fix Oder Nix**, Stretched Angus RowCruiser, J. Roesler/Zoë Sheehan Saldaña; 19) **Sockeye Voyages**, Bolger schooner tri, J. Calogero/T. Watkins/O. Lord. (32 boats)

Full results at [www.r2ak.com](http://www.r2ak.com)

### ROUND TREASURE ISLAND RACE, 6/21

VANGUARD 15 — 1) Dan Altreuter/Claire

Pratt; 2) Ty Ingram/Tiffany Xi; 3) Lindsey Baab/Elena VandenBerg; 4) Cole Hatton/Yuri Namikawa. (20 boats)

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

### ULLMAN SAILS LONG BEACH RACE WEEK, 6/24-26 (7r, 0t)

PHRF-A — 1) **Adjudicator**, Carkeek 40, Paul Dorsey, 10 points; 2) **Flaquita**, R/P 44, Paul Casanova, 14; 3) **Pendragon IV**, TP52, Steve Torres, 21. (4 boats)

PHRF-B — 1) **Destroyer**, 1D35, Jim Bailey, 10 points; 2) **Jim**, J/120, John Snook, 13; 3) **Lugano**, Beneteau First 40.7, Mark Stratton, 21. (3 boats)

PHRF-C — 1) **Rival**, J/35, David Boatner, 7 points; 2) **Topa**, Beneteau First 38, Steven Mee, 19; 3) **Sun Puffin**, J/105, George Scheel, 20. (4 boats)

PHRF RL-A — 1) **Argo 4**, J/125, Kenny Kieding/John Vincent, 4 points; 2) **Saga**, TP52, John Brynjolfsson, 5; 3) **Nereid**, J/125, Standish Fleming, 11. (6 boats)

PHRF RL-B — 1) **Relentless**, 1D35M, Marty Vogel, 4 points; 2) **Tiburion**, SC37, Doug Steele, 8; 3) **Spin Doctor**, Andrews 40, Paul Farrell, 11. (6 boats)

PHRF RL-C — 1) **Shadowfax**, DS 43, Steven George, 3 points; 2) **Dos Amigos Dos**, C&C 110, Bob Hubbard, 8; 3) **Intense**, Olson 30, Allan Rosenberg, 9. (5 boats)

FARR 40 — 1) **Blade II**, Mick Shlens, 10

## BOX SCORES

points; 2) **Insanity**, Rick Goebel, 13; 3) **DarkStar**, Steve Brown, 25. (6 boats)

CATALINA 37 — 1) **D-Ives Plus**, Keith Ives, 17 points; 2) **Temptress**, Raymond Godwin, 19; 3) **Team DRYC**, Chris Weis, 20. (8 boats)

BENETEAU FIRST 36.7 — 1) **PI**, Larry Smith, 13 points; 2) **Rode Rage**, Peter Cochran, 19; 3) **Bella Vita**, Martin Burke, 20. (4 boats)

SCHOCK 35 — 1) **Buttercup**, Roderick Messinger, 12 points; 2) **Whiplash**, Ted Thompson, 17; 3) **Code Blue**, Robert Marcus, 20. (7 boats)

J/111 — 1) **Skeleton Key**, Peter Wagner, 7 points; 2) **Picosa**, Jack Jorgensen, 15; 3) **Obsidian**, John Staff, 20. (5 boats)

J/109 — 1) **Blue Crush**, Bob Little, 12 points; 2) **Fuzzy Logic**, Jeffrey Shew, 14; 3) **Raptor**, Heinz Butner, 19. (4 boats)

J/70 — 1) **Midlife Crisis**, Bruce Golison, 16 points; 2) **Nimbus**, Eduardo Saenz, 24; 3) **Huckleberry**, Jim Murrell, 28. (16 boats)

VIPER 640 — 1) **Loco X**, Ed Feo, 13 points; 2) **Boomslang**, Geoff Fargo, 15; 3) **Boiling Point**, Daniel Milefchik, 25. (7 boats)

BOAT OF THE WEEK, ONE DESIGN: **D-Ives Plus**; PHRF: **Argo 4**.

YACHT CLUB CHALLENGE: Team LBYC-A, **D-Ives Plus**, **Whiplash**, **Relentless**.

GOLISON & KENT FAMILY TROPHY:

**Destroyer**.

FURTHEST TRAVELED: **Swish**, J/70, Steven Proud, Australia.

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

### SCYC 505 SPRING REGATTA, 6/25-26 (10r, 1t)

1) **No Name**, Mike Holt/Rob Woelfel, 18 points; 2) **N=1**, Eric Anderson, 20; 3) **The Black**

# THE RACING

Trophy is to be awarded to the Gaff 2 yacht for the best elapsed time. (Gaff 2: Gaff-rigged boats less than 40-ft and more than or equal to 30-ft LOD). *Latitude 38* showed *Sea Lover* winning it. No fault to *Latitude* reporting what they were given.

"*Makani Kai* had an elapsed time of 2:16:36, which was the best elapsed time for all the Gaff 2 boats. *Sea Lover* is listed at 30-ft LOD on the start time instructions and was the only boat in Gaff 3, which made her ineligible for the Kermit Parker Trophy. She had an elapsed time of 3:51:57."

— *latitude / chris*

## Race Notes

The US Youth Match Racing Championship for the **Rose Cup** is an invitation event open to sailors ages 16-20. This year, eight teams competed at Long Beach YC on June 17-19 in Solings, a former Olympic-class keelboat. Morgan Pinckney, Will Glasson, Ashley Highland and Peter Sangmeister, sailing for Newport Harbor YC, placed first overall.

Scott Easom launched **two new**



COURTESY SAM WHEELER

**A group photo taken after the Vanguard 15 Round the Island Race, honoring the late Jeff Knowles. Twenty boats participated in a clockwise race around the island; everyone finished. The winners: Claire Pratt is holding the trophy and Dan Altreuter is in the blue jacket over her left shoulder.**

**buoys** on the San Francisco Cityfront in early July. "We painted ARO on the new Anita Rock offset buoy so you should use that designation on race instructions," advises Bruce Stone of StFYC. "It is the old Blackaller Buoy, nicely refurbished by Scott with fresh paint and ground tackle. While it will move a bit with the currents, Easom placed it in 42 feet of

water at mean tide, 42 yards from Anita Rock on a bearing of 350 degrees.

"The A Buoy is now in place off the St. Francis race deck."

Another note from Bruce: "Racing in Bodrum, Turkey, 12-year-old Travis Greenberg — a junior member at St. Francis YC — and the US Opti Team won the **Optimist World Team Racing**

**Boat**, Mike Martin/Adam Lowry, 22. (12 boats)  
Full results at [www.scyc.org](http://www.scyc.org)

## SFYC FIREWORKS FOLLY PURSUIT RACE, 7/4

1) **Kuai**, Melges 32, Daniel Thielman; 2) **Freedom**, Worth 40, Jib Martens; 3) **Peregrine**, J/120, Randy Smith. (14 boats)

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

## US SAILING CHUBB JR. SAILING AREA G CHAMPIONSHIP/SMYTHE TROPHY, SFYC, 7/7 (5r, 1t)

ILCA 6 RADIAL — 1) Michael Biral, SFYC, 6 points; 2) Connor Bennett, SFYC, 9; 3) Tor Svendsen, SFYC, 11. (6 boats)

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

## CGRA RS AERO WORLDS, 6/24-7/1 (12r, 2t)

AERO 9 — 1) Dan Falk, CYC Seattle, 11 points; 2) Keith Hammer, No YC, 24; 3) Michael Johnson, CYC Seattle/PMYC, 26. (6 boats)

RS AERO 7 — 1) Dalton Bergan, CYC Seattle/Seattle YC, 16 points; 2) Jay Renahan, Seattle YC, 32; 3) Peter Barton, Lymington Town SC, 33; 4) Noah Rees, Lymington Town SC, 40; 5) Carl Buchan, CYC Seattle, 55. (35 boats)

RS AERO 5 — 1) Dieter Creitz, Seattle YC/ CYC Seattle, 11 points; 2) Ryan Zehnder, Seattle YC, 18; 3) Yannick Gloster, SBSC, 34. (13 boats)

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

## SBYC J/STOP REGATTA, 6/18-19 (7r, 0t)

J/105 — 1) **Ne\*Ne**, Tim Russell, 17 points; 2) **Blackhawk**, Ryan Simmons, 24; 3) **Strangelove**, Justin Oberbauer, 37; 4) **Peaches**, John & Michael Rivlin, 39. (16 boats)

J/88 — 1) **Pelagia**, Christos Karamanolis, 10

## BOX SCORES

points; 2) **Butcher**, Dave Corbin, 20; 3) **Ravenette**, Brice Dunwoodie, 29. (6 boats)

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

## ABYC C420 NATIONALS, 7/8-10 (12r, 1t)

GOLD — 1) Griggs & Emery Diemar, CRYC/HPC, 44 points; 2) Reade Decker/Sophia Mulvan, BCYC/BYC/NB4T, 69; 3) Morgan Pinckney/Ashley Highland, NHYC/Bahia Corinthian YC/NB4T, 72; 4) Dylan & Nathan Sih, BCYC/NHYC/BYC/ABYC/NB4T, 83; 5) Thomas Whidden/Kit Harned, Riverside YC, 85. (43 boats)

SILVER — 1) Owen Fretwell/Efe Derman, MBYC, 164 points; 2) Caleb Everett/Julia Getter, BCYC/NB4T 166; 3) Carly Kieding/Kate Joslin, SDYC, 172; 4) Blake Behrens/Hope Campbell, SBYSF/SB4T/SBYC, 175; 5) Bo Angus/Ava Arepally, Fishing Bay YC, 178. (43 boats)

UNDER 16 — 1) Anton Schmid/Wyatt Kelly, SDYC/NB4T, 163 points; 2) Owen Fretwell/Efe Derman; 3) Caleb Everett/Julia Getter. (10 boats)

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

## TAHOE YC TRANS-TAHOE, 7/8-9 (5r, 0t)

MH — 1) **DDB**, F-18, Ian Bouchier, 8 points. (1 boat)

DIV. 1 — 1) **August Ice**, J/125, Greg Felich, 7 points; 2) **Wicked Sister**, Farr 36, Richard Courcier, 11; 3) **Racer X**, Farr 36, Gary Redelberger, 12. (3 boats)

DIV. 2 — 1) **Personal Puff**, Melges 24, Dan Hauserman, 7 points; 2) **Powdered Toast Man**, Melges 24, William Pullen, 11; 3) **Rock Steady**, Melges 24, Blake Hoffmann, 13. (5 boats)

DIV. 3 — 1) **Eagle**, Express 27, Ross Groelz, 13 points; 2) **Hot Sheet**, Express 27, David Wick, 15; 3) **Under the Radar**, Express 27, Greg Felton, 18; 4) **Water Dragon**, SC27, Derek Weitz, 18. (13 boats)

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

## OYRA HALF MOON BAY RACE

PHRO 1 — 1) **Swift Ness**, J/111, Nesrin Bazo; 2) **Psycho Tiller II**, JPK 1080, James Goldberg; 3) **Leading Lady**, 1D35, Andrew Lindstrom. (3 boats)

PHRO 2 — 1) **Story Maker**, Tartan 101, Mike & Sean Mahoney; 2) **Inconceivable**, J/88, Steven Gordon. (3 boats)

PHRO 3 — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Ahi**, Santana 35, Andy Newell; 3) **Aegea**, Sabre 38-2, Lewis Gridley. (4 boats)

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

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

## SFYC HART NUNES, 7/9 (5r, 0t)

MERCURY — 1) **Fortran**, John Ravizza/Chris Boome; 11 points; 2) **Fast Break**, Randy Smith/Kurt Hemmingsen, 12. 3) **Space Invader**, David West/Chris Kreuger, 14. (6 boats)

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

## SFYC MIDNIGHT MOONLIGHT MARITIME MARATHON, 7/9

1) **Niui**, J/105, George Hecht; 2) **Kuda Wuda**, SR 33, Craig Page; 3) **Lonestar**, Beneteau 10R, Madeline Morey. (9 boats)

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





StFYC junior Travis Greenberg at the Opti World Team Racing Championship in Turkey.

**Championship** and placed second in the **Nation's Cup**. The regatta was held on June 27-July 7.

Travis's father Brian wrote: "Travis had a great time. He was able to walk away with a gold medal in team racing and a silver medal in the Nation's Cup. He was also the youngest American sailor to ever make the gold fleet (the top 25% of 278 competitors). In addition he

was one of only 40 sailors invited to the Regatta of Champions this fall in Cyprus, an incredible honor.

"One of the coolest moments for us was when a young Turkish girl wanted to meet Travis after the regatta and he gave her the spars (mast, boom) he used during the event."

Travis lives in Scituate, Massachusetts, but he'll return to the Bay Area for the Rolex Big Boat Series, helping call wind as a member of Bruce Stone and



BRUCE STONE

The new Anita Rock offset buoy along the beach west of StFYC.

Nicole Breault's J/105 *Arbitrage* crew. He'll stick around for the J/105 North Americans on September 29-October 2.

Another accomplishment by a young sailor: Merritt Sellers, 14, of Marin County, doublehanded a J/111 to victory in the 204-mile, 33-hour **Bayview Mackinac Race** with her dad, Scott, on July 16-17. More on that soon.

— latitude / chris

#### FYC HIGH SIERRA REGATTA WEEKEND 1, 7/9-10

SAN JUAN 21 — 1) **The Great Dane**, Jorgen Clausen, 11 points; 2) **No Name**, S. Sherry/B. Kant/J. Best, 12; 3) **Illuminator**, Bob Cornstock, 15. (11 boats)

INTERNATIONAL 14 — 1) **Pros & Cons**, John Clark, 7 points; 2) **Lokita**, P. Galvez, 8; 3) **Low and Angry**, James Clarkson, 17. (4 boats)

DAYSAILER A — 1) **Measure's Up**, Haydon Stapleton/Roy McClish, 6 points; 2) **Hot Flash**, Craig Lee, 10; 3) **No Name**, Greg Miller, 19. (14 boats)

MELGES 14 — 1) Daniel Thielman, 12 points; 2) Andrew Picel, 19; 3) Auric Horneman, 20. (6 boats)

LIDO 14 A — 1) **Orin B**, Mark Ryan, 12 points; 2) **Go Brandon**, Bob Little, 12; 3) **Lady Bad**, Jack Jorgensen, 17; 4) **Lil Red**, Tyler Webb, 26. (19 boats)

LIDO 14 B — 1) **Orion**, Ryder Nesbitt, 7 points; 2) **Pinkty**, Melissa Kirby, 10; 3) **No Name**, Mark Dawson, 15. (4 boats)

MOTH — 1) Brooks Reed, 10 points; 2) Chad Freitas, 11; 3) Katie Love, 19. (10 boats)

LASER — 1) Juju Soto, 13 points; 2) Chris Simenstad, 16; 3) Emilio Castelli, 17. (7 boats)

LASER RADIAL — 1) Cooper Smith, 6 points; 2) Linnea Jackson, 12; 3) Courtney Clamp, 14. (4 boats)

BANSHEE — 1) **Wild Mouse**, John Andrew, 6 points; 2) **SV**, Steve Anderes, 9; 3) **Spitfire**, Kerry Johnson, 20. (5 boats)

RS AERO — 1) **Nice Try**, Ilya Volkov, 6 points; 2) **Lucky Punk**, Craig Perez, 9; 3) **No Name**, Chris Davison, 15. (6 boats)

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

## BOX SCORES

#### FYC HIGH SIERRA REGATTA WEEKEND 2, 7/16-17 (5r, 0t)

MOORE 24 — 1) **Mooregasm**, Stephen Bourdow, 8 points; 2) **Lowly Worm 2.0**, Scott Nelson, 19; 3) **Watts Moore**, Chris Watts, 24. (15 boats)

ULTIMATE 20 — 1) **Peabody**, Donna Womble, 6 points; 2) **Ultimate Antics**, Bob Cornstock, 10; 3) **Big Wave**, Ken Nelson, 14. (5 boats)

VICTORY 21 — 1) **383**, Joe Rollinson, 11 points; 2) **Red Eye Special**, Scott Holmes, 13; 3) **Mr. Goodwrench**, Donald Bonander, 13. (11 boats)

CORONADO 15 — 1) **No Name**, David Rumbaugh, 5 points; 2) **Boondoggle II**, Chris Nesbit/Travis Wilson, 12; 3) **Shamwari**, Lucy Gillies, 16. (7 boats)

THISTLE — 1) Mike Gillum, 5 points; 2) Mike Arrow, 11; 3) Steven Hale, 14. (3 boats)

PHRF — 1) **24K**, Greg Byrne, 11 points; 2) **Mojito**, Ole Eichhorn, 13; 3) **Covfefe**, Michael Lazzaro, 16. (7 boats)

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

#### US OPEN SAILING SERIES, LONG BEACH, 7/15-17

29er — 1) William Stratton/Ronan Curnyn, 9 points; 2) Noah Stapleton/Jack Bradley, 18; 3) Kevin Cason/Holland Vierling, 21. (4 boats)

FINN — 1) Erik Lidecis, 5 points; 2) R. Phillip Ramming, 17; 3) Chris Raab, 19. (14 boats)

ILCA 7 — 1) Leo Boucher, 18 points; 2) Marshall McCann, 26; 3) Chapman Petersen, 29;

4) Ford McCann, 30; 5) Guthrie Braun, 30. (19 boats)

ILCA 6 — 1) Tate Christopher, 21 points; 2) Cooper Smith, 36; 3) Liam Andresen, 39; 4) Connor Bennett, 49; 5) Oakley Cunningham, 59. (21 boats)

ILCA 4 — 1) Paloma Arrigo, 13 points; 2) Landon Stahl, 13; 3) Chloe Pearl, 25. (5 boats)

IQ FOIL — 1) Noah Lyons, 8 points; 2) Pedro Pascual, 18; 3) Alexander Temko, 23; 4) Maverick Putnam, 30; 5) Samuel Perez Hults, 33. (18 boards)

FOILING KITES — 1) Markus Edegran, 10 points; 2) Evan Heffernan, 18; 3) Noah Runciman, 24; 4) Kai Calder, 31; 5) Will Cyr, 40. (25 boards)

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

#### SDYC SNIPE NATIONALS, 7/11-15 (8r, 1t)

1) **No Name**, Ernesto Rodriguez/Kathleen Tocke, 19 points; 2) **Danilu**, Augie Diaz/Christine De Silva, 22; 3) **La Flama Blanca**, Arthur Blodgett/Grace Howie, 40; 4) **MAQ**, Enrique Quintero/Charlie Bess, 45; 5) **Pickle Rick**, Evan Hoffmann/Shira Golub, 61. (49 boats)

JUNIORS — 1) Justin Callahan/Aiden Hoogland, 13 points; 2) Trevor Davis/Ale Torres, 20; 3) Peter Busch/Cam Spriggs, 23. (8 boats)

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

#### SYC J/105 & J/88 INVITATIONAL, 7/16-17 (6r, 0t)

J/105 — 1) **Ne\*Ne**, Tim Russell, 11 points; 2) **Arbitrage**, Bruce Stone/Nicole Breault, 21; 3) **Akula**, Doug Bailey, 22. (14 boats)

J/88 — 1) **Ravenette**, Brice Dunwoodie, 11 points; 2) **Butcher**, Dave Corbin, 14; 3) **Hijinks**, Logan Ashcraft, 22. (3 boats)

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

# CHANGES

Several West Coast boats completed circumnavigations this spring. In the next few months, we hope to bring you glimpses into each of those remarkable voyages, written by the folks who lived them! The first two installments are from Warren Holybee of **Eliana**, and Larry and Margie Linder of **Althea**. Also this month, we revisit the ongoing cruises of **Tulum V** and **Green Flash**; take a quick look back — and forward — at Zihuatanejo SailFest; and top it all off with a creamy icing of **Cruise Notes**.

**Eliana — Morgan 382**  
**Warren Holybee**  
**The Experience of a Lifetime**  
**Petaluma**

I just finished my circumnavigation a few weeks ago. It was an experience of a lifetime, meeting many new friends and

National Geographic channel. I briefly lived in worlds with different cultures, different religions, and little wealth — but lots of happiness. I had hardships, including running dangerously low on cash; having to make repairs to the boat; and conflicts with crew. I kicked one crewmember off in Fiji. Another abruptly left — calling me from the airport to let me know he wouldn't be back. I had a rigging issue in South Africa that I caught early, before it prematurely ended my trip. What I experienced and learned can't be taught, and I am fortunate to have been able to experience it.

I started sailing in 2014, in midlife — well before retirement but much later than so many of my friends who started as kids. It began during my commute to work across the Golden Gate Bridge. While stressed out in traffic, I'd look out into the Bay. One day I decided sailing was a better way to spend my time than in traffic. I began taking classes at Modern Sailing in Sausalito. A little over a year later, I bought *Eliana* with the lofty, distant goal of sailing around the globe.

I found the boat in Marina del Rey and had an opportunity to cruise around Catalina Island with some friends before bringing her north to the Bay Area. "Cruising" was new to me then, having at this point only taken classes and daysails around the Bay. But I knew I wanted it to be my new way of life.

It took three years before I was able to leave. I created a long checklist of projects for *Eliana*, entered some beer can races, and started planning and wrapping up my financial affairs for the trip. In early 2018, I decided to enter the Pacific Cup. The boat wasn't ready, but close. The main reason for entering was that it set a firm date for departure. There was no way to put off leaving for "a few more upgrades." If the boat met the strict safety equipment rules, that would be enough. As a result, I left without refrigeration, watermaker, a windlass, solar panels — the list goes on. None of those is *really* necessary, although I would later add solar and refrigeration.

The race was a spectacular experience. *Eliana* did great and we took third in our division. I feel good that we had a strong finish for a first time in the race. And I'd love to do it again — but on somebody



Warren with a big one that didn't get away.

sailors from all over the world — many of whom I kept running into as we took our own routes around. Some were sailors from my own backyard who I met on the other side of the world!

I got to see animals and places that most of us only read about or see on the

'Eliana' at a snug anchorage in New Zealand.



else's boat! I didn't realize how hard an ocean race would be on the boat. Flying the spinnaker at night through squalls with winds that reach 30+ knots is not for the fainthearted. Fortunately, the only things that broke were the hinges on the toilet seat.

After enjoying the party at Kaneohe Yacht Club, most of the fleet turned around and went back to where they'd come from. Except me. I continued south to New Zealand, and eventually across the Indian Ocean, then to Brazil and the Caribbean; waited out COVID in Virginia, and finally transited the Panama Canal and returned to San Francisco.

I am often asked what my favorite place was. I answer quickly, "Fiji," but



# IN LATITUDES



ALL PHOTOS ELIANA EXCEPT AS NOTED



LYONSEVEPHOTOGRAPHY.COM

**Above: Home is the sailor, home from sea — 'Eliana' sails back under the Golden Gate in June. Top left: Drone shot under spinnaker. Top center: The 2018 Pacific Cup was the start of the adventure. Top right: Making friends with a lemur.**

that really isn't fair to everywhere else I went. Fiji was wonderful, and I plan to retire there eventually. But I also had amazing experiences in nearly every place I went (although, for the most part, I would not want to live in those places).

To the west of Fiji at Vanuatu, I got to stand on the rim of an active volcano and watch the lava bubbles explode. I also witnessed "land diving," which led to the invention of bungee jumping. A 100-foot tower is built from branches, men climb the tower, tie vines to their ankles, and jump headfirst. The goal is to hit the ground but not die. In days past, it was

thought to ensure a good yam harvest. Now it's only done for tourists.

The people in Indonesia were so welcoming and friendly, and invited me into their homes, schools, and churches to share their lives with me. The highlight there was speaking to young children in school who were learning English and had never met a native English speaker. Indonesia, however, was very dirty and polluted. Beaches looked like landfills, raw sewage flowed in gutters along the streets, and only bottled water was safe to drink. So, while it was an amazing experience and important to see, I felt fortunate

not to have to live there.

In Madagascar, of course I got to see, feed, and hold lemurs. I took a trip inland to a national park, and had a guide take me out at night to see mouse lemurs, which are just so darn cute. I also got to see how some of the poorest people in the world live. I visited villages that knew nothing of plastic, metal, or using electricity. People lived in houses made of sticks, and fished and gardened for food. No stores or even money. I traded about \$200 of rope for a few tomatoes, as tomatoes are all they could offer in trade.

Other cities in Madagascar had some wealth — not much by our standards — but also lots of crime. I was at the yacht club only an hour before a man offered me some girls to take to my boat. Locally, this seemed to be acceptable and was done right out in the open. That mostly ruined Madagascar for me, but was also really eye-opening to world problems we don't experience in the US.

South Africa featured some of the worst and most difficult sailing of the trip. The Mozambique Channel is brutal. About 10 boats clustered together as we waited for sailing windows and compared weather reports and the suggestions of weather routers. The ports on the east coast of South Africa all had local sailors with local racing, etc. They are very dedicated indeed.

I rented a car in South Africa and went on a self-guided safari. I didn't get to see any lions, but saw most everything else you might expect. A rhino blocked the road at one point for 20 minutes. I was certainly not going to force the issue by trying to shoo him away. I also saw zebras, giraffes, hippopotami, monkeys, baboons, and more, all in their natural habitat.

Crossing the South Atlantic to Brazil was the best sailing of the whole trip. Once I'd trimmed the sails and set the windvane, I didn't touch anything for the whole first week. After that the wind got light, and it took more work to keep the boat moving. But the weather was great: no rain, no squalls, flat, comfortable water. It was sailing that we all dream about.

I was in Salvador, Brazil, for Carnival. The people, the music, the huge party — there is nothing like it anywhere. The size of the event dwarfs anything else I have seen. Beer is cheap, and everyone is dancing and having a great time.

I left Brazil the day after Carnival for Trinidad and Tobago. Unknown to me at the time, a few days before I got there, the world would go into COVID lockdown. I learned of this en route, and the only



# CHANGES

place I was allowed to stop was St. Thomas.

I was on St. Thomas for about two months. Most of the "essential" island businesses remained open. (Restaurants were open only for takeout.) Most of the rest of the Caribbean was closed to travel, so any boats that were caught between ports diverted to St. Thomas. So there were quite a few cruising boats filling the anchorages. I relaxed, met some old friends who'd found their way there, and made some new friends.

Eventually, I found a job in Virginia, right near a marina, and sailed up the coast to hunker down for a year and refresh the cruising kitty.

In November 2021, I headed south toward Puerto Rico on my way to Panama. I had done a lot of maintenance in Virginia, including inspecting and replacing much of my steering system — except for the cable. It was new right before I left California, and still appeared new, so I let it be. Of course, it broke halfway to Puerto Rico. I spent a day adrift while I rigged some Dyneema to replace it. It took a few days for the Dyneema to "set" while I kept taking up the slack, but now that it's done, I don't think I'll return to wire rope. The Dyneema is so easy to splice and replace, and I think it will last longer. It's also cheaper than the wire Edison sells.

I went through the Panama Canal rafted to a boat homeported in Morro Bay, whose owners I'd first met in South Africa. (*Ed. note — That boat was the Westsail 32 Althea, featured in the next Changes story.*) Another difficult-to-describe experience was being in a lock with a container ship as water rushed in and you rose to the lake level, then later repeated to come back down to the Pacific level.

I greatly preferred the more southern ports of Mexico. Banderas Bay and everything north, where most of the cruising seems to be, wasn't nearly as good in my opinion. All of it was "touristy," whereas the southern ports had more culture, and to my eye were cleaner, cheaper, and more inviting.

I tried to sail up the West Coast. I really did. But after so many miles, my sails were worn and stretched. Between my reduced pointing ability, the current, and the uncomfortable swell, the boat and I were taking such a beating that I gave up. I waited for calm weather, and motored to the next port, to wait for calm weather again. Eventually, I fell in with some other boats doing the same, then we harbor-hopped all the way to California.

My most expensive mistake happened in Santa Cruz, only a few days from finishing my trip. And it was all my fault,

and I knew better. I tied my dinghy to the wharf, and the tide changed, and it got pulled under the wharf as the tide came in. If I took a sledgehammer and beat my outboard as hard as I could, it would do less damage. My outboard was a total loss. Fortunately, it happened at a point where I didn't need it anymore, but it's one of those mistakes you feel stupid for having made.

I arrived back in Sausalito on June 4, 2022. My mom chartered a boat, and she and several other boats sailed outside the Gate to escort me in. It was a very emotional moment, bringing such a journey to an end. For now, I'm back working for the foreseeable future, but hope to retire in a position to do it again, and settle somewhere in the South Pacific, maybe Fiji.

— Warren 7/1/22

## **Althea — Westsail 32**

**Larry and Margie Linder**

### **The Longest 90 Seconds of My Life Morro Bay**

After bonding with fellow cruising friends during a monthlong COVID quarantine in Brazil, we set sail from Marina Jacare on April 28, bound northwest for St. John in the USVI. The first part of the voyage was pleasant. The weather was favorable enough to cook, play Scrabble, and take turns napping. We experienced a mixed bag of conditions, but had no idea that we were about to encounter — for one very long and hair-raising moment — the worst weather of our entire circumnavigation.

It happened a week into the passage, on May 5, just as we got to the ITCZ. The Intertropical Convergence Zone is a band of low pressure that swirls around the Earth near the equator. It generally manifests between 5°N and 5°S. Warm air rises, cool air descends, beckoning the





# IN LATITUDES



About 500 miles west of South Africa, 'Althea's prop shaft broke. With bilge pumps going nonstop, Margie and Larry nursed the boat another 1,000 miles and ended up on the hard in St. Helena at the same time the residents — island natives are known as "Saints" — celebrated their annual Whale Shark Festival. The tribute painted on the rudder honors their help and hospitality. Left: 'Althea' at anchor. Inset above: On approach to Bora Bora.

trade winds from the north and south to coalesce and throw a big bash. A swirly soirée, if you will. Sounds fun, right? Well, not always.

For the record, our lat/long was 04°21' N, 40°10' W when the squall hit. We don't have instruments to accurately measure wind speed that high, but we later agreed that 70 kts would probably be a good estimate.

I would later feel fortunate that we

were flying only a staysail at the time. But when the squall first hit, and our sturdy little double-ender lay over almost on her beam ends, my first thought was, "This is it. This could be the end. I'm glad we are together."

I assumed a standing position between the galley and the wet locker, bracing myself with each hand firmly gripped around a post. My gaze was fixed on Larry. He sat on the starboard side of the

cockpit, feet against the footwell, pulling the tiller toward him with all the strength he could muster. Our port lights were underwater. Like a scene in a wrestling match, *Althea* was pinned. Items in the galley and the pilot berth that are normally secure in rough weather were flying and rolling around everywhere. Seawater from boarding waves seeped in through the forward hatch.

After the initial hit, as terrified as I still was, my fear was coupled with a strange sense of calm. I specifically remember telling myself, "We are gonna get through this." I don't recall thinking that I needed to summon the strength to survive. It just came.

And then, as suddenly as it had come, it was gone (though 30- to 35-kt winds persisted for several hours). The boat popped back up and Larry regained control. For me, it seemed as though the squall lasted for 20 minutes, but Larry assures me that, from start to finish, it was only about 90 seconds. I'll defer to his estimate, but just want to say it was the longest 90 seconds of my life. Regardless, we were alive! Immediately, we took inventory.

We discovered:

- Leaks we'd never noticed before.
- Every towel was sopping wet.
- Our awning ripped 12" at the seam.
- We lost two fenders, a harness tether and, worst of all, a Tiller Pilot. Luckily we had a spare. Unluckily, the bracket under the tiller that attaches to the autopilot snapped in half. So no more autopilot for the rest of the trip.

Adding insult to injury, our vane steering was also out of commission. Right before we got to the ITCZ, the steering oar popped off after driving into a thick patch of sargasso weed. We had to "pull over" and heave to while Larry secured the errant oar in high seas. Shout out to Captain Jim Sublett of *Jaga 2*, who advised us via SSB that the fisherman's bend knot would be the best choice.

Fortunately, it wasn't all terror and broken stuff. Earlier in the passage, Larry had landed an 8-kilo (17-pound) mahi mahi on our hand line. He saw the fish 30 yards out before it swallowed the lure. "It looked like a remote-controlled missile speeding toward the lure at 40 mph!" he shouted. We were so pumped! Beautiful fish — the first we had caught since we left South Africa, so we were stoked. Less than an hour later, the fish was in our skillet and then our bellies.

We made landfall on May 19 in the USVI. We grabbed a mooring at Honey-moon Beach and cleared into the country on the island of St. John. Time to enjoy

ALL PHOTOS ALTHEA

# CHANGES

all the perks of landfall: fresh produce, a laundromat, great restaurants (takeout only) high-speed internet and *ice cream!* "Boozy milkshakes" were a standard offering in every ice cream store we saw.



Why not? We spent two days there, soothed by the ever-so-gentle rocking of Caneel Bay. We both went into eight-hour comas each night.

Back to my

Having abruptly left *Green Flash* on the Pacific side of Panama for almost 18 months during that country's near-complete COVID lockdown, we returned in October 2021 to find she had been well-cared-for by our mechanic-turned-boat-sitter, Ollie. This was the longest that my wife, Joan, and I had been away from *Green Flash* since we kicked off this great adventure via the 2017 Baja Ha-Ha, and we were glad to be back!

After a couple of weeks of boat projects and provisioning in Vista Mar Marina, we were ecstatic to be back on the water. Our forced hiatus behind us, we headed for the Perlas Islands in the Bay of Panama,



Above: "Going down!" at the Gatun Locks — Caribbean, here we come! Below: 'Green Flash' anchored at Coco Bandero Cay, San Blas. Left: Bob and Joan started their cruising with the 2017 Ha-Ha Rally.



ALL PHOTOS GREEN FLASH

PTSD moment, I liken our harrowing experience to my experiences of childbirth. It was an odyssey, terrifying and exhilarating, but in the end we were handed a blessing ... a gentle landfall in a calm, peaceful anchorage in clear, turquoise waters.

— Margie 6/23/22

Larry and Margie crossed the outbound track of their seven-year circumnavigation off Banderas Bay in June.

**Green Flash — Beneteau Oceanis 35  
Robert Ritner and Joan Chen  
Glad to Be Back!  
San Clemente**

*The fish's-eye-view of 'Green Flash' — snorkeling in the San Blas Islands.*



to be followed by the Panama Canal and ultimately the Caribbean Sea.

We left for the Perlas in mid-October, which was still the (very) wet season, with daily electrical storms, squalls and brief periods of torrential rain. The tradeoff was that we were able to be in the clear water of the northern Perlas Islands before it turned to pea soup during the cold-water upwelling of the dry season, as it sometimes does.

We were not disappointed in the wilds of these lush, beautiful islands and spent two weeks there, but after four seasons on the Pacific side of Mexico and Central America, we were anxious for the adventure of exploring a new ocean. We finalized our measurement date with our Canal agent and set sail for Panama City.

The Canal was not yet back to its level of pre-COVID traffic, so from the time of our measurement to our transit, it was only three days (as opposed to the more normal two weeks or so). Before we knew it, we were on the downside of the Gatun Locks, with views to the Atlantic Bridge and the blue Caribbean beyond!

Our stop in Shelter Bay Marina near Colon for provisioning was supposed to be quick, but it turned into a two-week schedule of cruiser social events, walks in the jungle, relaxation by the pool and waiting for an appropriate weather

window to head to our destination of destinations: the San Blas Islands (also known as Guna Yala). The marina is a wonderful confluence of sailing vessels from all over the world that, like us, had just transited the Canal, or were preparing to transit going the other way. We met many interesting sailors, shared adventure stories and local knowledge, and made many friends. But when the right weather window finally opened, it was time to set sail.

The southwestern Caribbean is the end of the line for Caribbean wave trains from different directions to come together with the effect of a washing machine: steep, short-period, confused seas. If comfort is any priority at all, then timing is everything, particularly during the heightened trade-wind season of December through April.

After a two-night stopover in Linton Bay, we found ourselves in the Chichime Cays, one of the westernmost island groups in this amazing archipelago, and often the first and last stop for vessels coming and going. Though a part of Panama, these 300+ coral-fringed islands are a semi-autonomous, indigenous province governed by the Kuna General Congress. Because of their anti-development policies, strict bans on scuba diving, and limiting of charter boats, many of the



islands remain relatively untouched by the modern world. Cruising boats, though, are welcomed and the permits to visit — collected by officials in *pangas* once a month — are inexpensive.

Though there are more developed island villages closer to the mainland, many families on the outer windward islands live in thatched huts without running water or power. Many Kuna still make the passage between islands by dugout canoe, often with the aid of small, colorful sails. Food and fuel are in limited supply, save for the few larger villages close to the mainland, and for the occasional fruit and vegetable *pangas* and dugouts that make their way around the more popular island anchorages. Life is simple there, and we were once again blissfully ignorant of the goings-on of the outside world much of the time. Our days were filled with snorkeling, island walks, occasional boat projects and pleasant tropical midday naps!

The windward islands have fringing reefs that protect the anchorages from the open-sea conditions of the Caribbean and have clear, calm water and abundant, healthy soft and hard corals. So the snorkeling conditions were ideal. The leeward islands tend to be more populated, but still offer good anchorages with close proximity to mangrove and river wildlife habitats that beg exploration by dinghy.

We were so taken by these islands that our plans to see more of the Caribbean will have to wait at least one more season. Having seen the beauty of this place, we were surprised to learn that they are frequently bypassed by cruisers in the rush to get through the Canal to the Pacific, or

ALL PHOTOS TULUM V



*Regular readers may best remember the French family for their largest crewmember, Quincy the Great Dane. Rounding out the crew complement are (left): Mom Michelle, daughters Kellyn (in blue) and Teagan, and Papa Chad — shown here at their visit to the Temple of the Inscriptions in Palenque, Mexico. Above: Mermaids have frequently been spotted in the water around 'Tulum'. Lower left: Isla Tortugas, Costa Rica.*

one season at a time!

— Bob 7/4/22

## **Tulum V — Aleutian 51 ketch French Family**

### **¡Hasta Luego, Mexico! 29 Palms**

The crew of *Tulum V* finally departed Mexico after adding one scurvy new crewmember weighing in at a whole kilogram! After spending more than our fair share of time in the Sea of Cortez, last November it was time to head south and, this time, keep going.

We enjoyed a festive Christmas in Zihuatanejo and rang in the New Year

with a spectacular fireworks display in Acapulco. We slowed down long enough to take inland trips in Oaxaca and Chiapas, visiting the cultural epicenter Oaxaca City, historically renowned Palenque, and charming San Cristóbal de las Casas. We adopted Oreo, our new kitty, in Huatulco and she was quickly indoctrinated into the cruising lifestyle by crossing

the dreaded Gulf of Tehuantepec only two weeks after adoption. In April, after a glorious two and a half years, it was finally time to say "¡Hasta luego, Mexico!"

We hoisted new courtesy flags and spent what we thought would be a brief stopover in the Gulf of Fonseca, but Mother Ocean had other plans in mind. Though liberating to be at anchor in all new countries, the daily 20-plus-knot winds with choppy swell and strong currents had us dancing between anchorages in all three countries that surround the bay. Almost three weeks later, we were finally

*under way and made it to the serenity of Bahía Santa Elena in Costa Rica. Only here can you experience the sound of silence ... peppered with some d i s t a n t howler monkey calls, of course!*

*Feeding time is now a team evolution: Quincy dines and Oreo cleans up.*



to get north in the Caribbean after transiting the other way. For our pace and style of cruising, this is really a wonderful place.

We recently flew back to our land home in San Clemente after extensive preparations to leave *Green Flash* on the hard in Shelter Bay for the summer, but feel drawn to again explore these islands next season.

After that, who knows? We only take it

# CHANGES

We checked into the country and quickly learned what *pura vida* was all about: monkeys and sloths, recycling bins on the beaches, happy, lovely people, and thrill-seekers' zipline rides over the rainforest. Some anchorages have been roly, and yes, traveling through a rainforest during rainy season does feature lots of rain, but overall, we've thoroughly enjoyed exploring this magnificent country on our floating home.

We have our sights set on transiting the Panama Canal after enjoying some of the beautiful cruising grounds of northern Panama and the Perlas Islands. With new territory, some things have changed, but some have not. The water is still blue (except when red tide is flowing); home-schooling commences on most weekdays; and exciting yet unexpected boat projects continue to emerge — we are a cruising family after all! The "battle for the crown" on board *Tulum V* is a constant source of entertainment as we watch our four-legged crewmembers compete for attention, food, and the best napping spots. With some plans for preventive maintenance and perhaps inland travel,

we hope to break up the rainy season in Panama and look forward to exploring a whole new ocean!

— Chad 6/8/22  
([www.LiveFree2SailFast.com](http://www.LiveFree2SailFast.com))

## Zihuatanejo SailFest — Sailors Giving Back

Every February, sailors from around the world gather in Zihuatanejo, Mexico, for two weeks of fun and philanthropy. The event, known as SailFest, raises money for school construction projects implemented by the Mexican nonprofit organization *Por Los Niños* ("For the Kids").

SailFest 2022 raised 3,450,000 pesos or about \$175,000 — a record despite the lingering shadow of COVID-19 and the struggles of the Mexican tourism sector to recover economically.

Since 2002, the proceeds from SailFest have been used to construct 142 classrooms, science laboratories, computer centers, kitchens, bathrooms and covered playgrounds. This includes construction of 14 completely new schools and repairs to 31 existing schools.

Funds are raised through generous



COURTESY PETER BENZIGER

**Even for cruisers who never make plans, making plans to attend SailFest is a worthy exception to the rule.**

contributions from the cruisers, as well as Zihuatanejo's multinational tourists — many of whom schedule their vacations around the growing list of events put on by the SailFest Committee of over 125 volunteers.

On-the-water activities, hosted aboard visiting yachts, include sunset music cruises and a Rally-Round-the-Rock "race" where paying guests can crew aboard a boat, or help officiate at the start/finish line. There's also a Sail Parade from Zihuatanejo to Ixtapa, where guests take a leisurely cruise between the bays of these two world-class resort towns while enjoying food and beverages and, occasionally, a pod of dolphins or a breaching whale.

# Your Boatyard in the Heart of Paradise

## Our Services |



Large, fenced, secure dry storage area

### TAHITI CUSTOMS POLICY

Foreign Flag vessels can stay on dry storage in our yard for up to 12 months out of 24.



Professional boatyard in the heart of Paradise



*Raiatea Carenage will make sure paradise is everything you expected.  
Call, write, or sail in . . . we're here to serve you.*

B.P. 1111 Uturoa Raiatea 98 735 Polynésie Française  
Tel: (689) 40 600-545 ~ Fax: (689) 40 600-546 ~ VHF 68  
Web site: <http://www.raiateacarenage.com> ~ email: [raiateacarenage@mail.pf](mailto:raiateacarenage@mail.pf)  
Facebook : Chantier Naval Raiatea Carenage

### HAULOUT

- Marine Travelift 25 tons
- Marine railway 70 tons
- Storage in adjustable steel cradles
- Fenced Yard
- Travelift 50T &
- Amphibious mobile trailer 50T
- Services of our tug for towing safety assistance and interventions

### PAINTING

- Topsides, hull, bottom, varnish
- Brush, roller, spray

### MECHANICAL WORK

- Inboard, outboard, diesel, gas
- All brands

### REPAIRS

- Electrical repairs
- Refrigeration installation & repair
- Fiberglass & woodwork
- Welding, steel, stainless, aluminum

### SAIL LOFT

- Sail repairs, biminis, dodgers, covers

### STORE

- International, Pettit, Epiglass, Devoe
- Spares
- Fill U.S. gas cylinders

### DO-IT-YOURSELFERS WELCOME!

BoatUS Cooperating Marina



Onshore activities include rock 'n' roll bands on the beach, elegant house parties (also with musical entertainment), a chili cook-off, numerous raffles, a spectacular live auction, and the traditional gala dinner with music provided by schoolchildren from the community.

*Por Los Niños* is a Mexico-registered charity founded in 2005 to administer the funds raised by SailFest. (US tax deductible receipts can be issued through the sister organization, Los Niños.) Visit the website [www.porlosninos.com](http://www.porlosninos.com) to learn more!

— Peter Benziger

*Readers — SailFest was created by Latitude 38 founder Richard Spindler and some goodhearted cruisers in 2002. We still enthusiastically support this fun and worthy event and hope everyone headed south will put 2023 SailFest — February 12-26 — on their calendars. See you there!*

## Cruise Notes

• "We are finally back in the Pacific again, almost a decade after sailing out," writes Kia Koropp of the Ganley 49 cutter **Atea**. Originally from Sacramento, Kia



**Kia and John with Braca (left) and Ayla. Between them, the kids have already done nine equator crossings in their young lives.**

has been cruising with British husband John Daubney since 2011 (and kids Braca and Ayla, who joined the crew along the way). The family will end this year in New Zealand and possibly take a break from cruising for a while so Mom and Dad can regenerate the cruising kitty. Until then, "We will enjoy this year on our slow crawl across the Pacific, making the most of the beautiful atolls and islands we sail to," says Kia.

• Last month, the UK-based *Telegraph* ran a piece called "Your 70s Is The Best Decade of Your Life — Meet the Women Who Prove It." Among the climbers, marathon runners and other septuagenarian female athletes was our favorite "marathon" sailor,

Jeanne Socrates, who, at age 77, became the oldest woman to circumnavigate the world solo and unassisted. She accomplished the feat in just 11 months aboard her Swedish-built Najad 38 **Nereida**, crossing her



**Happy Birthday, Jeanne!**

outbound track in Victoria, BC, in October 2019. Also "for the record," this was the fourth circumnavigation in a bit over 10 years (and the second nonstop) for Jeanne, who only took up sailing in her late 40s. Oh, and a big "Happy Birthday!" to Ms. Socrates, who turns 80 on August 17.



**SPECTRA**  
WATERMAKERS

*Freedom  
to Explore*

Shop for your Spectra Watermaker at:

Explore the most energy-efficient  
and quiet watermakers at  
**[www.spectrawatermakers.com](http://www.spectrawatermakers.com)**



[www.svendsens.com](http://www.svendsens.com)  
510-522-2886  
Alameda, CA

SPAULDING MARINE STORE



[www.spauldingmarinestore.com](http://www.spauldingmarinestore.com)  
415-332-3179  
Sausalito, CA



[www.emeraldharbormarine.com](http://www.emeraldharbormarine.com)  
206-285-3632  
Seattle, WA

Speak to a technical representative  
to find the right system for your  
needs at **415-526-2780**



[www.swedishmarine.com](http://www.swedishmarine.com)  
510-234-9566  
Richmond, CA



[www.outboundyachtservices.com](http://www.outboundyachtservices.com)  
949-488-0652  
Dana Point, CA



[www.seatechmarineproducts.com](http://www.seatechmarineproducts.com)  
619-222-9613  
San Diego, CA

# CHANGES IN LATITUDES

• After selling his Beneteau 473 **Vitesse**, a veteran of the '08 and '15 Baja Ha-Ha's, San Francisco's Tom Price found his dream boat, **Detoré**, a Grand Soleil 50, in San Diego. After having some work done in Ensenada ("Bahia Naval does top-notch work!"), the boat headed up to the Bay, where Tom and his lovely lady, Holly Wolfe, have been sailing and upgrading in preparation for the 2023 Ha-Ha (and maybe a Transpac).

Among extracurricular activities, Tom has enjoyed several trips to the Caribbean, and couldn't expound enthusiastically enough about a charter in Belize. Well, except for "the drone incident." He bought a drone to record highlights



**'Detoré', the dream boat. Inset: Tom and Holly.**

of the trip, and the times where he launched and recovered the drone on land went fine. "But one day, I got bold and launched while sailing. I couldn't manage to get the drone back on board from astern, so flew it around to the bow and brought it in — shirtless. I ended up crashing it into my chest. The crew

mercilessly made fun of the new blade tattoos on my chest for the rest of the trip."

Eventually, Tom and Holly plan to head south to San Diego by way of the Channel Islands and Catalina. (Although,

he notes, "We can't go until we find a slip in San Diego, so if anybody has any ideas ..."). From there, the plan is on to La Paz via the '23 Ha-Ha. After that, they have loose plans to sail to the South Pacific, or turn left and go to the Med. "Our life's journey is to adventure off-grid," says Tom, "and we have the platform to accomplish our dreams."

• Dennis Roquet and Kelly Carr left their new-to-them Beneteau 52 **Roxy** at

Shelter Bay Marina in Colon, Panama, and flew home to Friday Harbor for the summer. The current plan is to return in September, transit the Canal, and head up to Costa Rica for some canvas and sail work. Then up to Barra Navidad, where they hope to keep the boat for a couple of years. "But remember," notes Dennis: "God laughs at people who make plans."



**Kelly and Dennis — making God laugh.**

— latitude/jr

**MARINA CORAL**  
\*\*\*\*\*  
ENSENADA, BAJA CALIFORNIA

## WORLD-CLASS MARINA IN ENSENADA

353 SLIPS UP TO 110'

**ENSENADA'S ONLY FUEL DOCK  
DIESEL & GASOLINE.**

CHECK-IN ASSISTANCE WITH IMMIGRATION,  
PORT CAPTAIN AND CUSTOMS.



## ALSO, FEATURES A FIVE STAR HOTEL WHICH ACCOMMODATIONS INCLUDE:

147 suites, pools, spa, restaurants,  
bars, shuttle service to San Diego,  
trips to the vineyards and outstanding  
landscapes for weddings and events.



VISIT **MEXICO'S FIRST PORT  
OF ENTRY SOUTH OF THE BORDER**



BOOK YOUR  
SLIP NOW!

**ASK FOR OF OUR PREPAID SLIPS PROMOTION AND GET ADDITIONAL MONTHS OF STAY. CONTACT US!**

**CONTACT US** VHF CHANNEL 71 Latitude 31 51' 38.59" N Longitude 116 39'36.342" W USA 1 (866) 302-00 66 [marina@hotelcoral.com](mailto:marina@hotelcoral.com) [www.hotelcoral.com](http://www.hotelcoral.com)



*San Diego's Finest Marina Location*  
**HARBOR ISLAND WEST MARINA**



32° 43.5' N 117° 12.7' W



**620 SLIPS ■ 21' - 100' ■ FUEL DOCK ■ POOL/SPA**

**2040 Harbor Island Drive • San Diego, CA 92101 • 619-291-6440 • [www.harborislandwest.com](http://www.harborislandwest.com)**

**THE TOP TEN REASONS FOR DOING THE**  
**28TH ANNUAL BAJA HA-HA!**

More than 3,000 boats and 10,000 sailors have done the 750-mile cruisers rally from San Diego to Cabo San Lucas. Here are some of the main reasons. 1) It's really, really fun. 2) Superb safety record. 3) You get a Ha-Ha backpack filled with swag at the Halloween costume kick-off party. 4) To a great extent there is safety and shared knowledge in numbers. 5) Daily roll call, professional weather forecast, and net.

6) Six social events in which to make lifelong cruising friends. 7) You'll be featured in the Ha-Ha bio book. 8) Experienced leadership. Collectively, the three event leaders have transited the Baja coast more than 80 times. 9) Ha-Ha discounts can easily exceed the entry fee. 10) And the number one reason given by past entrants — it gives you an exact deadline to head south.

**THE HA-HA RUNS FROM OCTOBER 31 TO NOVEMBER 12**  
**REGISTER NOW AT [WWW.BAJA-HAHA.COM](http://WWW.BAJA-HAHA.COM)**



**JOIN THE 28TH ANNUAL BAJA HA-HA AND BECOME PART OF CRUISING HISTORY!**

CLASSY

# CLASSIFIEDS

## PERSONAL ADS

1-40 words ..... \$40  
41-80 words..... \$65  
81-120 words (max) ... \$90  
Photo ..... \$30

### PERSONAL ADVERTISING ONLY

No business or promo ads except  
Non-Profit, Job Op, Business Op

## BUSINESS ADS

**\$70 FOR 40 WORDS**

### ALL PROMOTIONAL ADVERTISING

One boat per broker, per issue.

Logo or Graphic \$30 Additional  
Biz ads do not appear on website.

Latitude 38's Classy Classifieds  
is the place to buy or sell boats,  
marine gear, trailers, liferafts, boat  
partnerships, trades and more!

Submit your ad online at  
**www.latitude38.com/adverts**

Your ad is live online immediately upon completion  
of payment. Ads automatically renew every  
30 days, you can cancel anytime.

**THE PRINT DEADLINE IS ALWAYS THE 15TH AT 5 P.M.**

**QUESTIONS? (415) 383-8200 OR CLASS@LATITUDE38.COM**

## DINGHIES, LIFERAFTS & ROWBOATS

**7 FT FATTY KNEES 1982.** Restored but could use a bit of cosmetic work. Complete with oars, full sailing rig and a 2hp, 2-stroke Yamaha outboard. Has been used as a tender reliably for the past 40 years and will easily serve for 40 more. \$900. South Beach Marina. adc@stanford.edu (650) 619-7214



**10 FT WALKER BAY 310 2009.** 10-ft fiberglass dinghy with sail kit and Hypalon flotation collar. Collar is new, installed less than a year ago. Complete with full sail kit, cover, oars LEHR 5hp propane outboard. \$2,350. Emeryville. dktalton@gmail.com (415) 205-0687



**9.5 FT GIG HARBOR CAPTAIN'S GIG, 2013.** Well-constructed fiberglass row-and sailboat. New paint job, in and out, complete sailing rig, two 7-ft oars, 3 hp electric motor, boat dolly, ss strip on keel, complete cover, life jackets, 4 ss lifting bridles for shore boat use, and more. All equipment is in first-class condition. \$3,800 OBO. Paradise Cay, Tiburon, CA. hjroebe@comcast.net (415) 435-3006



**11.5 FT WHITEHALL WESTCOAST 2005.** This is the ultimate, purest sailing and rowing dinghy. Meticulous craftsmanship with every accessory available at the time. Sailing rig, bronze centerboard, sculling insert with rolling seat, three sets of beautiful sculling oars. Used only three times since new, always covered. Custom cradle. Teak and fiberglass. \$10,000 OBO. Ventura, CA. Scotthomerepair2@gmail.com (805) 689-0984



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

**13 FT RS AERO 2020.** Almost-new RS Aero for sale! Sailed perhaps half a dozen times. Size 7 sail. Bags for rudder and daggerboard, dolly, boat cover. Great boat, easier and more comfortable than a Laser! \$10,500. Redwood City, CA. jimhopp@gmail.com



**22 FT J/22 1984.** Class-legal J/22. Sailed regularly. Always dry stored. North Sails jib new 2021, only used half dozen times. Numerous wins in Friday night handicap races. Road-ready trailer. Can be towed easily behind smaller truck. \$7,750. Alameda, CA. rduste@aol.com (281) 650-1869



**23.5 FT HUNTER 23.5 1993.** Water ballast. 2003 Honda 5hp outboard "new" tires and wheels. Cockpit seats 6. AM/FM CD, marine radio, kick-up centerboard and rudder. \$7,300 OBO. Loomis, CA. dmhoey@sbcglobal.net (916) 765-1389

## 24 FEET & UNDER SAILBOATS

**16 FT JOEL WHITE HAVEN 12 1/2 1994.** Gaff-rigged sloop, strip plank Atlantic white cedar and steam bent oak frames. Bronze fastened. Built by internationally recognized violin builder, Scott Hershey. \$15,000. San Diego. scarp47@gmail.com (619) 694-7696

**Deadline for the  
September issue  
classified: August 15**

**Your ad goes live  
online immediately  
at www.latitude38.com**



### EXPERT MARINE SURVEYOR Capt. ALAN HUGENOT

Captain.Huguenot@gmail.com • (415) 531-6172

NAVAL ARCHITECT & MARINE ENGINEER - MASTER IN SAIL  
ACCREDITED MARINE SURVEYOR (SAMS accredited Oct. 2004)  
SNAME-ABYC-NFPA • ACCEPTS ALL CREDIT CARDS

### NEW ENGLAND MARINE TITLE

Coast Guard documentation • Title/lien searches • Transfers • Mortgage filing  
Local closing facility for brokers or private transactions

**www.nemarinetitle.com**

info@nemarinetitle.com • (510) 521-4925

### DAVE'S DIVING SERVICE

Serving Southern Marin Since 1984

Hull Cleaning • Zincs • Inspections • Props Replaced  
Repairs • Recoveries • Fully Insured and Marina Recommended  
**(415) 331-3612 • davesdivingservice@gmail.com**



### RIGGING ONLY • SMALL AD, SMALL PRICES

Standing and running rigging, life lines, furling gear, winches, line,  
windlasses, travelers, wire and terminals, blocks, vangs, and much more.  
~ Problem solving and discount mail order since 1984 ~

**www.riggingonly.com • (508) 992-0434 • sail@riggingonly.com**





**24 FT LONG ISLAND SHARPIE 2001.** Home built by my brother-in-law. Finished in 2001. All marine plywood on the exterior covered with fiberglass. We had it redone last year. Shoal draft boat with a cat ketch rig designed by Bruce Kirby. Sails are basically brand-new. Tohatsu motor has barely been used. Rebuilt carburetor two years ago and haven't used it since. Trailer comes with it. Link for description. \$12,500 OBO. Camas, WA. flylady21@icloud.com (503) 720-0096 https://tinyurl.com/3z8c58as



**20 FT IAIN OUGHTRED-DESIGNED SOOTY TERN LUG YAWL 2014.** 'Wee Bonnie' is a sailing and rowing craft, well-suited for one or two people. Built from excellent materials and maintained in top shape. This Sooty Tern is outfitted with light ground tackle, a sounding lead, compass, fenders, 3-part hoisting tackle, 4 removable ballast pigs (totaling 125 lbs) and a bilge pump. Her rig is a lug yawl and includes all spars, sails, necessary lines, sheets, reef points, etc. The mizzen sheets forward to the cockpit through a hollow boomkin. Both the centerboard and rudder blade can be raised for beaching. She comes with a full-length travel/storage cover and is carried on a Karavan trailer equipped with LED lights and wooden deck. \$15,000. Central Coast CA. schoonermagic@earthlink.net (760) 835-4204

**21 FT SAN JUAN 21 MK II 1979.** Good condition. Race winner, 1980s – mid-2000s (LYC Spring Regatta, 1st, several times, Konocti Cup, 2nd, several times). Fairly good sails, (main, working jib, 150 genoa, spinnaker), 2 Bariat 10 winches, 4hp Johnson outboard w/Panther pull-up mount, Porta Potti, 1978 Calkin trailer (old tires, should be replaced). Can deliver to Marin Co. \$2,975 OBO. Kelseyville, CA. rickatac@msn.com (415) 269-5483



**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, Velocitek 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 (510) 289-2929



**24 FT MOORE 24 1981.** Hull #98. One-design/offshore setups — Open transom, under-deck companionway. 2 mainsails, #1, #2, #3 (2), heavy weather jibs, reacher, drifter, 5 spinnakers. Autopilot, Instruments, EPIRB (registered), emergency rudder, outboard. Galvanized dual-axle trailer. \$20,000 OBO. Point Richmond, CA. c.michael.maio@gmail.com (707) 628-1181



**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 (408) 828-4824



**22 FT STAR BOAT 1963.** Glass hull, good condition. Multiple sails, good condition. 2 whisker poles. Elvstrom bailers. Current 2022 registration. Trailer with spare tire. Fast is fun! \$1,800. Richmond, CA. stefroche916@gmail.com (916) 303-0459

## 25 – 28 FEET SAILBOATS



**28 FT BRISTOL CHANNEL CUTTER 1978.** Lyle Hess-designed cruiser for crew of one or two. 40-ft LOA, draft 4-ft 10-in, disp 14,000 lbs. 6-ft 4-in headroom. Cruising dodger. Cream-colored mainsail, staysail, 85% jib custom built 2011 Port Townsend Sails. Additional sails; all headsails hank-on. Yanmar diesel 3GM30F 27hp 1994. Interior refit 1994. Fixed 3-bladed prop. Monitor windvane. Raymarine Tiller Pilot S2000+. PUR Powersurvivor 35 watermaker. Three anchors. \$38,500. Vallejo, CA. quinthopter@comcast.net



**27 FT SAN JUAN 7.7 (CLARK) 1979.** Freshwater Tahoe boat. New Pineapple mainsail (\$2k) still in box. #1, #2, #3 and spinnaker with Sunbrella mainsail boom cover. Stereo, Porta-Potti. Reliable 7.5hp Honda outboard on tilt-up mount. Heavy-duty tandem trailer with extension pole hitch for launching on boat ramp. A fun, lively fractional rig that sleeps 4 comfortably. \$6,200. Truckee, CA. a.esler1@gmail.com (530) 414-1469

**25 FT CAL 25 1968.** It is a great Bay or Delta sailing boat with three sails, 15 hp Nissan outboard motor, and VHF radio. Call or email. \$3,500. Rio Vista, CA. g\_munoz2005@yahoo.com (912) 409-0760



**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 https://tinyurl.com/8jff7y2



**26 FT YAMAHA 1984.** PHRF racer and comfortable cruiser. Interior and exterior maintained in excellent condition by meticulous owner. Yanmar 1gm10 diesel with very low hrs. Garmin chartplotter, Raymarine VHF radio, emergency beacon and many other items. \$10,000. Alameda. Jnovie@aol.com (415) 271-3441

## 29 – 31 FEET SAILBOATS



**29 FT J/29 1984.** Due to relocation, 'Blazer' is for sale, ready to sail/race. Super-light, fast and smartly built. Try to find a faster 29-ft in the Bay. Inboard Yanmar 1GM10 runs perfectly. New diesel tank. Bottom paint up-to-date. \$10,500 OBO. Brisbane, CA. alban.lleliepvre@gmail.com (650) 733-3172



**31 FT WYLIE GEMINI TWIN 1976.** 'Encore' is a beauty. Recent out-of-water survey. Check out Wooden Boat issue 12 for more build info. I would prefer that both boats go to the same buyer, but they have been apart before. By far the fastest boat I have ever sailed. Mylar main and jib, spare Mylar jib and a #3 Dacron jib. 2 spinnakers. \$20,000. Treasure Island, CA. sawinery2004@yahoo.com (925) 219-2279

### WATERCRAFT MOBILE MARINE PROS

Specializing in: Stem to Stern Mechanical and Electrical Repair and Installation for Most Marine Watercraft  
(510) 367-8537 • Watercraftmobile@gmail.com

### VESSEL MOVING

No ocean too big, no trip too small, no ship too large, no mast too tall.  
Sail or power, we move them all! When you are ready give us a call.  
Professional Service • cappytom@aol.com • (206) 390-1596

### STEVE JONES MARINE SURVEYOR

www.stevesurveys.com **ABYC**  
SAMS AMS • Serving the Bay Area Since 1980  
(415) 497-9078 • steve@stevesurveys.com



### Afterguard Sailing Academy

The Affordable Way to ASA

ASA Basics to Ocean • Crew Intro to Cruising Prep  
(510) 535-1954 • www.afterguard.net



**31 FT WYLIE GEMINI TWIN 1976.** 'Legacy' is a beautiful racing boat, and so is 'Encore'. Want to own a pair of dueling pistols? Check out Wooden Boat issue 12 for all the details. Recent survey out of water. Send an email and I will forward it to you. \$20,000. Treasure Island, CA. sha32015@outlook.com (925) 219-2279



**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 <https://tinyurl.com/f2e3fszm>

## 32 – 35 FEET SAILBOATS



**34 FT SABRE 1984.** Excellent boat for Bay conditions. Lovingly restored by a craftsman. Roomy interior and cockpit with stern pulpit seats. Westerbec 27 diesel, new Force 10 stove, new batteries, 2008 main still crisp. \$39,000. Alameda, CA. 34ftSabre@gmail.com

**34 FT EXPRESS 34 1986.** Veteran SF Bay racer with a winning pedigree. Extensive sail inventory. Proceeds go to youth sailing program. More info and photos at website. \$26,500. Alameda, CA. (201) 486-1700 <https://javier1596.wixsite.com/1986express34>



**32 FT ENDEAVOUR 1981.** Fresh bottom job (Micron 66)! LOA 32' 4" Shoal keel (draft 4' - 8"). 100, 150, storm jibs. Yanmar 3GMD 20HP, 2 blade 15x13 prop. Self-tailing 2-speed jib winches, Autohelm 3000 autopilot (plus spare). Aries vane self-steering system. New Al fuel tank. New starter. New SS exhaust elbow. New Jabsco head. Icebox w/refrigeration system. Numerous extra lines, parts and spares. Photos available on request. For info on this model see [www.endeavourowners.com/boats/e32/e32specs.html](http://www.endeavourowners.com/boats/e32/e32specs.html) \$15,500 OBO. Grand Marina, Alameda. ahorn1063@gmail.com 925-323-4080



**32 FT DOWNEASTER 32 1976.** 'Victorious' just returned from 6 months cruising the Sea of Cortez. 26 hp Beta, new B&G electronics, new Victron inverter/charger, new AIS, new staysail Harken furler, Rainman watermaker, Iridium GO!, Torqeedo Travel 603, Avon inflatable dinghy, Hydrovane. \$42,000. Vallejo. nscottconstruction@gmail.com (530) 908-6110



**34 FT DEHLER SLOOP 1984.** Fast and versatile sloop-rigged racer/cruiser. 33-ft 10-in LOA, 11-ft 2-in beam. Well maintained, new diesel tank, stern tube, shaft seal, steering system, rudder, bottom paint, raw water manifold. Fully equipped for cruising with Yanmar 3 GMD 20 hp diesel, dinghy, tools, spare parts, PFDs, safety equipment, Autohelm, new handheld VHF, basic instruments, stereo, galley, bronze BBQ, new cabin heater, jib furler, extra sails, EZ Jacks, Boomkicker, spinnaker pole, ground tackle, folding 2 blade prop, sleeps 6. Set up for single handling. Excellent SF Bay and offshore boat. \$25,000 OBO. Richmond Boardwalk (Brickyard Cove), Point Richmond, CA. randall2u@astound.net (925) 519-0471



**33 FT CAPO 30 (MODIFIED) 1984.** Carl Schumacher-designed Capo 30, built at Westerly Marine. She has a 3-ft sugar scoop designed for her by Schumacher. She has the upgraded rudder (elliptical not trapezoidal) with new rudder bearings. She has a new Yanmar 3ym20 motor that drives a 3-blade feathering prop (20 hrs on the motor). She has a new dripless seal. I had her ready for the 2020 Pac Cup when COVID struck. Since then I injured my back and am unable to sail her. She comes with AIS, marine radio with MMSI, handheld marine radio with MMSI, Furuno radar. She got bottom paint in 2000 when I faired the bottom and the keel. \$25,000. Moss Landing. mtmadonna@mac.com (831) 359-3643



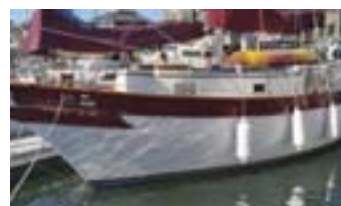
**34 FT PACIFIC SEACRAFT 1987.** The Pacific Seacraft 34 ("Crealock 34") was Bill Crealock's design for a slightly smaller and updated version of his classic cruising sailboat, the PSC 37. 'Victoria' is a stunning example of a well-kept Crealock. She has made several trips up and down the Pacific Coast from Washington to Mexico and is well equipped to start the next voyage. Amenities include: Force 10 two-burner propane stove with oven; Adler Barbour Cold Machine refig w/ freezer box; solar panels (2) on movable rail mounts; dodger and full canvas bimini; Achilles 4-person dinghy, Viking liferaft. AIS, Furuno radar, chartplotter, VHF. New bottom paint. Yanmar diesel 1900 hrs. Email for complete list. \$69,000. Point Richmond, CA. jenders@jeffnet.org (541) 821-0929



**35 FT C&C 35 MK III 1983.** Fully loaded and ready for sailing in the Bay/off-shore. Brand-new bottom job, with new sails (main, jib), symmetric/asymmetric kite, and autopilot See URL for specs, pics and more info! \$29,500 PRICE REDUCED!! Richmond Yacht Club. rune@storekundconsulting.com (510) 225-5389 <https://tinyurl.com/mpd7dbbj>



**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 DOWNEASTER 1977.** Tired of the pandemic, or global war? Sail away! The Downeaster 32 is a classic beauty that can take you anywhere in the world. 35-ft overall, 16,000 lbs, 4.5-ft draft, 11-ft beam. Well equipped with Anderson winches, autopilot, davits, Yanmar, GPS, AIS, and Lewmar windlass and bow thruster. \$28,500. Brickyard Cove. baysailor1@hotmail.com (510) 309-2164

**SAILOR  
SKILLS**

**MASTER YOUR BOAT**  
TRAINING - INSPECTIONS - DELIVERIES  
[SailorSkills.com](http://SailorSkills.com)

*Need Crew? Latitude 38 Crew List A Boat to Crew on?*  
☆ Visit our website and sign up as Skipper or Crew ☆ It's Free ☆  
[www.latitude38.com/crew-list](http://www.latitude38.com/crew-list)

OUT HERE SAILING REAL TIME, showing you the challenges and rewards of full time family cruising.

**www.LiveFree2SailFast.com**

Come check out and FOLLOW our website for current info and questions/concerns you may have.

510  
**882-3402**



[www.marinelube.biz](http://www.marinelube.biz)

- FUEL POLISHING
- FUEL FILTERING
- BILGE CLEANING
- TANK WORK





**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. \$34,500. San Francisco. [driente@aol.com](mailto:driente@aol.com) (650) 714-7777 [www.schocksantana35.com/](http://www.schocksantana35.com/)



**34.5 FT J/105 1997.** Racing- and cruising-ready, 'Big Buoys' (FKA Ultimatum) is hull #153 and the winner of several regattas. Been regularly maintained and has many sails including recent jib, main and kite. \$55,000. South Beach Harbor, San Francisco. [colingmiller@sbcglobal.net](mailto:colingmiller@sbcglobal.net) (415) 370-5675



**32 FT WILLIAM ATKINS THISTLE 1980.** A Westsail-like boat, 11-ft beam, 5.3-ft draft, 31.3-ft LOA, 20,000-lb dis, Volvo MD3B frozen — needs replacing, sails old, dodger newer, very stout boat, polyester resin/fiberglass hull, wood deck 1.5-in thick. \$7,000 OBO [ggheny1102@yahoo.com](mailto:ggheny1102@yahoo.com) (510) 501-4927

## 36 – 39 FEET SAILBOATS

**36 FT ALLIED WRIGHT PRINCESS 1977.** A solid/comfortable bluewater ketch with simplicity throughout. New barrier coat (2013) and Interlux hull paint (2008). Westerbeke 40hp, roller furling jib, Dutchman system, dodger and all lines to the cockpit. USCG documented. \$36,276. Coyote Point. [christopherjette@gmail.com](mailto:christopherjette@gmail.com) <http://tinyurl.com/5ye5ctyr>

**38 FT CATALINA 38 1983.** Universal M35b 4cyl diesel, new s/s prop shaft, new cutlass bearing. North 3DL sails, main, 155%, 130%. North spinnaker. New bottom paint 12/21. Two coats Micron 66. Good racer, cruiser, liveaboard. \$29,500. South Beach Harbor. [fltrsk38@comcast.net](mailto:fltrsk38@comcast.net) (510) 872-3260



**36 FT CATALINA 36 MK II 2000.** Condition: 4.7 of 5 Totally equipped for cruising off-grid — water and solar. Marina slip included! Fly cheap from Tijuana to condo on the Sea. Gorgeous lifestyle. Super electronics—needs nothing more. \$79,500. Marina Palmira, La Paz, MX. [davidjvidmar@gmail.com](mailto:davidjvidmar@gmail.com) (541) 727-1409



**36 FT J/36 1980.** Bigger brother of the J/24 and J/30, this fractional-rigged boat sails well under the modern 7/8 rig. Cruise with two or race with five crew. The small jib and large mainsail are the key. Has 10 bags of sails, Yanmar diesel, boat cover, new oven, Raymarine instruments, Martec folding prop. Engine mounted over the keel gives brilliant balance. \$36,500. Stockton Sailing Club. [bonnielopezunr@gmail.com](mailto:bonnielopezunr@gmail.com) (209) 772-9695

**36 FT CASCADE 36 1977.** Cascade 36 ketch-rigged sailboat, Hull #14. This was originally a kit boat built in Oregon and finished in San Leandro. She sails very well but needs extensive work, as she has been sadly neglected for the last several years. She has three roller-furling jibs, a main, and a mizzen sail. There is a large inventory of accessories and spare parts. For details contact Glen. \$10,000 OBO. San Leandro Marina. [glenr99@gmail.com](mailto:glenr99@gmail.com) (541) 274-9268

**39-FT FREYA 39 'CANDIDE', 1978.** 'Candide' is a Hawaii, Australia and Mexico vet. Yanmar diesel, ProFurl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. Selling as is. \$30,000 OBO. Brisbane. [hogancanoes@aol.com](mailto:hogancanoes@aol.com) (650) 728-9528 or (650) 773-3834



**36 FT ISLANDER 1979.** Sits in a 40-ft narrow slip in the West Basin, San Francisco Marina. Boat and slip rights sold together. 'Nimbus' is an excellent racing and cruising family sailboat for San Francisco Bay. Fiberglass hull and deck, varnished mahogany interior with teak and holly sole. Accommodations: Large "V" berth forward with head to port. Hanging lockers to starboard. Main salon: two settee berths, center table stows out of the way. Double quarter berth to port aft of the navigation station. Galley: Stainless steel sink, icebox, stove/oven. Mast and boom aluminum with stainless steel rigging. Manual jib furling system. Mainsail with two reefs. Jib and spinnaker. Engine: Westerbeke 38. \$85,000. West Basin, San Francisco Marina. [daphnej@pacbell.net](mailto:daphnej@pacbell.net) (415) 385-4157



**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](mailto:gphillips511@yahoo.com) (415) 269-8279



**36 FT CHEOY LEE 1965.** 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. \$10,000. Pittsburg Marina. [gohdn12@gmail.com](mailto:gohdn12@gmail.com) (925) 766-0055



**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 <https://tinyurl.com/2tfm96d8>

**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

## 40 – 50 FEET SAILBOATS



**42 FT PASSPORT 42 1984.** Highly respected worldwide cruiser, structurally sound. With some elbow grease and TLC can be brought back to excellent cruising and cosmetic condition. High-quality cutter rigged project boat with a complete inventory of sails in excellent condition, main almost unused. Teak deck does not leak. 50hp Beta Marine (Kubota) engine (28 hrs)! Superb liveaboard now with beautiful teak interior. Dickinson range/oven, two 7.1-gal alum propane, microwave, built-in fridge/freezer. TV, new mattress (great condition). See complete specs, work needed, and photos at the URL. I am moving to Africa and will sell quickly. accepting the first reasonable offer! A great deal if you apply effort and TLC to a first-class cruiser/liveaboard. \$34,500 OBO. San Rafael. [andylists@gmail.com](mailto:andylists@gmail.com) <http://tinyurl.com/PassPort42>

**VALLEJO MARINE CRAFT**

Info@VallejoMarineCraft.com • 707-554-2813 • [www.vallejomainecraft.com](http://www.vallejomainecraft.com)



**QUALITY MARINE SERVICES** ~ ABYC accredited electrician  
Installations/Upgrades - Maintenance /Repairs, Selfsteering, Solar, Watermakers,  
aloft rigging, Vessel Management - Offshore Prep & consultation  
[gmsboat@gmail.com](mailto:gmsboat@gmail.com) • (858) 218-4718 ALAMEDA

50 Ton Travelift • DIY Friendly  
Bottom Paint Packages • Machine Shop on Site  
Insured Boat Work Professionals Welcome!

## COMPLETE MARINE WOODWORK

Design / Restoration • Expert European Craftsmanship • Interior / Exterior  
Repairs / Maintenance • Marine Windows & Frame Replacement  
Wood & Dry Rot Repairs • Varnish Work • Marine Painting  
Reasonable Rates • (415) 377-3770 • References Available

## REGENERATIVE-SOLAR ELECTRIC PROPULSION



NAVAL ARCHITECT – MARINE ENGINEER  
& MARINE ELECTRICIAN  
Captain Hugenot & Associates (415) 531-6172



**43 FT COLUMBIA 1972.** Columbia 43 Mk III, 'Schuss.' Mint condition, single owner, SoCal/Catalina sloop. New Harken roller furler system and Quantum genoa, new backstay, new sail pack with lazy jacks, new Quantum mainsail and mast track. Perkins diesel fully serviced. Classic Bariet winches. Fine varnished finishes. Keel and mast recently reset. With two Dyer dinghies. \$75,000. Long Beach, CA. [chrislizza@schat.net](mailto:chrislizza@schat.net) (760) 914-1454



**39.5 FT CAL 40 1966.** Cal 40 #66, 'Shaman' modernized sistership to Bermuda Race winner 'Illusion,' with all major upgrades. New Ballenger rig 2007, B&G instruments, autopilot, Zeus 10 (2012), Gori Race prop (2021), Waterrat carbon rudder, full set of racing sails. Won her class in 2008 Pac Cup and 2012 Santa Barbara Race, second in class 2016 Singlehanded TransPac. Beautiful interior with premium woodwork, AGM batteries (450Ah 2016), Xantrex sine inverter, Newport watermaker. Much more! Contact me, Tom, for specs. \$75,000. Point Richmond. [tomburden1@gmail.com](mailto:tomburden1@gmail.com) (831) 331-8737 <https://tinyurl.com/5f9pfj7x>



**43 FT POLARIS 43 1979.** Extensive refit in 2000 — Lefluff mast, standing rigging, Yanmar 50hp, custom hard dodger, new fuel tanks, LP water heater, BBQ, windlass, roller furling main and jib, MPS, etc. Winner best maintained at SGYC 4 years. New house and start batteries, dinghy. See pictures info at website. Strong cruising boat and great live-aboard. Call Ron. \$119,000. San Diego. [ron@griffininformation.com](mailto:ron@griffininformation.com) (619) 226-6071 <https://tinyurl.com/yc7r4p8m>

**41 FT CT 41 1974.** Garmin radar, Harken roller furler, VacuFlush head, Wallas diesel boat heater, Frigi Cold refrigeration, Force 10 propane stove, new electrical panel and wiring, gel cell batteries. \$25,000 OBO. San Francisco East Bay. [jvodonick@gmail.com](mailto:jvodonick@gmail.com) (530) 478-1078



**46 FT AMEL MARAMU 1987.** Ketch rig. Electric roller-furling main. Manual furling mizzen and genoa. Fully equipped cruiser. Very good condition. Many recent upgrades. Has Icom VHF and SSB. Raymarine and Northstar GPS. Victron charger/inverter, 6 lifeline AGM batteries. 2012 re-fit and re-power. Cummins diesel. Northern Lights genset. 125g fuel. 270g water. Highfield aluminum dinghy. Specs and photos upon request. Serious inquiries only please. Beautiful private marina. Dockage available from seller. \$145,000. Blaine, WA. [sail2live@hotmail.com](mailto:sail2live@hotmail.com) (509) 687-6236



**43 FT IRWIN 43 MK III 1987.** Center cockpit. Perfect Ha-Ha sailboat, did the 2016 Ha-Ha and have had it in Mexico/La Paz cruising every year. It is in great shape and ready to go without any work — just provision and go. View on Yacht World. It has everything you would need to cruise, full set of sails, dinghy, outboard, Yanmar 66hp turbo with \$11k maintenance overall 2016, new Northern Lights generator, new bottom paint, topside vanish in perfect condition, topside waxed in May '22. Call for more details; motivated to sell and will deliver to San Diego. \$89,000. La Paz, MX. [scott.johnston63@yahoo.com](mailto:scott.johnston63@yahoo.com) (775) 722-2051



**42 FT J/42 1998.** 'Thylacine', hull number 29, with a carbon mast. She is in excellent condition having received all-new rod, chainplates, and a complete mast rebuild in 2019. She has a Pelagic autopilot from 2019 with a LeComble and Schmitt 50 hydraulic ram, a Monitor windvane, a carbon fiber hard dodger, and many sails ranging from good to excellent condition. 'Thylacine' is a fast bluewater cruiser that is ready to go offshore. Contact for a full list of recent upgrades and maintenance and more photos. \$135,000. La Paz, BCS, MX. [noahhpepper@gmail.com](mailto:noahhpepper@gmail.com) (562) 822-5027



**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



**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



**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) <https://tinyurl.com/2p898x8h>



**48 FT CHEOY LEE SLOOP 1980.** Blue-water sailing vessel. Go anywhere with this seaworthy boat. Returned in 2020 from sailing in Mexico for several years, she is outfitted for liveaboard or cruising. Some of the equipment: 1100 watts of solar, C240 Isuzu 60hp main engine, 3kW Yanmar genset, Garmin Navionics. Email for a list of equipment and amenities and photos. \$130,000 OBO. Bodega Bay, Spud Point Marina. [jholman@sonic.net](mailto:jholman@sonic.net) (707) 529-8982



**40 FT CAL 40 1966.** Hull #73. Classic racer/cruiser. If a Cal 40 is on your bucket list this is very clean and mostly original example! Perkins 4108, electric head w/ macerator and tank. Smart charger, 2 batteries. Original "vintage" Tillermaster autopilot and Signet instruments. Harken furling w/cruising yankee 138% and lightly used racing Dacron 150%. Kevlar #3, tall-boy. Removable carbon sprit w/2 asymm kites, all original spin gear, poles, 4 kites included. Successful PHRF racer in So-Cal. Harken primary self-tailers, halyards led aft w/clutches to cockpit. Stainless cabin top handrails, eyebrows shaved, teak toerail cap. Nice clean updated look. Nice interior foam and cushions. newly recovered cockpit cushions. \$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 sail-drive. 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

**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



**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 (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 tinyurl.com/49d5uycf

**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 (707) 861-2954 **48 FT Suncoast 1980.** Type of vessel: ketch. Estimated speed: 10 kt power, 6-8 kt sail. Built Netherlands 1980. Time of lay-up: fall 2012. Hull: length 48-ft, beam 15-ft, draft 7-ft. Frames: varied dimensional steel. Topsides single skin steel plate, 1/4 thick estimated; bottom single skin steel plate, 1/4 thick estimated; deck and bulkheads steel plate. Hull layout: V-berth, forward head, forward triple berth, settee/berth, chart station, galley, captain's berth, engine/machinery/maintenance room, after master bath, after head, straight inboard diesel engine auxiliary powered. New bow thruster (2010), electronics, autopilot, forward underwater sonar. Six-cyl Leyland diesel, midline, 350 gal water, 250 gal fuel. Pictures at website. \$54,900. Cleveland, OH. maudeij@yahoo.com.au (954) 235-2527 <http://guapasailboat.com>

## CLASSIC BOATS



**36 FT CHRIS CRAFT CONSTELLATION 1961.** 'Some Day,' with swept foredeck, a "midcentury modern" classic. Newly re-powered (350s) with full replacement of the bottom planking (2005), perfectly tuned, looking for new lover. \$18,000. Fortman Marina, Alameda. info@erwanillian.com (510) 847-2898



**46 FT SWAN 1983.** Designed by German Frers and built in 1983 in the Nautor Swan yard in Finland, Mark I Hull #009. Swan is synonymous with fast cruising vessels of the highest quality. Bottom painted 12/31/2020, two coats of Trinidad HD blue. Large aft master stateroom with centerline berth. Guest stateroom forward with pilot berths in the main salon. Can sleep 8. Standing rigging over 12 years old. Local estimate for new rod rigging \$15k. Fin keel draft 8-ft. Crafted teak interior exceptionally well maintained and boasts a large main salon. Perkins 4-154, 741 hrs. Fuel 100 gal, water 127. Holding tank 30; electric head. Good sail inventory. Please email for more details \$110,000 SELL. San Francisco. whackel@yahoo.com



**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 (805) 696-8513



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



**35-FT WARNER YAWL, 1939.** Low hrs Yanmar diesel. NEW: worm drive steering, SS fuel tanks, solar panels, air head, Simrad plotter and more. Completed extensive boatyard overhaul. Master Mariner race winner, Transpac vet. \$11,000. Owl Harbor. sagieber@gmail.com (206) 384-1175

## MULTIHULLS



**27 FT F25C 2000.** Superb F25C trimaran. Price reduced. \$34,500 OBO. Los Angeles, CA. davidcollins@mindspring.com



**39 FT RODGER TAYLOR 1982.** 39-ft trimaran for sale. Custom designed and built. Wood epoxy construction, Rotating wingmast, Gougeon Brothers design. Full batten main. Andersen winches. Aux power – twin 9.8-hp outboards. Cruising capable – sleeps 4-6. Call Tom. \$14,900. San Diego. irunpctsd@gmail.com (619) 293-5044



**47 FT CATANA 471 2000.** My wife and I are considering selling 'Footloose.' Recently completed updates on paint and teak, maintained/repared with the highest quality products. This is a great boat we have owned since late 2013. \$499,000. Cartagena, Colombia. michael@sailfootloose.com (510) 910-2099 <https://tinyurl.com/2p8k3ntr>



**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. \$50,000 OBO. Santa Rosa, CA. john@windtoys.net (707) 696-3334



**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 **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. mjbboat.6.2@gmail.com (650) 924-0849. <https://tinyurl.com/24a6pvaf>

## POWER & HOUSEBOATS



**28 FT PMC RUNABOUT – MONOHULL 1992.** –Owned for 14 years with custom trailer built in 2015. Great Delta and Bay boat with 540 bbc – 4.5 factory bored. All roller rocker drivetrain – Merlin heads. All hardware for hd use. B&M – PMT 2 speed trans. Latham power steering. Gil exhaust. SSM#3 outdrive. Rolla-4 Blade Cleaver prop. Drop out seats. No head, no galley. 85-gal fuel tank. Runs like a champ! \$26,500. Santa Cruz, CA. sst90@earthlink.net (831) 479-1595

## PARTNERSHIPS

### SAUSALITO SAILING PARTNERSHIP.

Seeking one well-qualified sailor to acquire one-fifth equity share of our long-running Morgan 382 partnership. Boat specs at website. Boat is in excellent condition, recently upfitted with new rig and sails. For less than monthly berth rent, enjoy turnkey sailing on a solid, well-found Bay sailboat with plenty of availability. \$1 million insurance policy plus LLC status for liability protection. All boat maintenance and LLC business handled by local manager. \$12K buy-in + \$500/mo. Sausalito. [macdonaldtom4@gmail.com](mailto:macdonaldtom4@gmail.com) (916) 529-6582 <https://tinyurl.com/bde3vj4t>

### SEEKING NON-EQUITY PARTNER.

Seeking a non-equity partner for a 2004 C&C 99 (32.5-ft). It's clean, well-equipped and maintained. Berthed in South Beach Harbor. I'm looking for someone to share the monthly slip fee, insurance, and routine maintenance (including an annual haulout and bottom painting). I have 35+ years of sailing experience and would prefer a partner with at least a few years of experience. Photos and more details available upon request. Serious inquiries only. South Beach Harbor. [matt.snipp@hotmail.com](mailto:matt.snipp@hotmail.com) (408) 204-7142

### 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](mailto:ddodgesf@gmail.com)

### CATAMARAN BUY-IN, RENT OR PURCHASE.

Wanted: Equity or rental partnership in 35'-42' (+/-) cruising catamaran. Either buy-in (or rent) into existing boat or purchase with partner(s) new/used boat. Experienced bay and coastal sailor for 25 years. Contact Jim. [jim-hawley@ix.netcom.com](mailto:jim-hawley@ix.netcom.com) (510) 928 1327

## PROPERTY FOR SALE OR RENT



### DRAMATIC WATERFRONT ALAMEDA TOWNHOME.

Dramatic waterfront Alameda 3BR/2.5 BA townhome with a private 44-ft deep-water slip attached to the property. An impressive 2,054 sq ft with multiple living spaces all designed to overlook the glistening Ballena Bay. \$1,249,000. [leah@leahounger.com](mailto:leah@leahounger.com) (510) 701-6497 <https://tinyurl.com/3wdmepyu>

## SOUTH OF THE BORDER



### PLAN YOUR MEXICAN GETAWAY NOW.

At the gorgeous Cielo Y Mar condos. Located in Punta Mita, 35 minutes from Puerto Vallarta, available to rent from private owner. On the beach, 10 feet from the water, they offer spectacular views of ocean and mountains, the biggest infinity pool in the area, an endless beach, great surf breaks, great fishing, tremendous views of whales, bird life and the islands. While uncrowded and tranquil, just a five-minute walk to several waterfront restaurants. Choose from a spacious, beautifully furnished one- or three-bedroom unit, or an amazing two-story penthouse with lovely shade trellis on the top floor. To reserve, call or email Dona de Mallorca. [puntamitabeachfrontcondos@gmail.com](mailto:puntamitabeachfrontcondos@gmail.com) (415) 269-5165 <http://>

## BERTHS & SLIPS

### EMERY COVE YH SLIP FOR RENT. \$450

per month. 40 x 13.5. 40ft in beautiful, totally upgraded Emery Cove Yacht Harbor. One month free rent with one-year lease. Call Heinz for more information. \$450. Emeryville, CA. [hj.dallmann@yahoo.com](mailto:hj.dallmann@yahoo.com) (310) 804-1196

### 35 FT SLIP SUBLEASE.

Month-to-month sublease at South Beach Harbor on Dock D from June till the end of October \$500. San Francisco. [spodshivalov@gmail.com](mailto:spodshivalov@gmail.com) (408) 314-1511



### 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. [ree@remax.net](mailto:ree@remax.net) (707) 333-83087

### 36 FT SLIP AT PIER 39.

Many attractions on the Pier, clean private restrooms with showers and laundry facilities. Discounted secure parking available. \$4,400. San Francisco. [sailingfearless@gmail.com](mailto:sailingfearless@gmail.com) (415) 745-2292

### 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](mailto:crevay@redwoodcityport.com) (650) 306-4150 [www.redwoodcityport.com/marina](http://www.redwoodcityport.com/marina)

## BUSINESS OPPORTUNITIES

### 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](mailto:stephen@ibainc.com) (425) 454-3052 <https://ibainc.com/>

## CREW



### CUSTOM BULLETPROOF CRUISING TRIMARAN SEEKS EXPERIENCED CREW.

Long- and short-term positions. Individual(s) or one-berth team. Please see website for detailed information on boat and crew opportunities. Humboldt Bay. [svSurrender1@yahoo.com](mailto:svSurrender1@yahoo.com) <http://www.svSurrender.com>

### CREW. Seeking EXPERIENCED race crew,

Wednesday evenings for one-design racing on Merit 25s, in the South Bay, sponsored by Spinnaker Sailing, Redwood City. Usually 6-10+ Merits racing. Fun. Competitive. Burgers and beer after. Call Steve. [sklein42@gmail.com](mailto:sklein42@gmail.com) (650) 269-1030

### ADVENTURE SAILING. Join us for an

ocean passage in 2022. [andy@sailingbiz.com](mailto:andy@sailingbiz.com) (707) 953-0434 <http://www.sailingbiz.com>

## JOB OPPORTUNITIES

### LATITUDE 38 ADMINISTRATIVE SUPPORT JOB OPPORTUNITY.

Latitude 38 has a position for a passionate sailor to support our key mission of serving the West Coast sailing community as the source of news, entertainment, inspiration and connection. The position will support Latitude 38's growth along with the health of the local sailing community. To achieve this we are looking for a creative, inspired individual who will support our editorial, sales and production teams. Learn more here. [www.latitude38.com/job-opportunities/](http://www.latitude38.com/job-opportunities/)



### SERVICE DIRECTOR ON THE "NAIAD" OUT OF PIER 39.

Potential candidate: Check all incoming paperwork, contact all families via phone throughout the week to confirm voyage plans. Full-time position that requires the use of a personal vehicle. Work-related mileage will be reimbursed. The Service Director position is also a face-to-face customer service-oriented position. Duties include: Meet and greet guests as they arrive. Review details of the voyage plan, safety features and boarding procedures with guests. Help with passenger boarding. Maintain a clean vessel, which includes cabin prep and cleaning, and vessel washing. Check documentation for correctness and completeness, and file. Guide guests during the voyage and ceremony. Public speaking before, during, and after services. \$25. San Francisco Pier 39. [brian.adams@sci-us.com](mailto:brian.adams@sci-us.com) (707) 710-6771 <https://tinyurl.com/25dtjbrz>

### GALILEE HARBOR SEEKING PART-TIME HARBOR MANAGER.

GHCA is hiring a harbor manager to provide administrative and logistical support to Sausalito's working waterfront community of marine-related workers and artists. This is a 20-hrs-a-week job (including health benefits and vacation) for someone who likes to work independently on a range of different projects in an office that is equal parts outside and on the water. Some onsite evening meetings required; there is flexibility in arranging your work schedule. You should have proven communication, administrative, and project management skills. Please see our website or send an email for more details. [www.galileeharbor.org/jobs](http://www.galileeharbor.org/jobs). Sausalito, CA. [galileeharbor@gmail.com](mailto:galileeharbor@gmail.com)

### FIELD TECHNICIAN.

The Canvas Works, on the water in Sausalito, specializing in custom canvas fabrication for marine and other applications, is seeking to fill a field and in-house technician position. This job is full time, weekdays 8:00 a.m. to 4:30 p.m. Responsibilities: Install canvas covers and structures on boats, homes, and commercial buildings. Oversee and organize shop mechanical areas, supplies and equipment. Demonstrate proficient operation of hand and power tools. Safely operate company vehicles. Qualified candidates must have solid mechanical skills, be proficient using hand and power tools. Training available for job specifics. Contact Lisa for more details. [lisa@thecanvasworks.com](mailto:lisa@thecanvasworks.com) (415) 331-6527 <https://tinyurl.com/2p8dd8ae>

### 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 résumé to email below. Thanks! [joe@sfbaysail.com](mailto:joe@sfbaysail.com) <http://sfbaysail.com>





**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 Bellingham-Marine.com/Apply or call (707) 678-2385 and ask for Bryce or Eric. Dixon, CA. bfisher@bellingham-marine.com (707) 678-2385 <https://tinyurl.com/yeysrjz>



**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 <https://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 <https://tinyurl.com/bdhdzn6c>

**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 <http://Spinnakersailing.com>



**MARINA MANAGER.** Oakland Marinas. The Marina Manager handles all aspects of marina operations within budgetary guidelines in an efficient, cost-effective and creative manner, and is responsible for improving the marina's guest services level, performance, efficiency, and profitability. Marina Manager will be an excellent leader and provide the highest level of customer service in a friendly, helpful manner while accurately responding to the customers' needs. Projects a professional company image through all types of interaction. Please email résumé. Oakland. jhayes@almar.com <http://almar.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 <http://www.spinnakersailing.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 <https://tinyurl.com/whbe7kvn>



**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-around to be ready to go again. Oakland. info@afterguard.net (510) 535-1954 <http://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. jnassoiy@clubnautique.net (415) 332-8001 <http://clubnautique.net>



**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 <https://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 <https://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](http://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 <http://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 <http://vesselassist-sanfrancisco.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 <https://bayvoyager.com/>

## GEAR



**PROFURL JIB FURLING SYSTEM.** Very good condition used R42 model. All parts are included and in serviceable condition. Previously fitted on a 40-ft performance cruising monohull. Approx headstay length = 54-55-ft. Max luff length = 53-ft (absolute). The maximum hoist on the jib furler was 52.30 ft. This dimension is from the shackle on top of the furling drum to the shackle on the bottom of the halyard swivel two-blocked/full hoist. Call or text with any questions. \$850. Richmond, CA. drapem21@yahoo.com (559) 360-4011

## TRYING TO LOCATE



**FITTINGS FOR LAKE UNION DREAM-BOAT.** ISO owner of a Lake Union Dreamboat bought at auction from Oyster Point Marina after she sank. I have fittings that I want to return. Peninsula. Sheilaholmes@mac.com

## NON PROFIT

**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](mailto:boatdonations@baads.org) (415) 532-9831

## MISCELLANEOUS

**BIG SALE.** 40-ft double-spreader, tapered mast section #4430 with running and standing rigging. Four North Sails, four Barient winches. Lots of hardware and much more! \$2,500. cblair1015@yahoo.com (209) 704-4982



**GALILEE HARBOR MARITIME DAY 2022.** Join Galilee Harbor for a day of live music, fish and chips and homemade pie at our annual Maritime Day festival on Saturday, August 6 from 8 am – 6 pm. Bring the whole family to this free event located on the Sausalito waterfront. Wooden boat building, dinghy dash race, historic vessels, free boat rides. Shop the marine flea market and artist booths. Purchase a ticket for the Olde Tyme Jar Raffle to win a prize donated by local merchants. Relax by the Bay, listen to music, hang out with friends. It's a fun day for everyone! 300 Napa Street, Sausalito, CA. [galieeharbor@gmail.com](mailto:galieeharbor@gmail.com) (415) 332-8554 <https://tinyurl.com/4nmw77se>



**LATITUDE 38'S FALL CREW LIST PARTY IS BACK!** 6-9 p.m. Thursday, September 1, at the Spaulding Marine Center in Sausalito. A social event that connects people who want to sail with boat owners looking for crew. Find a boat, find a ride, find crew for cruising, racing or sailing on the Bay. Everyone is welcome, no reservations required, come as you are. Included in the \$10 price of admission are free munchies, Latitude 38 logowear door prizes, color-coded, informational name tags, and a sailing slide show. Free to officially registered 2022 Baja Ha-Ha skippers and first mates. Bonus: Baja Ha-Ha Mexico Cruising Seminar from 4 to 5:30. Admission \$10. Free to officially registered 2022 Baja Ha-Ha skippers and first mates. No-host bar benefits Spaulding Marine Center; Casablanca food truck.



## WE'RE EXPERTS IN HAULOUTS

*BayAreaMarineServices.com*

MARINE ENGINEERING AND BOAT REPAIR

## KISS-SSB



**(360) 510-7885**

## The Simple, Proven Marine SSB Ground Plane

- Easy to install
- Superior performance
- Fiberglass/wood boats
- Sail or power

See **[www.kiss-ssb.com](http://www.kiss-ssb.com)** for more info or to order.

**VENTURA HARBOR BOATYARD**

**NOW HAULING VESSELS TO 220 TONS**

Two Travelifts  
Full Line of Marine Services  
(805) 654-1433  
[www.vhby.com](http://www.vhby.com)

## La Paz Cruisers Supply Brokerage

55' Waterline 55, 2003.....	\$825,000	42' Robert Perry Tatoosh, 1982 .....	\$105,000
55' 1998 Bruce Roberts Ketch..	\$234,000	42' Catalina 42 Mk II, 2006 .....	\$169,000
48' Salazar 48, 1991 .....	\$49,000	40' Pacific Seacraft, 1999 .....	\$249,000
46' 1999 Robert Perry .....	\$249,000	39' Freedom 39, 1983.....	\$49,900
45' Bruce Roberts, 1982 .....	\$40,000	38' Ericson 38-200, 1988 .....	\$69,500
43' 2005 Beneteau 423 .....	\$150,000	37' Bruce Roberts, 2005.....	\$55,000
42' Catalina 42 MK I .....	\$109,000	36' Catalina 36, 2000.....	\$79,500
42' J42, 1998 .....	\$166,000	33' Ranger 33 1978 .....	\$25,000
42' 1977 Grand Banks 42 .....	\$125,000	32' Tiara 3200, 2009 .....	\$195,000
42' Hunter 42, 1991 .....	\$120,000		

[LaPazCruisersSupply.com](http://LaPazCruisersSupply.com)

USA Phone 619 609 3432 • [Info@LaPazCruisersSupply.com](mailto:Info@LaPazCruisersSupply.com)



# Relax...

West Coast boaters, we've got you covered.

MARINE INSURANCE MADE SIMPLE, AFFORDABLE & EFFECTIVE  
PERSONAL USE • COMMERCIAL MARINE

[www.BoatInsuranceOnly.com](http://www.BoatInsuranceOnly.com)

Northern California Office  
1-800-259-5701

7 Marina Plaza • Antioch, CA 94509  
At The Antioch Marina

Southern California Office  
1-949-514-8100

2600 Newport Boulevard, Suite 106  
Newport Beach, CA 92663

**TWIN RIVERS**  
marine insurance agency, inc.  
*"Your Marine Insurance Specialists Since 1977"*

## WHITING & ASSOCIATES



- Vessel surveys
- Consulting
- Deliveries



Serving the entire  
Bay Area since 1980

[www.norcalmarinesurveyors.com](http://www.norcalmarinesurveyors.com)

**(415) 505-3494**

## Custom Interior & Exterior Cushions



The Gianola Family has been designing and fabricating custom canvas and interiors since 1969. Gianola Canvas Products offers you the best in quality, more choices, and personal service.



**We have moved**

1301 Rand St., Ste. C  
Petaluma, CA 94954  
(415) 332-3339

[www.gianolacanvas.com](http://www.gianolacanvas.com)

## FLOP STOPPER

**MAKES EVERY ANCHORAGE COMFORTABLE**

Any boat, power or sail. Hang from a pole or right off the rail.  
Biggest Platform, Most Effective, Smallest Stow Size



[www.flopstopper.com](http://www.flopstopper.com)

## Mexico Summer Savings

**ENJOY MARINA EL CID at just \$.30/ft./day**



*Complete, modern amenities  
in the heart of Mexico's lush  
tropical coastline.*

[www.elcidmarinas.com](http://www.elcidmarinas.com)

011-52 (669) 916-3468

[marinaelcidmazarlan@elcid.com.mx](mailto:marinaelcidmazarlan@elcid.com.mx)

*The Cruiser's Home in Mexico*

## MARINE BATTERIES



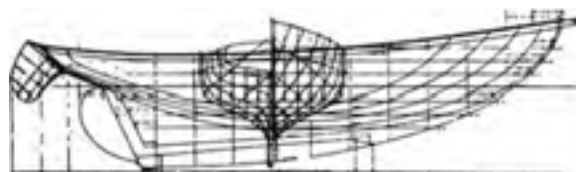
Available at the following local marine  
chandlery and service distributors:

**ALAMEDA**  
The Boatyard at Grand Marina  
Blue Pelican  
Star Marine  
Svendsen's Chandlery  
**BERKELEY**  
Berkeley Marine Center  
**BETHEL ISLAND**  
Marine Emporium  
**DISCOVERY BAY**  
Energy Technology Systems

**MARTINEZ**  
Martinez Bait & Tackle  
**OAKLAND**  
Outboard Motor Shop  
**RICHMOND**  
Swedish Marine  
Bay Marine  
KKMI  
**VACAVILLE**  
Tim Wiest Yacht Services



**AMERICAN BATTERY • Hayward, CA • (510) 259-1150**



## MAKELA BOATWORKS

*Family owned since 1948*

**Wooden Boat Building • Repair and Restoration**

19280 South Harbor Drive • Fort Bragg, CA 95437

**(707) 964-3963**

email: [makelaboatworks@gmail.com](mailto:makelaboatworks@gmail.com) • [www.Makelaboatworks.com](http://www.Makelaboatworks.com)



**DeWitt**

*Please visit  
www.jimdewitt.com  
regularly as we are  
working hard to fill  
the site with images  
to enjoy!*

**DeWitt Art Gallery & Framing ☎ (510) 236-1401 ✉ pam@jimdewitt.com**  
**Online Stores: [www.jimdewitt.com](http://www.jimdewitt.com) ✉ [www.DeWittAmericasCupArt.com](http://www.DeWittAmericasCupArt.com)**

## ADVERTISERS' INDEX

American Battery ..... 111 <a href="http://www.americanbatterycompanyof-hayward.com">www.americanbatterycompanyof-hayward.com</a>	Club Nautique ..... 12 <a href="http://www.clubnautique.net">www.clubnautique.net</a>	FlopStopper ..... 111 <a href="http://www.flopstopper.com">www.flopstopper.com</a>	Island Yacht Club ..... 28 <a href="http://www.iyc.org">www.iyc.org</a>
ATN ..... 78 <a href="http://www.atninc.com">www.atninc.com</a>	CMANC ..... 23 <a href="http://www.cmanc.org">www.cmanc.org</a>	Folkboat Association ..... 30 <a href="http://www.sfbayfolkboats.org">www.sfbayfolkboats.org</a>	Keenan Filters ..... 36 <a href="http://www.ktisystems.com">www.ktisystems.com</a>
Bainbridge International ..... 42 <a href="http://www.bainbridgeintusa.com">www.bainbridgeintusa.com</a>	Compass Canvas ..... 41 <a href="http://www.compass-canvas.com">www.compass-canvas.com</a>	Gianola Canvas Products ..... 111 <a href="http://www.gianolacanvas.com">www.gianolacanvas.com</a>	KISS-SSB/Radioteck ..... 110 <a href="http://www.kiss-ssb.com">www.kiss-ssb.com</a>
Baja Ha-Ha Beach Party ..... 69 <a href="http://www.vivalapaz.net">www.vivalapaz.net</a>	Cruising Specialists ..... 14 <a href="http://www.boats.network/cruisingspecialists">www.boats.network/cruisingspecialists</a>	Grand Marina ..... 2 <a href="http://www.grandmarina.com">www.grandmarina.com</a>	KKMI - Full Service Boatyard ..... 3, 116 <a href="http://www.kkmi.com">www.kkmi.com</a>
Ballad of Calypso ..... 45 <a href="http://www.balladofcalypso.com">www.balladofcalypso.com</a>	Cruising Yachts ..... 37 <a href="http://www.cruisingyachts.net">www.cruisingyachts.net</a>	H&M Marine / Beta Marine Engines / Hirschfeld Yachts ..... 35 <a href="http://www.betamarinewest.com">www.betamarinewest.com</a>	La Paz Cruisers Supply ..... 110 <a href="http://www.lapazcruiserssupply.com">www.lapazcruiserssupply.com</a>
Bay Area Marine Services ..... 110 <a href="http://www.bayareamarineservices.com">www.bayareamarineservices.com</a>	Defender Industries ..... 15 <a href="http://www.defenderus.com">www.defenderus.com</a>	Harbor Island West Marina ..... 101 <a href="http://www.harborislandwest.com">www.harborislandwest.com</a>	Lind Marine ..... 31 <a href="http://www.lindmarine.com">www.lindmarine.com</a>
Bay Maritime Group ..... 13 <a href="http://www.bay-ship.com">www.bay-ship.com</a>	Denison Yachting ..... 115 <a href="http://www.denisonyachtsales.com">www.denisonyachtsales.com</a>	Helmuth's Marine Service ..... 44 <a href="http://www.helmuthsmarine.com">www.helmuthsmarine.com</a>	List Marine Enterprises ..... 43 <a href="http://www.listmarine.com">www.listmarine.com</a>
Bay View Boat Club ..... 63 <a href="http://www.bayviewboatclub.org">www.bayviewboatclub.org</a>	DeWitt Studio ..... 112 <a href="http://www.jimdewitt.com">www.jimdewitt.com</a>	Heritage Marine Insurance ..... 44 <a href="http://www.heritagemarineinsurance.com">www.heritagemarineinsurance.com</a>	Makela Boatworks ..... 111 <a href="http://www.makelaboatworks.com">www.makelaboatworks.com</a>
Berkeley Marina ..... 18 <a href="http://www.berkeley-marina.com/">www.berkeley-marina.com/</a>	Division of Boating & Waterways .. 27 <a href="http://www.dbw.ca.gov">www.dbw.ca.gov</a>	Hood Sails ..... 29 <a href="http://www.hoodsails.de/en">www.hoodsails.de/en</a>	Marina Bay Yacht Harbor ..... 42 <a href="http://www.marinabayyachtharbor.com">www.marinabayyachtharbor.com</a>
Berkeley Marine Center ..... 63 <a href="http://www.berkeleymarine.com">www.berkeleymarine.com</a>	Downwind Marine ..... 33 <a href="http://www.downwindmarine.com">www.downwindmarine.com</a>	Hotel Coral & Marina ..... 100 <a href="http://www.surfnet.com/coral">www.surfnet.com/coral</a>	Marina de La Paz ..... 71 <a href="http://www.marinadelapaz.com">www.marinadelapaz.com</a>
Boat Yard at Grand Marina, The 10 <a href="http://www.boatyardgm.com">www.boatyardgm.com</a>	Emery Cove Yacht Harbor ..... 33 <a href="http://www.emerycove.com">www.emerycove.com</a>	Hydrovane ..... 71 <a href="http://www.hydrovane.com">www.hydrovane.com</a>	Marina El Cid ..... 111 <a href="http://www.elcid.com">www.elcid.com</a>
Brisbane Marina ..... 79 <a href="http://www.brisbaneca.org/marina">www.brisbaneca.org/marina</a>	Fisheries Supply Co. .... 35 <a href="http://www.fisheriessupply.com">www.fisheriessupply.com</a>	Inspire Sailing ..... 43 <a href="http://www.inspiresailing.com">www.inspiresailing.com</a>	Marina Village ..... 24 <a href="http://www.marinavillageharbor.com">www.marinavillageharbor.com</a>



# Yachtfinders/Windseakers

in the heart of  
San Diego's boating community



2330 Shelter Island Dr. # 207, San Diego, CA 92106  
info@yachtfinders.biz  
www.yachtfinders.biz  
(619) 224-2349  
Toll Free (866) 341-6189

A LEADER IN  
BROKERAGE  
SALES  
ON THE  
WEST COAST!



**38' ENDEAVOUR 38**  
**'84 \$62,500**  
Limit Up. A comfortable sailer that provides performance beyond expectations. Beautiful lines and she is a lot of boat for the price!



**70' SANTA CRUZ 70 '85** **\$598,000**  
Turnkey Subchapter T vessel ready for charter business. Great opportunity to obtain a swift sailing passengers-for-hire boat



**43' HANS CHRISTIAN 43 '80** **\$150,000**  
Josephine. One of the most sought-after boats for safety and stability. Comfortable and easy to sail around the world or around the bay.



NEW LISTING

**37' BANJER 37**  
**'70 \$99,000**  
**KNOCKABOUT.**  
Very capable boat that has been cruised extensively. With her blue water gear she's ready to carry on in comfort and safety.



**38' PEARSON INVICTA II '66** **\$59,500**  
Jigger. Rejuvenated classic turns heads wherever she goes. Custom companionway, newer standing rigging and Yanmar diesel. A real treat!



**38' CUSTOM BLOCK ISLAND BOAT '60** **\$39,500**  
Scrimshaw. This wide beamed double-ender with great handling qualities is a natural for short-handed sailing. Impeccably maintained.



NEW LISTING

**31' PEARSON**  
**31-2 '89 \$38,000**  
Satva. A fast boat with ample sail area proportioned into a powerful rig. Contemporary hull  
A very clean vessel. In Monterey.



**33' RANGER 33 '74** **\$9,900**  
Le Bel Age. Great opportunity to own a classic racer/cruiser. Fun on the racecourse and enough room on board to enjoy a cruise to Catalina.

THINKING OF SELLING  
YOUR BOAT?

LET US HELP!

Power or Sail, we have  
buyers waiting. Call us  
at 619.224.2349 or email:  
info@yachtfinders.biz

## ADVERTISERS' INDEX – cont'd

Mariners Insurance.....26  
www.marinersinsurance.com

The Moorings ..... 19  
www.moorings.com

Modern Sailing School & Club ..37  
www.modernsailing.com

Napa Valley Marina ..... 16  
www.napavalleymarina.com

NAVTEC .....62  
www.navtechhydraulics.com

Neil Pryde Sails .....45  
www.neilprydesails.com

Outboard Motor Shop .....37  
www.outboardmotorshop.com

Owl Harbor Marina .....71  
owlharbor.com

Passage Nautical .....5  
www.passagenautical.com

Quantum Pacific .....63  
www.quantum.com

Raiatea Carenage Services .....98  
www.raiateacarenage.com

Rainman .....25  
www.rainmandesal.com

Richard Boland Yacht Sales ..... 114  
www.richardbolandyachts.com

Richardson Bay Marina .....35  
www.richardsonbaymarina.com

Richmond Boardwalk.....41  
richmondboardwalk.com

Rubicon Yachts.....7, 8, 9  
www.rubiconyachts.com

Sailrite Kits ..... 17  
www.sailrite.com

San Francisco on the Bay.....40  
www.sfonthebay.com/list-38

Schaefer Marine .....38  
www.schaefermarine.com

Seacoast Marine Finance.....79  
www.seacoastmarine.net

Seattle Yachts ..... 11  
www.seattleyachts.com

Sequoia Yacht Club .....82  
www.sequoiayc.org

Society of Accredited Marine  
Surveyors/SAMS .....38  
www.marinesurvey.org

South Beach Harbor .....32  
www.sfport.com/southbeachharbor

South Beach Yacht Club .....74  
www.southbeachyachtclub.org

Spaulding Marine Center .....83  
www.spauldingcenter.org

Spectra Watermakers .....99  
www.spectrawatermakers.com

Sterling Associates .....83  
www.dimenmarine.com

Svensden's Bay Maritime Group ..21  
www.bay-ship.com

Swiftsure Yachts .....34  
www.swiftsureyachts.com

The Canvas Works .....20  
www.thecanvasworks.com

TMM Yacht Charters.....78  
www.sailtmm.com

Trident Funding .....4  
www.tridentfunding.com

Twin Rivers Marine Insurance...111  
www.boatinsuranceonly.com

UK Sailmakers .....75  
www.uksailmakers.com

Ullman Sails San Francisco  
& Monterey Bay.....22  
www.ullmansails.com

Vallejo Marina .....83  
www.vallejomarina.com

Ventura Harbor Boatyard ..... 110  
www.vhby.com

West Coast Multihulls .....79  
www.westcoastmultihulls.com

Westwind Precision Details.....82  
www.boatdetailing.com

Whale Point Marine Supply .....6  
www.aceretailer.com/whalepoint

Whiting and Associates ..... 111  
www.norcalmarinesurveyors.com

Wichard Sparcraft, Inc. ....39  
www.wichard-usa.com

Yachtfinders/Windseakers ..... 113  
www.yachtworld.com/yachtfinders



# RICHARD BOLAND

## YACHTS

RIVIERA • BELIZE • NEW & BROKERAGE • POWER & SAIL



**61' CUSTOM SCHOONER,  
2000 \$99,000 —CALL  
ROY**



**53' SKOOKUM CUTTER  
1979 \$225,000  
—CALL BILL**



**47' VAGABOND, 1986  
\$149,000  
—CALL BILL**



**BENETEAU 45'  
OCEAN, 2017 \$275,000  
—CALL MIK**



**44' NORDIC, 1981  
\$160,000  
—CALL BILL**



**44' HARDIN 1977  
\$79,000  
—CALL MIK**



**44' CATALINA  
MORGAN, 2005 \$165,000  
—CALL MIK OR BILL**



**43' JEANNEAU 2003  
\$129,900  
—CALL BILL**



**41' SOVEREL, 1976  
\$24,000  
—CALL BILL**



**40' PASSPORT, 1987  
\$115,000  
—CALL BILL**



**40' FREEDOM 1996  
\$123,000  
—CALL BILL**



**JEANNEAU 379, 2013  
\$165,500  
—CALL MIK**



**37' PACIFIC SEACRAFT  
1980 \$42,500  
—CALL BILL**



**36' CATALINA 1995  
\$69,000  
—CALL BILL**



**36' CATALINA, 1998  
ONE OWNER  
—CALL MIK**



**36' WESTERLY CORSAIR,  
1985 \$49,000  
—CALL MIK**



**35' CATALINA 350  
2011 \$219,000  
—CALL MIK**



**34' HANS CHRISTIAN,  
1977 \$35,000  
—CALL BILL**



**32' FUJI 1976  
\$21,500  
—CALL BILL**



**30' HUNTER 1996  
\$37,500**

Richard: 510-610-6213  
Mik: 510-552-7272  
Roy: 916-595-7500

## Richard Boland Yacht Sales

Alameda, CA 94501

Office: (510) 521-6213 Direct: (510) 610-6213

Redwood City, CA 94063

Email: rbys@aol.com

www.richardbolandyachts.com



Barney: 510-541-1963  
Bill: 510-410-5401  
Michael: 831-236-5905





**DUFOUR**



## 2022 DUFOUR 470

**47' SAILBOAT**  
ON ORDER | CALIFORNIA



**DUFOUR 530**  
54' DUFOUR 2022 | CALIFORNIA  
\$CALL FOR PRICING



**DUFOUR 390**  
39' DUFOUR 2022 | CALIFORNIA  
\$CALL FOR PRICING



**DUFOUR 360**  
36' DUFOUR 2022 | CALIFORNIA  
\$CALL FOR PRICING



**EXCESS 15**  
48' EXCESS CATAMARAN 2022 | CALIFORNIA  
\$CALL FOR PRICING



**EXCESS 12**  
38' EXCESS CATAMARAN 2022 | CALIFORNIA  
\$CALL FOR PRICING



**EXCESS 11**  
37' EXCESS CATAMARAN 2022 | CALIFORNIA  
\$CALL FOR PRICING



**+1 510.981.2021**  
**DenisonYachting.com**

San Diego, CA	619.822.2715
Newport Beach, CA	949.791.4220
Long Beach, CA	562.594.9716
Marina del Rey, CA	310.821.5883
San Francisco, CA	510.981.2021
Seattle, WA	206.686.5400



**THE EARLY BIRD GETS THE INDOOR SPACE!**



**EVEN WITH MORE COVERED SPACE  
THAN ANY OTHER BOATYARD ON THE  
BAY, IT IS OFTEN FULLY BOOKED WELL  
INTO THE FUTURE**

**CALL TODAY SO WE CAN GET YOU  
SCHEDULED... AND GET YOU  
COVERED!**

**BAY AREA'S HEADQUARTERS FOR BOTTOM  
PAINTING, FIBERGLASS REPAIR & MUCH MORE!**



**PT. RICHMOND (510) 235-5564 • WWW.KKMI.COM • SAUSALITO (415) 332-5564**