

# Latitude 38

VOLUME 543 September 2022

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## CONTENTS

subscriptions	6
calendar	10
letters	20
loose lips	46
sightings	48
pacific cup return rescue	58
racing to mackinac island	62
baja ha-ha — a fleet sampler	68
galapagos — a dream dive	72
max ebb: jargon watch	76
racing sheet	80
charter	88
changes in latitudes	92
classy classifieds	102
advertisers index	112
brokerage	112

Cover: Duane Heil of the Beneteau Sense 50 *Grateful* with Athena, a rescue dog he adopted at a shelter in Sardinia last year. Duane has been cruising the Med for the last four years, but hopes to be headed across the pond to Brazil later this year.

Credit: *Grateful*

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*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.

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# CALENDAR

## Non-Race

**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. 4-25** — 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).

**Sept. 5** — Labor Day.

**Sept. 7-28** — Wednesday Yachting Luncheon, via YouTube, noon. StFYC, [www.stfyc.com](http://www.stfyc.com).

**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** — Full Harvest Moon on a Saturday.

**Sept. 10** — Marine Flare Collection Event, Newmark Yacht Center, Port of Los Angeles, 9 a.m.-1 p.m. Handheld and aerial marine flares and smoke signals only; no other hazardous waste. RSVP required, <https://tinyurl.com/288kn83w>.

**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, Oakland. \$330-\$445. IYC, [www.womenssailingseminar.com](http://www.womenssailingseminar.com).

**Sept. 11, Oct. 2** — Open House/Introductory Sail, Cal Sailing Club, Berkeley, 1-3 p.m. Guests must show proof of COVID vaccination. Free. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**Sept. 13-Oct. 18** — USCGA Boating Safety Class, Loch Lomond YC, San Rafael or online, 7-9 p.m. Qualify for the CA Boater Card. \$85. Info, [marinboatingclasses@gmail.com](mailto:marinboatingclasses@gmail.com).

**Sept. 14** — Dealer's Show, Svendsen's Marine, Alameda, 9 a.m.-5 p.m. Vendor reps, product demos. For pros and DIYers. Info, [www.svendsens.com](http://www.svendsens.com).

**Sept. 15-18** — Boats Afloat Show, Lake Union Piers, Seattle, WA. Info, [www.boatsafloatshow.com](http://www.boatsafloatshow.com).

**Sept. 17** — California Coastal Cleanup Day. Info, <https://www.coastal.ca.gov/publiced/ccd/ccd.html>.

**Sept. 17** — Rosie's Big Bash, Craneway Pavilion, Richmond. Fundraiser; \$25-\$250. Info, <https://rosietheriveter.org>.

**Sept. 22** — Autumnal Equinox, Northern Hemisphere.

**Oct. 1** — PortFest, Port of Redwood City. Waterfront festival with live music, children's activities, food trucks, vendor booths, kids' and teens' sailing, boat rides/tours, working waterfront tour. Info, [www.redwoodcityport.com/portfest](http://www.redwoodcityport.com/portfest).

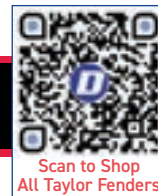
**Oct. 1** — Shipwrecks of the Golden Gate with Brian Crawford. A Tideline boat tour, departing Berkeley, 10:15 a.m.-1:15 p.m. and Pier 15, San Francisco, 10:50 a.m.-12:30 p.m. \$50. Info, <https://tinyurl.com/bdzb5x6a>.

**Oct. 1-2** — Vallejo Waterfront Weekend. Events include





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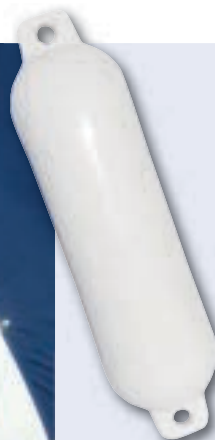
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# CALENDAR

Whaleboat Regatta, Lucky Ducky Derby, car show, live music, arts & crafts, more. Info, [www.vallejowaterfrontweekend.com](http://www.vallejowaterfrontweekend.com).

**Oct. 3-11** — San Francisco Fleet Week. Air Show featuring the Blue Angels, 10/7-9. Info, <https://fleetweeksf.org>.

**Oct. 8** — USCG Boat America Zoom Class. \$30. Doug, (510) 295-7430 or [doug\\_beckstein@yahoo.com](mailto:doug_beckstein@yahoo.com).

**Oct. 8** — Offshore Safety at Sea Course, California YC, Marina del Rey. \$250. Info, <https://sailaweigh.org>.

**Oct. 8-9** — International Offshore Safety at Sea Course with Hands-on Training, California YC, Marina del Rey. \$350. Info, <https://sailaweigh.org>.

**Oct. 15-16** — Yard Sale, Treasure Island Sailing Center, 9 a.m.-5 p.m. J/24s, Lasers, Vanguard 15s, Optis, trailers, dollies, gear. Info, [www.tisailing.org](http://www.tisailing.org).

**Oct. 31-Nov. 12** — 28th Baja Ha-Ha Cruising Rally from San Diego to Cabo San Lucas. Deadline for entries: 9/1. \$450-\$495. Info, [www.baja-haha.com](http://www.baja-haha.com).

## Racing

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

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

**Sept. 9-11** — Laser Fleet Championship with camping, Stampede Reservoir. Tahoe YC, [www.tahoeyc.com](http://www.tahoeyc.com).

**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).

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

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

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

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

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

**Sept. 10, Oct. 22** — LMSC Summer/Fall Regatta Series, Lake Merritt, Oakland. Denis, (707) 338-6955.

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

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

**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. 11, 18, 25** — Governor's Cup Series on Folsom Lake. FLYC, [www.flyc.org](http://www.flyc.org).

**Sept. 11, 25** — Fall Series 4-5-6 & 7-8-9. FSC, [www.fsc.org](http://www.fsc.org).





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## CALENDAR

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

**Sept. 17** — Singlehanded/Doublehanded Half Moon Bay Race. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

**Sept. 17** — Cal Cup Windsurfers Series concludes. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Sept. 17** — Jerry O'Grady Singlehanded Race. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Sept. 17** — Steele Cup/Dinghy Regatta, Rancho Seco. FLYC, [www.flyc.org](http://www.flyc.org).

**Sept. 17** — Singlehanded/Doublehanded Race #6. BenYC, [www.beniciayachtclub.org](http://www.beniciayachtclub.org).

**Sept. 17, Oct. 15** — Chowder Cup Series. ElkYC, [www.elkhornyachtclub.org](http://www.elkhornyachtclub.org).

**Sept. 17-18** — Totally Dinghy. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Sept. 17-18** — ILCA Pacific Coast Championships. Ventura YC, [www.venturayachtclub.org](http://www.venturayachtclub.org).

**Sept. 17-18** — Beneteau Cup. SDYC, [www.sdy.org](http://www.sdy.org).

**Sept. 18** — Mercury Regatta. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Sept. 18** — Baxter-Judson Series Race. PresYC, [www.presidiayachtclub.org](http://www.presidiayachtclub.org).

**Sept. 18, Oct. 2, 16** — Fun Sail Fall Series. ElkYC, [www.elkhornyachtclub.org](http://www.elkhornyachtclub.org).

**Sept. 24** — 10th Red Bra Regatta for women. SBYC, [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org).

**Sept. 24** — Shorthanded Races. TYC, [www.tyc.org](http://www.tyc.org).

**Sept. 24** — LLYC Commodore's Regatta, San Rafael. Matthew, (415) 235-8187, [fleetcaptain@lochlomondyachtclub.com](mailto:fleetcaptain@lochlomondyachtclub.com).

**Sept. 24** — Jack and Jill Race. SCYC, [www.scyc.org](http://www.scyc.org).

**Sept. 24-25** — Vanguard 15 Fleet Championship hosted by Inverness YC. Fleet 53, <http://vanguard15.org>.

**Sept. 25** — Fall SCORE #2. SCYC, [www.scyc.org](http://www.scyc.org).

**Sept. 25** — Fannette Island Race on South Lake Tahoe. SLTWYC, [www.sltwyc.com](http://www.sltwyc.com).

**Sept. 25** — Auxiliary Cup. SFYC, [www.sfy.org](http://www.sfy.org).

**Sept. 25** — Singlehanded/Doublehanded #4. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Sept. 26-Oct. 2** — J/105 NAs. SFYC, [www.sfy.org](http://www.sfy.org).

**Sept. 30-Oct. 2** — Express 37 Nationals. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Oct. 1** — Jill & Jack + 1 triplehanded coed race. IYC, [www.iyc.org](http://www.iyc.org).

**Oct. 1** — Twin Island. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**Oct. 1** — Vice Commodore's Race. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Oct. 1** — Champions Race. BenYC, [www.beniciayachtclub.org](http://www.beniciayachtclub.org).

**Oct. 1-2** — Calvin Paige. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Oct. 1-2** — Multihull Regatta. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Oct. 2** — Singlehanded/Doublehanded #5/Commodore's Cup. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Oct. 7-9** — Olson 25 Nationals. SFYC, [www.sfy.org](http://www.sfy.org).

**Oct. 8** — Gap Series #1. CYC, [www.cyc.org](http://www.cyc.org).

**Oct. 8** — Moonlight Marathon. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Oct. 8** — Santana 22 Team Races. SCYC, [www.scyc.org](http://www.scyc.org).

**Oct. 8** — S.F. Pelican Races at HMBYC. Fleet 1, [www.sfpelicanfleet1.com](http://www.sfpelicanfleet1.com).

**Oct. 8-9** — Fall Classic. SFYC, [www.sfy.org](http://www.sfy.org).

**Oct. 8-9** — Match Race Invitational. SDYC, [www.sdy.org](http://www.sdy.org).

**Oct. 9** — El Toro Stampede. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Oct. 9, 16** — Chowder Series. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Oct. 15** — Jessica Cup for classic wooden boats. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Oct. 15** — Champion of Champions. BVBC, [www.bvbc.org](http://www.bvbc.org).



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## CALENDAR

**Oct. 15** — Barth Regatta. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Oct. 15** — Fall Shorteez Regatta. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Oct. 15** — Oktoberfest. OYC, [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**Oct. 15-16** — Vallejo 1-2. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

**Oct. 16** — Joe Logan/Fall Invitational Regatta. StFYC, [www.stfyc.com](http://www.stfyc.com).

### Beer Can Series

**BALLENA BAY YC** — Grillers move to Saturday afternoons: 9/3, 9/17. Gary, (510) 865-2511, [www.ballenabayyc.org](http://www.ballenabayyc.org).

**BAY VIEW BOAT CLUB** — Monday Night Madness: 9/5 (daytime race on Labor Day), 9/19, 10/3 (make-up). BVBC, [www.bvbc.org](http://www.bvbc.org).

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

**CLUB AT WESTPOINT** — Friday Night Fun Series: 9/10. Larry, [lrmayne@gmail.com](mailto:lrmayne@gmail.com) or [www.theclubatwestpoint.com/friday-fun-series-2022](http://www.theclubatwestpoint.com/friday-fun-series-2022).

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

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

**ENCINAL YC** — Summer Twilight Series, Fridays: 9/9. Chris, (650) 224-3677, [www.encinal.org](http://www.encinal.org).

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

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

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

**LOCH LOMOND YC** — Every Thursday through Sept. Matthew, (415) 235-8187 or [fleetcaptain@lochlomondyachtclub.com](mailto:fleetcaptain@lochlomondyachtclub.com).

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

**ST. FRANCIS YC** — Thursday Night Kites: 9/1. Wing & Windsurf Slalom, Friday nights: 9/2. Info, [www.stfyc.com](http://www.stfyc.com).

**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: 9/13. Dan, (415) 577-5602 or [www.sausalito-yachtclub.org](http://www.sausalito-yachtclub.org).

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

**SOUTH LAKE TAHOE WINDJAMMERS YC** — Every Wednesday night through 10/12. Steve, [sdkatzman@yahoo.com](mailto:sdkatzman@yahoo.com) or [www.sltwyc.com](http://www.sltwyc.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** — 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).



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## CALENDAR

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.

### September Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. HIGH
9/03Sat	0623/4.0	1033/3.1	1713/6.0	
	LOW	HIGH	LOW	HIGH
9/04Sun	0027/0.4	0805/4.1	1154/3.4	1819/6.1
9/05Mon	0140/0.0	0919/4.4	1320/3.4	1929/6.2
	LOW	HIGH	LOW	
9/10Sat	0552/-0.4	1241/5.6	1805/1.4	
	HIGH	LOW	HIGH	LOW
9/11Sun	0021/6.2	0631/0.0	1314/5.8	1853/1.1
	HIGH	LOW	HIGH	
9/17Sat	0708/4.2	1119/3.5	1705/5.3	
	LOW	HIGH	LOW	HIGH
9/18Sun	0037/0.8	0832/4.4	1246/3.6	1810/5.2
	LOW	HIGH	LOW	HIGH
9/24Sat	0505/0.3	1152/5.2	1718/1.7	2325/5.6
9/25Sun	0534/0.5	1216/5.4	1753/1.3	

### September Weekend Currents

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

date/day	slack	max	slack	max
9/03Sat	0006	0400/1.5F	0800	0954/0.6E
	1200	1542/2.0F	1842	2130/1.6E
9/04Sun	0142	0548/1.7F	0936	1112/0.5E
	1318	1648/1.9F	1948	2242/1.6E
9/05Mon	0324	0706/2.1F	1048	1236/0.6E
	1442	1800/2.0F	2100	
9/10Sat	0100	0400/2.4E	0736	1048/3.4F
	1412	1642/1.9E	1942	2248/2.8F
9/11Sun	0154	0448/2.2E	0812	1124/3.3F
	1442	1718/2.0E	2036	2336/2.7F
9/17Sat	0048	0506/1.7F	0830	1018/0.6E
	1236	1536/1.4F	1854	2124/1.0E
9/18Sun	0206	0624/1.8F	0942	1142/0.6E
	1348	1642/1.2F	2000	2236/0.9E
9/24Sat	0024	0306/1.6E	0636	0954/2.6F
	1318	1548/1.6E	1848	2148/2.3F
9/25Sun	0100	0342/1.7E	0700	1018/2.7F
	1342	1612/1.7E	1924	2224/2.3F

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

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# H57





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## LETTERS

### ↑↓ A NUMBER OF RECENT DEVELOPMENTS IN THE BAY AREA APPEAR ADVERSE TO THE WORKING WATERFRONT AND RECREATIONAL BOATING

The destruction of Sausalito's working waterfront came a step closer to reality following a 3-2 vote at the June 14th City Council meeting.

Despite warnings from hundreds of citizens who signed petitions against siting homes immediately adjacent to the Arques Shipyard, the council majority did exactly that by advancing to the Environmental Impact Report stage for two large parcels for residential development at an office complex known as Marina Plaza.

The motion to move forward was made by Councilmember Susan Cleveland-Knowles and seconded by Councilmember Melissa Blaustein. Councilmember Ian Sobieski provided the third vote. Opposition to housing next to the shipyard came from Mayor Janelle Kellman and former Mayor Jill Hoffman.

Supporters of the shipyard, with its creative small industries, good jobs and artist spaces, were baffled by claims from Cleveland-Knowles and Blaustein, who insisted that they supported the shipyard and working waterfront, while voting to doom it with adjacent housing developments. Mr. Sobieski's vote was even more puzzling, after claiming he was opposed to putting housing on the Marina Plaza site — then voting to include the same location in the residential development EIR.

This step forward was made despite the legacy toxic contamination at other nearby sites in the Marinship from 75-plus years of shipbuilding and industrial activity. The risks of rising groundwater and rising sea levels are concerns dismissed by advocates of residential development at the site. Any similarities to Hunters Point or Treasure Island have been dismissed because Marinship only has documented PCBs and legacy underground diesel storage tanks at this point, and not nuclear waste contamination. The identified remaining toxic contamination resulted in deed/covenant restrictions that prohibited residential development at these nearby studied sites in the Marinship.

Furthermore, on the other side of Marina Plaza is the Army Corps' S.F. Bay debris removal operation. An excerpt from the nearby Machine Shop Phase 1 Environmental Report indicates, "The US Army COE (debris yard), located at the north adjacent property, is involved with PCB waste, asbestos waste and various metal waste. This facility may have impacted the subsurface conditions at the subject Site (Machine Shop)." This debris yard is closer to Marina Plaza than it is to the Machine Shop. Those three city councilmembers seem to also be willing to overlook this.



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**Sausalito's Marinship is facing a double whammy: The 225-acre industrial zone, which was hastily filled to build a high-production shipyard during World War II, has been slowly sinking, while sea levels have been rising. Even without the flooding and toxic contamination, building housing next to a working boatyard is crazy, and is sure to be detrimental to the working waterfront — as we've seen play out across the country — because noise and nuisance complaints, and protecting property values, take precedence in a court of law.**





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## LETTERS

This drastic action follows more than 30 years of lax zoning enforcement in the Marinship industrial zone, much of which is now filled with hedge funds, marketing and advertising agencies, law firms and real estate companies. Despite an outcry from the Sausalito Working Waterfront Coalition of residents and business owners, Marinship is following in the footsteps of Alameda Marina, Oakland's waterfront stadium development, and other working waterfronts along both coasts. Some on the City Council take the view that we need to rezone some of the working waterfront to save it, but every time there is a plan to "save" the working waterfront, it requires giving up more of it.

Concern from citizens in Sausalito gave rise to a new documentary film, titled *Tour of Sausalito's Marinship, A Working Waterfront at Risk*. It has been screened 18 times around the Sausalito area to more than 1,000 viewers. We hope that the three city councilmembers who voted for housing in the Marinship find the time to attend a screening.

In the shadow of this action, *Phoenix*, the San Francisco fireboat that saved the Marina District during the 1989 earthquake, is hauled out next door at Bayside Boatworks for a major overhaul including repair of the steel hull. There are places in the Marinship where housing can be built that are not near the boatyards and remaining industrial areas. However, putting several hundred condos adjacent to a shipyard is a recipe for disaster, with lawsuits and complaints that are certain to follow. Seems like something would have to give.

Take a guess which it would be.

John DiRe

Sausalito resident and member of the  
Sausalito Working Waterfront Coalition

### ↑↓ NEW PEDESTRIAN BRIDGE PLANNED TO CROSS OAKLAND ESTUARY

As a current berth lessee in Marina Village Harbor, we would oppose a pedestrian bridge being built across the Estuary. The bridge would only serve the development of residential units on the island. A regular ferry service would be much more economical and useful. The Estuary serves a wide variety of commercial, emergency and recreational establishments.

Chuck Cunningham  
Alameda



**Regardless of whether this bridge is ever built (or the new Oakland A's ballpark, seen on the left of this artist rendering), changes to the Oakland Estuary waterfront are inevitable, and have been in the works for decades.**

Chuck was commenting on the July 25 'Electronic Latitude with the same name as this letter. Since around 2008, the City of Alameda has apparently been studying the feasibility of a drawbridge — serving pedestrians, not cars —





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## LETTERS

spanning the Oakland Estuary from a new, high-density development in Alameda into Jack London Square. A 2009 report said that the bridge would have a maximum 45-ft clearance when down, and 175 feet when raised, but a 2021 study said that the bridge would have a 70-ft clearance when closed. (Clearly, there are some details to be worked out.) The 2009 study estimated that demand for the bridge would be between 2,500 and 4,000 people per day.

The 'news' of the bridge came as a surprise to our readers.

### ↑↓ DISHEARTENING AND DISAPPOINTING

To sailors out of Alameda for 50 years, this announcement comes as a disappointing and disheartening surprise. Having dealt with the southern bridges to the island over the years, it's not hard to imagine the chaos that opening and closing such a bridge would cause.

No one has mentioned such a possibility to our knowledge in all the years and studies that are cited. It certainly was not a factor mentioned in the permitting process for the hundreds (or thousands?) of new housing units on Alameda.

We'd like to understand how and why the Coast Guard, with its current class of cutters, would approve such a bridge, which is on its ships' immediate [and only] route to the Bay. Also, is the operator of the Commodore fleet of tour boats aware of these plans?

Why would such a bridge be situated where essentially all of the boats in Estuary-based marinas — such as Jack London, Marina Village, Fortman, Grand, etc. — would need to cross under it? Our sailboat is in Marina Village, and we would definitely require the bridge to raise for our 54-ft-plus mast and antennas to pass safely.

The sailing community needs to be fully aware of this plan and its implications. Getting the word out through *Latitude 38* is a good start.

Ray and Laurel Kaleda  
Nuance, Swan 41  
Alameda



JOERG BASHIR

Michel Berndt's Olson 30 'Flying Fish' races in the Oakland Sunday Brunch series in April, past construction of condos in Brooklyn Basin.

### ↑↓ A BIKER AGAINST THE PROPOSED BIKING BRIDGE

It looks like this will kind of wipe out Estuary sailing.

If I interpret the hazy drawings correctly, the bridge will be seaward of almost all the sailboat slips on the Estuary. I think it may go over or through my slip (at Jack London Square). I'm a big cycling proponent, but the bridge designs do not look appealing to me as a cyclist or pedestrian. I think having to ride an elevator or ramp to gain the minimum vertical clearance in any of these designs would dissuade the casual and joyous use, even as it bisects the Estuary and chokes off its natural use.

I would wager, with the increased number of people living and enjoying the greater Jack London Square area — a





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## LETTERS

recent development — that a well-done, small-scale cross-Estuary water taxi would work well *now*. Assuming, that is, that there was something to draw people to make the crossing. Put a couple of good waterfront brew pubs on the Alameda side, provide a nice water taxi with good availability, provide an attractive water-taxi dock, and I bet people would use it. The people who come to the Estuary, even non-sailors, love to be on and near the water.

But, if it's not even feasible to provide for, say, decent and safe public restrooms at the waterfront, then the free spirits of cyclists, pedestrians and any other visitors are going to be a bit repressed. Some monster-scale bicycle bridge is not going to make things better.

Makana

### ↑↓ **A BIKER IN FAVOR**

Fantastic! I am a sailor and cyclist, and I travel frequently by bike from Oakland to Alameda. This project can be a win-win with proper planning.

Neal Holmlund  
 Respite, Islander 32  
 Oakland



CITY OF OAKLAND

*Speaking of construction on the East Bay waterfront: This artist's rendering shows the new (and already in progress) high-rise-condo-laden Brooklyn Basin on the eastern shore of the Oakland Estuary, which will actually build a new marina as part of its development.*

### ↑↓ **SKEPTICAL OF THE STATISTICS**

I am also interested where they got the 4,000-per-day figures for bicyclists and pedestrians. I live in Alameda, and doubt if I see those numbers per *month* throughout the island, except maybe beach-going pedestrians on Shoreline Drive. Maybe it will be 4,000 owners of \$1.5 million condos riding or walking to their high-paying jobs in Oakland.

Steve Grogan

### ↑↓ **A 70-FT CLEARANCE WOULD NOT BE ENOUGH**

Maybe Alameda is in cahoots with Oakland, as it appears there is no place to accommodate the traffic for the new stadium complex that also appears likely to be built, as the Howard Terminal has now been decertified as a port. Do they think using Alameda as a parking lot is the solution?

Candy Morganson  
 Infidel, Swan 44  
 Alameda

### ↑↓ **I ALSO CAN'T WRAP MY HEAD AROUND HOW THE BRIDGETENDER WOULD WORK**

Well, at least the bridge would prevent Elon Musk from berthing in Alameda!

My real question involves bridgetending: How is that

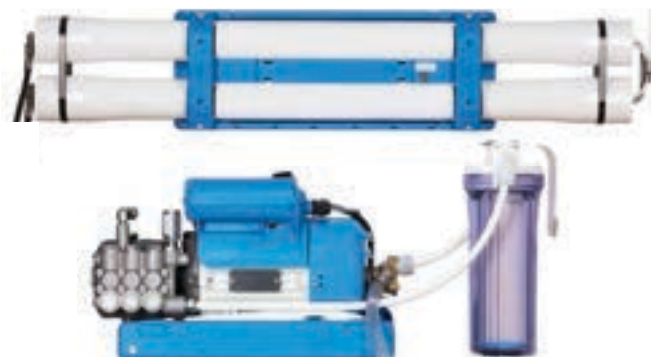




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**FEATURED LISTING**

**Arctic Raven**  
2003 SAGA 48  
\$325,000



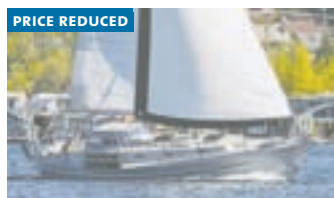
**Arctic Raven** is a performance cruising sloop designed by Robert H. Perry. This SAGA 48 (hull #2) was launched in 2004 by SAGA Marine and was awarded *Cruising World's* "Best Full-sized Cruiser" that year. She continues to impress today. Designed to be sailed shorthanded, both above-deck and below-deck spaces provide for luxurious, comfortable, and easily navigated movement. Power winches for sail management, dual helms, and the space to move in the cockpit make sailing a dream. **Arctic Raven's** owner has lavished improvements on her over the past three years, including new standing rigging, B&G radar and chartplotter, new carbon rudder, rebuilt engine and extensive other systems upgrades.



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80 Chuck Paine/Kelly Archer	2003	\$2,600,000	42 Baltic	1982	\$175,000
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50 Bestway	1986	\$124,000	40 Ellis Custom	1990	INQUIRE
48 Monk	1964	\$165,000	38 Beneteau 381	1998	\$99,000
47 Tayana	1990	\$115,000	36 Grand Banks	1991	\$140,000
46 Dream Boat	1928	\$149,000	36 Pearson 36-2	1986	\$62,500
46 Swan	1984	\$165,000	34 Sabre	1987	\$49,950
46 Ker	2006	\$249,000	32 Beneteau 323	2006	\$72,000
46 Cal 2-46	1976	\$160,000	32 Catalina 320 MkII	2007	INQUIRE
45 Jeanneau DS	2010	\$279,000	30 Henderson	1997	\$29,000
45 Allures 45.9	2022	€770,000	32 Nordic Tug	2003	\$189,000
44 Outbound	2005	\$415,000	27 Ranger Tug	2020	\$212,500
42 Outremer	2008	\$359,000	25 Ranger Tug	2014	\$119,500
42 Passport	1980	\$150,000	24 Boston Whaler Vantage	2021	\$175,000

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## LETTERS

going to work? Live tender on site 24 hours (salary, benefits, retirement)? Call ahead and hope someone shows up (D Street Bridge in Petaluma, for instance)? Automated on demand (FasTrak)? Specific time schedule for up and down (up on the hour, but for how long)?

No matter which they choose, it will be a real boat block for most sailboats.

Pat Broderick  
Nancy, Wylicat 30  
Sausalito

### ↑↓ A BIT OF THE POT CALLING THE KETTLE BLACK?

It makes sense that sailors want more public marinas. It does not surprise me that sailors, rarely urban pedestrians or cyclists by lifestyle, would object to a pedestrian bridge.

The most humorous objection above is that it may be simply for the use of wealthy condo owners, new to the area, so they can get downtown without driving. It's amusing to have sailors comment on the wealthy and their needs. Each, accessing a public marina nearby, to sail. A poor man's sport then? Boaters saying, "Let them take a ferry" indeed.

Greg Knipe

### ↑↓ BAD FOR BEER-CAN CREW AND BAD FOR RACING IN A PART OF THE BAY GOOD FOR MELLOW CONDITIONS

For anyone commenting that sailing is not a poor man's sport, I'd like to remind them that the larger boats, which would be affected by the 45-ft height limitation, usually depend on four-plus crew to sail them — and even more crew for racing. People who might not be able to afford a boat on their own can enjoy crewing on larger boats, and will be affected when the boat owners decide to abandon the Estuary because of the hassle of getting past the bridge.

When a boat is berthed in a slip, many support services grow up around the marina — boat yards, yacht clubs, sailmakers, riggers, restaurants, etc. Apparently, the powers that be in Alameda have decided that they are not as interested in supporting boaters as they are in overcrowding the island with much more housing than it can currently handle. First they eviscerated Alameda Marina, and now they are messing with more boaters by this ill-considered pedestrian bridge.

There are several annual races that start in San Francisco Bay and finish at Encinal Yacht Club; there may be other clubs that are affected as well. There are many sailboats berthed at Marina Village, Grand Marina, etc. that will require the bridge to go up so that they can pass through to sail and race on the Bay. The Estuary is the nicest place to keep a boat, IMHO, because of the relatively benign conditions and opportunity for non-white-knuckle sailing. I guess the dollars going into developers' pockets for residential housing matter more than providing opportunities for people to engage in a wonderful sport.

Maryann Hinden  
Mas Que Nada, Harbor 20  
Alameda

### ↑↓ WILL CLIPPER COVE BEACH ON TREASURE ISLAND BE CLOSED TO BOATS?

This is another front in the apparent ongoing war on boaters. Perhaps this stems from a lack of familiarity on the part of city governments and the larger community with how much fun sailing, kayaking and other water sports can be.

There are many examples of how sailing and other water activities can enrich lives. BAADS, an association that



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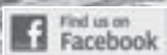
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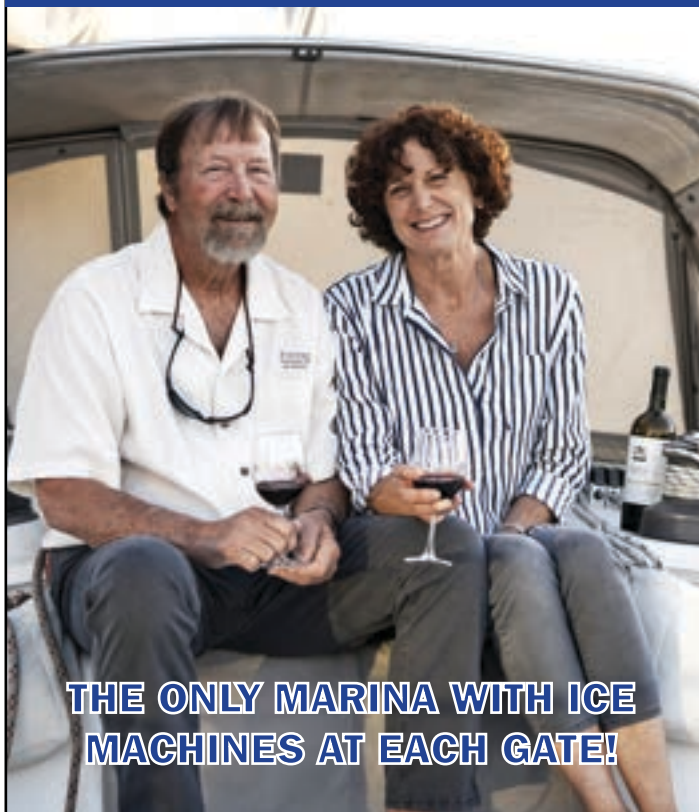


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## LETTERS



FOUR SQUARE / ABDULRAHMAN ALI

*At a recent meeting of the Treasure Island Development Authority (TIDA), there was a proposal for a "Protected Water Use Area" that would effectively restrict access by dinghies from anchored boats and youth sailors from Treasure Island Sailing Center, as well as SUPs, kayaks, etc. We're not sure if, when, or how this might be implemented, but the buoy design has already been created.*

promotes sailing access to the differently abled on San Francisco Bay, is one example; another is the Alameda Community Sailing Center, which teaches a broad demographic of children and young adults to sail.

The Bay is a fabulous resource for boating and related activities, something other areas can only dream of. Why close off a quiet, safe harbor on the lee side of Treasure Island? Surely boaters and swimmers can coexist; it is not an either/or situation.

Maryann Hinden  
Her second letter this *Letters*

*Maryann was commenting on the July 29 'Electronic with a headline similar to this letter.*

### ↑↓ WHAT SWIMMERS?

I've never actually seen anyone swimming from the Clipper Cove beach [in the west end of the cove], although I wouldn't doubt that there may be one or two now and then. Considering how difficult it is to reach that beach from wherever one could park their access vehicle (i.e., their car), it's not surprising how little use it gets from the land side.

On the other hand, I've seen far more boaters — including dinghies from anchored and/or rafted visitors, as well as kayaks and SUPs that were transported to the cove — who have used the beach. This seems like yet another 'good idea' from some well-meaning but miserably uninformed government planners. Shouldn't the realistic benefits and impacts be considered before developing a 'good idea'?

Lee Panza  
Aventuriero, Catalina 25  
Sierra Point Marina

I can't find the right words for my disdain (which is very unusual for me), but something stinks in San Francisco politics. In nearly 50 years of occasional visits by boat to Clipper Cove have I ever noticed the rare occurrence of a swimmer in the water.

Klaus Kutz

Can swimmers be considered Bay fill? Asking for a friend.  
Jim Perry

### ↑↓ SKIRTING THE LAW TO DENY ACCESS

You don't think the beach restrictions have anything to



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## LETTERS

do with the luxury housing built on the island, do ya? "Available units range in price from \$4,195,000 to \$4,277,000. Yerba Buena Island's The Flats has several units, and sizes range from around 2,500 to 4,200 square feet."

The developers have turned most of Yerba Buena Island into a virtual gated community, and now they want the beach. It's illegal to deny access to a beach — there is land access, however, due to parking and other constraints, that access is very difficult — so they skirt the spirit of the law, i.e., cutting access for those who most use the beach, by saying there is access by land.

This island could have been an outstanding public park, but sadly, that opportunity has come and gone. What we have (or do not have) now is a virtual gated community with its private beach; it may be technically a public beach, but by disallowing access by water and with no public parking for entry by land, that pretty much makes the beach exclusive to the property owners and their guests.

Jack Gill

Azure-Tè, Ron Holland 43  
Sausalito



*Beautifully protected and centrally located, Clipper Cove has seen some epic raft-ups over the past few years. Surely it's not that hard to save a patch of sand for dinghies and create an area for swimmers.*

*Readers — These are just some recent developments affecting recreational sailing and boating in the Bay Area. We will visit other issues later in these Letters.*

### ↑↓ **SAN FRANCISCO BAY'S COLD WATER MEANS ABUNDANT ANCHOVIES AND PELICANS**

The *Chronicle* says the Bay temp is 55 degrees today [July 8]. Normally, it would be in the low 60s. I have to think that because of strong winds on the ocean, the upwelling of deeper, nutrient-rich cold water is keeping the Bay cold and bringing more to the food chain.

Hence more pelicans.

I have been sailing this week, and there are a lot more flying around than usual.

Craig Russell

Aquarius, 40-ft Jeanneau  
Emeryville

*Craig was commenting on the July 8 'LL with the same name as this letter.*

### ↑↓ **PELICANS IN POINT REYES**

Pelicans are very amazing birds. Their hollow bones make



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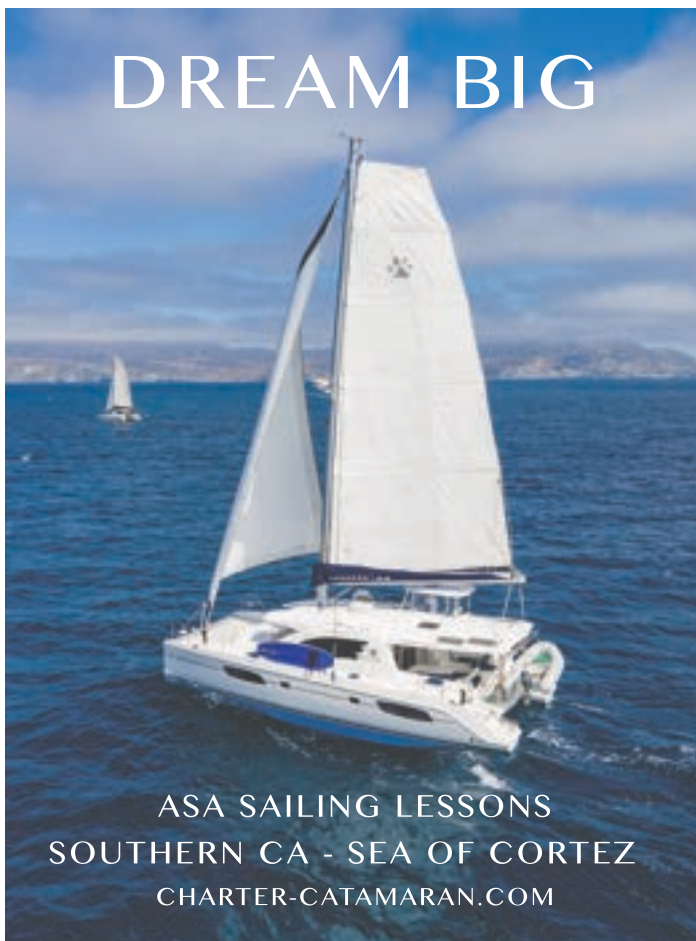


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## LETTERS



LATITUDE / JOHN

*Pelicans are, at once, elegant and odd-looking. They are graceful, magnificent aviators, and actually 'surf' waves by flying just above and in front of a peeling swell.*

them virtually weightless, despite their size. They certainly seem to me an indicator of positive ocean and Bay health. There are a huge number of them up here in Tomales Bay, too. We endured the big breezes in the spring, but they resulted in the upwelling that is the underlying cause of this wonderful phenomenon. Let's enjoy it while it lasts!

Milly Biller

*Big Pink*, International 110

Inverness

### ↑↓ A PELICAN POEM

From Dixon Lanier Merritt, 1910:

A wonderful bird is the pelican

His bill will hold more than his belican.

He can take in his beak

Food enough for a week,

But I'm damned if I see how the helican.

Tim Maloney

*Magic*, Bear Boat

Bay Area

### ↑↓ ALCATRAZ RESTRICTED ZONE IS FOR THE BIRDS

There is no officially restricted area [around Alcatraz]. None that my charts and Coast Pilot 7 can describe, anyway. StFYC has a rule about not sailing between the [AZ] buoy and the shore, but no government/police agency or authority has made it restricted. Can anyone cite an official source that delineates such an area?

Dennis Lindemann

San Francisco Sea Scouts



LIDIA D'AMICO

*Those boats — which are taking a commonly traveled route either searching for current relief, or sailing the shortest, most efficient course — were way too close for comfort, according to the National Park Service; NPS asked sailors to give Alcatraz's south shore a wide berth during seabird breeding season, from February through September.*

Dennis was commenting on the July 20 'Electronic Latitude with the same name as this letter. This summer, Richmond Yacht Club received a letter from a park ranger at the Golden Gate National Recreation Area based on Alcatraz, which is part of the National Park Service.

*"I'm contacting [RYC] in regards to a July 9 sailing event*



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*The redevelopment  
of Treasure Island has  
required us to shrink  
the size of our site. So,  
we need to slim down  
our inventory of boats,  
trailers, dollies and  
other equipment.*

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## LETTERS

that took place within 100 yards of Alcatraz Island. NPS advises all watercraft to maintain a distance of at least 100 yards from the north, south and west shoreline of the island during the seabird breeding season (February-September)."

Dennis — Superintendent's Compendium page 13 cites 36 CFR §1.5(a)(2). Personally, I think it's a sad overreach by NPS. I recently learned that within 1/4 mile of Point Reyes is considered a "wilderness area," i.e. no motorized vessels within 1/4 mile (but cars can drive in).

Will Anderson

Sometimes Crew on Express 27 *Dianne*

### ↑↓ THE OLD RESTRICTED ZONE

This reminds me of being shot at when you got too close to the prison back in the day. Owners knew that after the warning shot, they shot at the sails, so we always tacked away.

Christopher M.

Chris — Seriously? That used to happen?

### ↑↓ HOW MANY HOURS ON YOUR DIESEL?

I've motored a lot, sometimes 30 hours on end, when there's no wind. I have a Perkins 4.108 approaching 5,000 hours. I just keep putting new parts on it and it's been fine. I blew the transmission input shaft before the motor ever gave me problems. LOL.

It wasn't until another year when I blew a belt. The header tank corroded apart, and the raw water pump started leaking. All three are new now. I drain the sea water out of the engine when I have downtime.

Nigel

*Nigel was commenting on the June 2017 'Lectronic: How Many Hours on Your Diesel?*

### ↑↓ THE LOSS OF THE SCHOONER RAINDANCER

In 1980, I was working at Dragon Port Marine, owned by



JOHN ROGERS

*In 2013, the 75-ft schooner 'Raindancer' was navigating a narrow passage at night in Grenada when she struck a reef and broke apart.*

Commodore Charles Fredrick Church (Charley to us) at the mouth of Gold River, in Nova Scotia.

A friend and I volunteered some time to help fit *Raindancer* out after she was launched. *Raindancer* was simply the most beautiful boat I have seen before or since.

I recall that one of the Stevens brothers, when asked why he loved making boats, replied, "It's like playing God; it's the nearest man can come to creating a living thing."

After 42 years, I'm a lot older, and this is another loss of part of my youth; I'll never forget my time in Nova Scotia, Charley Church, and *Raindancer*.

XSFRGR



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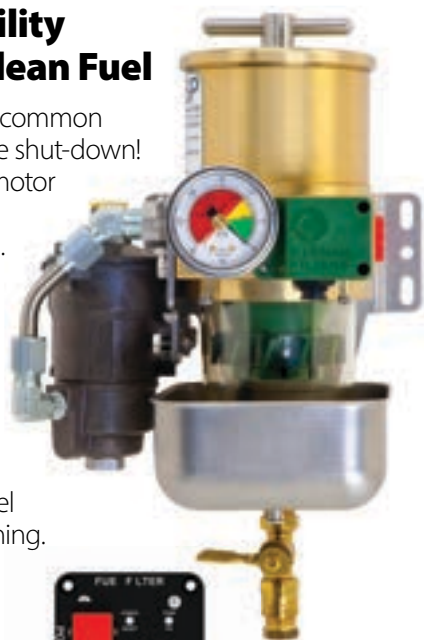
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## LETTERS



DRAGON CLASS / WIKIPEDIA

The reader was commenting on the almost 10-year-old 'LL' from March 2013, with the same name as this letter.

### ↑↓ WHO KNOWS SOMETHING ABOUT DRAGONS ON LAKE TAHOE?

I believe *Blue Amaru* is a Dragon on Tahoe presently. I saw it going in at Obexer's on the west shore.

I'm curious about the wedding boat as well. [A Dragon sailboat appeared in *The Godfather Part II*.] It would not have been that hard to ship it to Tahoe and launch it for filming — just expensive.

Leslie Edmonds

Leslie was commenting on the July 27 'LL: Lake Tahoe Is Home to Godfathers, Dragons and Fire.

### ↑↓ HOW TO TRAIN YOUR DRAGON

In the early 1980s I was teaching sailing for the long-gone Bay Area Marine Institute at Pier 66 (a couple of blocks south of what is now Chase Center). All the vessels in the fleet were donated, including a very tired Dragon. She had her issues, but God, was she a treat to sail! I didn't care much for the running backstays, but that was the price of adjusting mast shape.

When a puff hit, she'd heel over, put her shoulder down, and accelerate. What a blast! It was like sailing an elegant piece of furniture. My students and I would occasionally sail to Oakland for an extended lesson and cruise; otherwise we just sailed on the east side of the City from a mooring in the cove. (Teaching sailing was one of my daytime gigs as I attended law classes at night.)

Jean Ouellette

Longtime *Latitude* Staffer  
San Francisco



WIKIPEDIA COMMONS

We love to find excuses to talk about sailing on Lake Tahoe. You're looking at a photo of Homewood, on Tahoe's west shore, where parts of *'The Godfather Part II'* were filmed, and where a Dragon made an appearance.

### ↑↓ SAILING ON LAKE TAHOE IN GENERAL

I raced in the Olson 30 Nationals on Tahoe more than 10 years ago. What an amazing experience it was to be racing into Emerald Bay with the kite up!

Ross Tibbits  
*Latitude* Contributor



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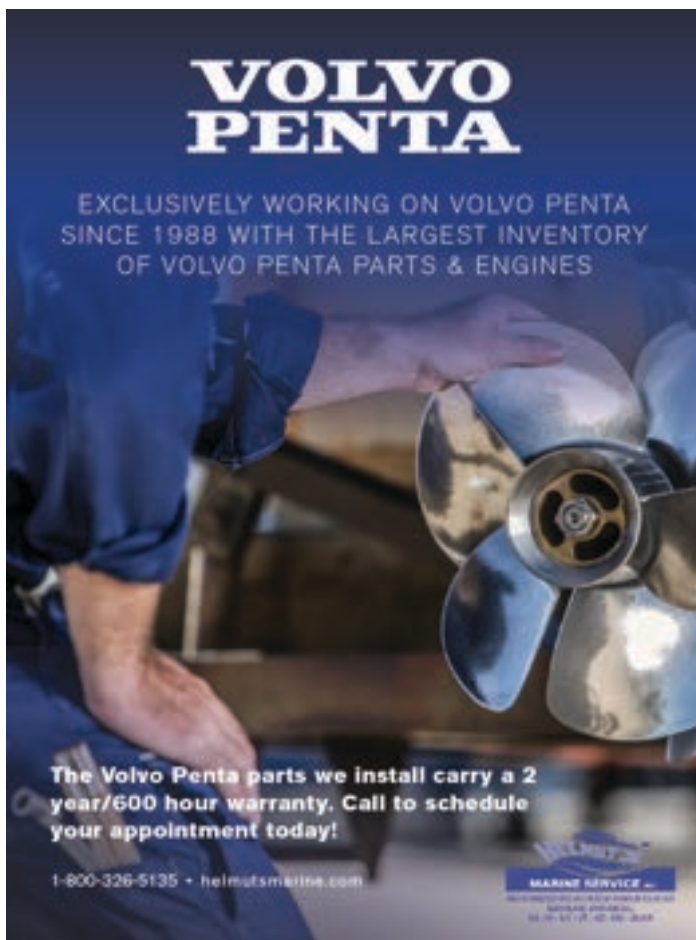
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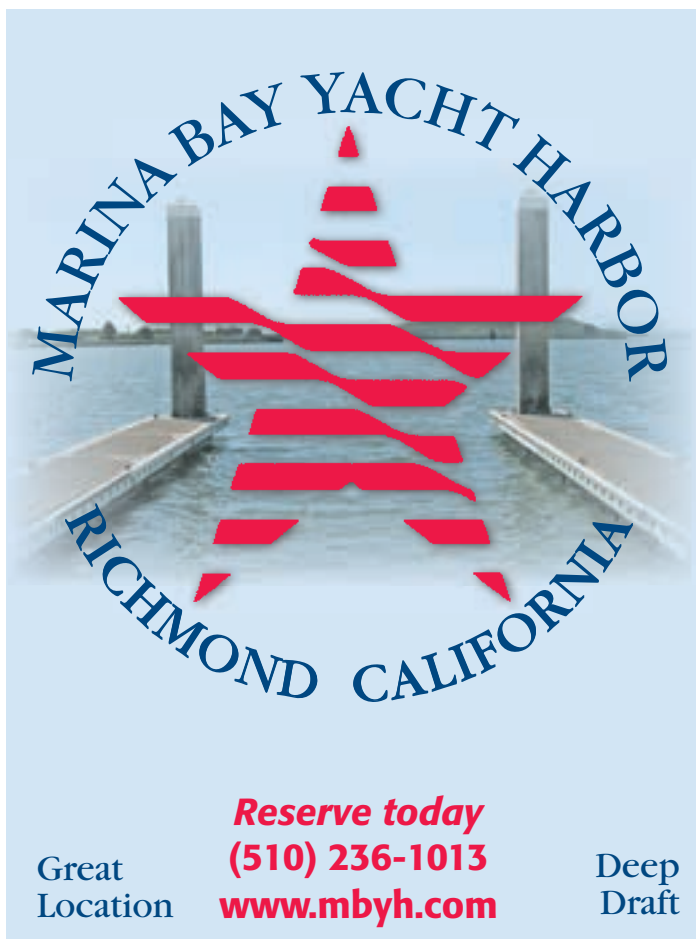


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## LETTERS

I sailed my Prindle 16 many times out of Agatam Beach, Lake Forest ramp and Sand Harbor, pre-zebra mussels. Feast or famine, summer winds with 90-degree shifts keeping you on your toes.

Dean Constantine Koutzoukis

I learned to sail on Tahoe in our Catalina 24. If you can sail there, you can sail anywhere.

Lori Lillo  
VikingMor2, Morgan OI 41  
San Diego

I met my wife Patty at the Hearthstone restaurant in Tahoe City where we worked in the '70s. We then built a cabin above Sunnyside — which we still have and visit twice each summer — entirely by ourselves over three summers. We still love the Lake and all it offers.

Bill Meanley  
Dolphin, Pacific Seacraft 37  
Singlehanded Transpacific Race Veteran, 2018



COURTESY JOHN DUKAT

### ↑↓ WHO KNOWS ANYTHING ABOUT SO-CALLED "R" BOATS?

I don't know much about R boats, but I found this image, I believe, in an old issue of *Yachtsman* at the Nautical Library at Fort Mason. R boats seem large, narrow and well canvassed.

John Dukat  
Richmond Yacht Club

### ↑↓ THEY WERE KIND OF A BIG DEAL

I'm not going to write a treatise, but there was a stint between the wars when Rs were as important to West Coast racing as Six Metres.

Kimball Livingston  
St. Francis Yacht Club

### ↑↓ A NAMESAKE R

My great-grandfather commissioned *Aloha*, the first marconi R boat on the West Coast, in the early 1920s — the Master Mariners M-II division races for the Aloha Trophy to this day. The trophy was won by my great-grandfather and skippered by my grandfather, with my father in the crew. As far as I know, *Aloha* is still sailing in the Pacific Northwest, and a picture of *Aloha* hangs in my living room.

Robert Rogers  
Sunda, 35-ft 1941 Ben Seaborn sloop  
San Francisco

### ↑↓ KIND OF A BIG DEAL ON THE GREAT LAKES

The R Class boats are still an active fleet of six boats that race at the Cleveland YC (my childhood home club). I think there may still be a fleet in Toronto as well.

On a sporty night race on Lake Erie back in the late 1970s, one swamped, then sank, when smacked by a Midwest nighttime storm. One teenage crew allegedly went down with the boat, but managed to free himself from the rigging, and miraculously swam to the surface, to the relief of the rest of the team. A flashlight floated to the surface, which



# LETTERS

gave them a chance to signal their distress.

All souls survived but the boat was never found (despite going down in less than 60 feet of water).

Matthew Sessions  
Marin County

## ↑↓ THE OCEAN VOYAGES INSTITUTE HAS BEEN REMOVING LITERAL TONS OF TRASH FROM THE OCEAN

In 2015, a lot of the boats returning from the Transpac were carrying big subsurface trawls through the Pacific High for the "Mega Expedition" [the Ocean Voyage Institute's effort to produce a high-resolution map of the Great Pacific Garbage Patch]. I think there were 15-18 boats participating. We dragged the apparatus twice a day for about two hours; there was a six-inch "condom" at the end of the long net, collecting the particulate that was scooped up. This wasn't surface skimming; this was 8 to 10 inches below the

OCEAN VOYAGES INSTITUTE / LOCKY MACLEAN



*It is simply appalling how much trash resides in the ocean.*

surface. The trawl mouth was about 6 feet wide and about 18 inches high.

We were totally shocked at the amount of plastic particulate each trawl collected! Keep in mind this was between 500 and 1,200 miles off the West Coast, and in water as deep as 20,000 feet. Each sample was collected and stored in our freezer and then mailed in special refrigerated boxes to Europe for analyzing.

Thank you, Ocean Voyages Institute! I can't even begin to quantify how many pounds of chopped up fishing nets we've seen through the years, crossing through the Pacific High coming home to SoCal from Hawaii. (In the next couple of weeks we are sailing home, again, from Hawaii to Marina del Rey.) One year, we had to cut 11 big pieces of net from our prop through the High.

Hopefully, this put a small dent into the mess out there.  
Jeffrey Matzdorff  
Marina del Rey

*Jeffrey was commenting on the July 29 'Electronic Latitude: SV Kwai Visits Sausalito With a Treasure Trove of Trash.*

I was amazed by the increase in the amount of trash we saw on this year's Pacific Cup. It was sad. Thank you, Kwai, for doing something and bringing awareness to this travesty.

Tom Warren

What a wonderful project and wonderful people who are involved! Susan and I were lucky enough to visit Kwai and her crew, along with the ever-energetic Mary Crowley, and

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## LETTERS

it was a lot like a shot of adrenaline to see the 'bounty' of what they collected. Hundreds of tons of plastic junk, neatly packed into heavy bags, and hauled off to be recycled, up-cycled, or combusted. Locky and Mary are heroes for our times. Good on ya!

Chuck Hawley  
Soleil, Harbor 20 (recently sold)  
Santa Cruz

### ↑↓ WE NOW RETURN TO THE OMINOUS NEWS AND EXISTENTIAL PONDERING OF THE BAY AREA WATERFRONT

One might understand Hawaii's reluctance [toward cruisers] if one considers the problems they've experienced with people arriving under sail in the past — outriggers don't require infrastructure.

As far as the Bay Area is concerned, we've been witnessing the decline in its sailing infrastructure for decades now, despite the efforts of many people to reverse the trend. The myriad reasons for this have defied simple, cost-effective solutions. A quick look at Alameda paints the picture.

The sailing community must rally around the remaining infrastructure and work to preserve what is left.

Michael Maloney



LATITUDE / JOHN

*We've probably published this shot, taken in 2018, of a broken dock at Pier 40 in San Francisco, a million times. We assumed that the dock would have been fixed within the past four years. Not exactly. It's been removed completely. There is still a dock that's used by charter boats (for a hefty fee), but there is no space for recreational sailors. Please expect to see this photo again as an exemplification of the crappy boating infrastructure scene in the Bay Area.*

Michael was commenting on the July 22 'Electronic: Comparing the World of West Coast Boating Infrastructure.

### ↑↓ COMPARATIVE BOATING AND ARCAINE PROCESSES

I have sailed and boated east from Rhode Island to the Chesapeake and west from Mexico to Vancouver. By far, the Bay Area is the worst place for shore access; I would say the Bay Area is not water-activity oriented, perhaps because there are so few options. And those who try to add infrastructure can spend decades wading through arcane, expensive processes.

Agencies even fight environmentalists and educators who want the next generation to learn about and protect our Estuary. (Remember the BCDC taking six years to approve sand replacement by the Marine Science Institute?) I applaud those who try and especially *Latitude 38* for keeping a spotlight on the deficiencies. I wish I had a solution to suggest. Frustrating problem!

Bob Wilson  
Rhode Island

### ↑↓ WHY, BAY AREA? JUST... WHY?

Why did they remove the dock at Pier 40? Nothing has been put in its place. I used it many times to pick up San Francisco friends for sailing. Now, the closest place is at South







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# LETTERS



LATITUDE / JOHN

**Build! The! Wall! chanted no one in Alameda. (You can just make out some sailboat masts on the right.)**

Beach Harbor.  
Steve Haas

## ↑↓ WE NOW RETURN TO ALAMEDA

I find it ironic that one of the complaints the [Alameda] developer used to turn public opinion was that the old structures along Clement formed a "wall" that prevented people from viewing the Estuary.

FastBottoms Hull Diving

Fast was commenting on the July 11 'LL: Condos Grow at Alameda Marina. Boatyard TBD.

## ↑↓ A FRANK DISCUSSION ABOUT THE STATE OF ALAMEDA MARINA BEFORE THE DEVELOPMENT

While I'm not a fan of six-story condos blocking my view of the Estuary, Alameda Marina was in disrepair, with derelict docks and vessels collecting moss. We just can't have it all. Let's hope the new residents have an urgent need to take up sailing!

David Schurr  
Rescue Dog, Catalina 27  
Concord

## ↑↓ A FRANK DISAGREEMENT ABOUT THE STATE OF ALAMEDA MARINA BEFORE THE DEVELOPMENT

Once-thriving might just be a bit of an overstatement. [We called Alameda Marina "once-thriving" in our story.]

Yes, some jobs were lost, but there is little doubt much of the property was vacant or underused.

Dan Knox  
Luna Sea, Islander 36  
San Francisco

Dan — Svendsen's Boatworks was near capacity every day, and busy. It was, in fact, thriving.

Some of the dry-storage areas and office/warehouse buildings were under-used, and that could have become land enough for substantial housing. That's not what the developers wanted, though.

Brace yourself to see the "commercial maritime center" be a SUP and kayak rental shop. There is a spot built for a single crane to launch trailer-stored boats, and blacktop where the trailers will be able to park.

Rick Drain

Rick — I purchased my boat directly from Mr. Svendsen, and had dealings with them for years. From a financial view, their future was bleak, not thriving. I'm not sure the current real estate development is very attractive or optimal, but there is no question that the entire Bay Area can use more housing.

Dan Knox  
Latitude Nation

There is no housing shortage in the Bay Area. There is an



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## LETTERS

affordable housing shortage, and like everywhere else on the planet, gross human overpopulation. These developments are just scam money-making ventures for developers. They don't provide affordable housing, and they don't prevent urban sprawl. All they do is make developers rich and destroy communities with overdevelopment.

Jeff Hoffman  
 Berkeley

### ↑↓ OYSTER COVE MARINA LIVEABOARDS HAVE BEEN TOLD TO EVICT ON SHORT NOTICE

Oyster Cove Marina, owned by Kilroy Realty, has given all the tenants until October 15 to vacate the marina. We received notice in July, and were given a very short time to respond. In return, we were offered three months' free rent for non-liveaboards, and an additional \$10,000 (less than \$8,000 after they take out 25% for taxes) for the 12 liveaboards. Besides the 12 legal liveaboards, there are about 30 more "extended stays" — or people who were placed, by the marina, on this status to satisfy the BCDC cap of 10% liveaboards) — and people who have lived on their boats for decades without the liveboard status. There are about 100 boats affected by this eviction notice.

As many of you already know, there are *no liveboard vacancies* at any marina here in the Bay, nor in the Delta. We have contacted every marina from Half Moon Bay to Seattle, Washington, looking for a liveboard slip. There are none.

What should we do? Anchor out? Put our boats in non-liveboard slips and find housing on land? Many of us are seniors, vets and disabled people who have been here for decades. My husband and I have been here for more than 20 years. We cannot afford to pay the grossly inflated rents on land on our fixed incomes. One person I know is living on \$1,200 disability. Where is she supposed to go? She, a single, older female, was offered a homeless shelter in the Tenderloin by her disability case worker.

We are a close-knit community here at Oyster Cove. We know each other, and we help each other. We always look out for each other. As an RN (retired now), I have been asked for help on more than one occasion. If this were a landed community, all hell would be breaking out over it. Because we live on boats we have no recourse under landlord/tenant laws; boats are not considered as permanent residents. However, we are required to pay property taxes. That tells me that there is an issue under the law.

We have gone to every government agency looking for help. We have gone to the City Council and the San Mateo Harbor District. We have tried going to the BCDC to expand the 10% cap to 15%. Rather than listen to or deal with this, they have canceled their last two meetings where we were on the agenda. I do not think this is a coincidence.

Kilroy claims they are trying to help us. All they have done is post marinas who will take boats, not liveaboards. They still require recent surveys, which are quite costly to people on limited incomes. These boats are in good enough condition to pass inspections by the previous harbormaster, for having engines that run, electrical safety, and a dump service, or that are known to use the dump station.

I proposed that the San Mateo Harbor District at least allow the 12 liveaboards to move to either Oyster Point or Pillar Point harbors. There are empty slips in both marinas. At the very least, we are asking that we be given more time.

Gale Schulke, RN  
 S/V Zelda Fitzgerald  
 Oyster Cove Marina, South San Francisco



# LETTERS

Readers — Gale was commenting on the July 15 'Lectronic with the same name as this letter. At present, Kilroy Realty and their management company Tideline Marine Group have no plans for the marina and its docks at Oyster Cove. Because no imminent construction is planned, we call on Kilroy and Tideline to, at the very least, give the current liveaboards more time to transition out of Oyster Cove Marina.

## ↑↓ SAME STORY, DIFFERENT CITY

I'm about to go through this at San Leandro Marina! I'm retired and living aboard my Islander 30 MkII since 2011. Not many options available.

John Frazier  
San Leandro

## ↑↓ LET THEM STAY

This is so not fair to the folks who have called this home for a long time. Let them stay!

Catherine Callahan

## ↑↓ WE END THIS LETTERS ON AN UP NOTE

By my rough calculations, I just finished reading my 571st consecutive *Latitude 38* cover to cover (July 2022). That's not to grant liberty to estimate my age. I never thought I'd actually be this old — back then, I'm so very thankful for *Latitude 38*'s constant companionship all these years, and everything you do for our beloved sport of sailing. You are unique, creative, and inspirational. As my dad, Svend, used to say, "Keep up the good work, kid."

Sean Svendsen  
Svenkist, Knarr  
Bay Area



Insert inspirational sailing quote here. Or just insert yourself here.

## ↑↓ THE DREAM IS ALIVE

Tucking into my favorite chair and reading my favorite magazine (really, my only magazine), carefully exploring each page, I feel safe, nurtured, set free to sail, race, travel, learn, anchor out and skipper beyond the horizon to places I've never been, meet people doing things I've only dreamt about.

It's all here, folded in front of me. Thanks.

Dennis

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.

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## LOOSE LIPS

Happy September, readers! The sail that was left flying from the marker may have just been the result of someone putting their boat away. As Scott Henry commented, "I just found a great new method to hang my spinnaker out to dry!" Or, it could have been someone waiting for a friend: "Hey guys, I am here moored with the spinnaker tied to the marker. Oh wait..." — @sailing\_tucki. Or even a missing piece of someone's suit of sails: "I knew I had that spinnaker around here somewhere..." — @tim.dick. And while we hope we don't see too many sails flown this way, in this instance, it did serve a good purpose. Regardless of why it was there, it provided great entertainment, as evidenced by the comments below.



CREDIT: FACEBOOK/COLUMBIA 5.5 SAILBOATS GROUP

*The winner: "Linus and Lucy were surprised to learn that Charlie Brown had given up kite flying and had taken up sailing." — John Tennyson.*

"US Coast Guard San Francisco, US Coast Guard San Francisco, US Coast Guard San Francisco. All vessels are advised to keep an eye out for a naked Columbia 5.5 in need of a cover-up." — Jeff Thayer.

"CUT! Let's call it a wrap!" — William A Huber.

"Leave it there to dry; we can pick it up on the way back!" — Doug Ford.

"... So anyway, after I finish this beer, I'm going back to get it." — @scottcaaron66.

"Waved my wand and changed sailboat into day mark. Still working on sails.... Harry Potter." — Lu Abel.

"Coast Guard testing new windsock for channel markers." — @sailing\_llama.

"Keep up the good work on the foredeck. That's the fastest sail change we've ever had." — Grant White.

"When the channel marker does a striptease." — Tim Henry.

"Ha! I can make this thing move: Put the kite up!" — Jeff Morris.

"¡Olé!" — Carrie Kinnison.

"...Anyone know where I can get a spinnaker made that looks like Charlie Brown's shirt? Hmmm..." — John Tennyson.

"A ship in port is safe, but that's not what ships are built for." — Grace Hopper.



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## 16-year-old's solo transatlantic passage

It should have come as no real surprise when Cal Currier, 16, decided he would sail across the Atlantic. The Palo Alto High School student, who, in July, became the youngest person to sail solo across the Atlantic from west to east, hails from three generations of sailors who had each, years earlier, set off on their own ocean crossings. Cal's father James sailed across the North Atlantic and the South Pacific in his 20s. His great-grandfather, Stephen Currier, built a wooden boat with his friend Phil Lord in 1948, and sailed to the Galápagos Islands and back in a year. And his maternal grandfather, Bill Saltonstall, sailed across the Atlantic twice and co-founded the Buzzards Bay Regatta.

But the truth was, the Palo Alto teen didn't have a boat, and, what's more, didn't actually know how to sail. Far from being deterred, Cal set about planning his adventure and making it happen.

"We began spreadsheeting it out," Cal said, "and I started taking sailing lessons at a nearby sailing school 20 minutes from my house on San Francisco Bay. I had to drop nearly everything else, other than volleyball and my extra math course, to get it done."

The idea had planted itself in January 2022 during a conversation with his father and one of his three brothers. They were making lists of crazy things to do, and Cal became set on the idea of a solo Atlantic crossing. So he started taking sailing lessons at Spinnaker Sailing School in Redwood City. At the same time, he needed to raise money to buy a boat and fit it out for the voyage. For this he sought sponsorships and, along with his brothers, started a summer camp teaching physics to kids.

While searching for the right boat, Cal found a 1976 Tartan 30 that was already fitted out for solo ocean sailing. Its owner, Connecticut sailmaker Sandy Van Zandt, had spent eight years restoring and preparing the 46-year-old Tartan for a solo Atlantic voyage. However, at age 90, Van Zandt decided he was unable to complete the journey. Van Zandt was so happy to learn about Cal's plan that he sold him the boat for only \$12,000.

"He added a windvane on the stern for an autopilot and brought all the lines back to the cockpit from the mast," Cal said. He then added a further \$5,000 worth of electronics, solar, and communications including two satellite phones and a chartplotter. He renamed his vessel *Argo*, after the 1963 fantasy/adventure film, *Jason and the Argonauts*.

Cal motored out of Marion, Massachusetts, on June 27 to sail the 3,900 miles across the Atlantic to Lagos, Portugal. Although the month-long journey held many challenges, the young adventurer weathered the physical elements without too much difficulty and, in fact, said he would like to have been "pushed harder."

His first day out of port was filled with rain and stormy conditions, providing a good opportunity to test himself for the journey ahead — a beat into a 20-knot southwest wind out of Marion to get out of Buzzards Bay and past Nantucket.

"The well-known rule is never leave port in a storm," Cal said, "but I wanted to test the boat and myself to make sure I really wanted to do this." After that, it was plain sailing until he was three days out of Portugal. There he encountered 25-knot winds, 20-ft seas pounding on his port beam, a significant increase in freighter traffic (one dark night showed 91 hits on his AIS), and, of course, sleep deprivation.

"I'm glad I lived," Cal said, "but honestly, I wish there had been more moments of doubt."

In between the hard times, Cal read books, ate through his stores of dehydrated meals (which he said were better than the canned foods he

continued on outside column of next sightings page



## 2022 wosser trophies

We're now eight months through the 12-month California racing season. Season winners have been rising to the top, and championship series are coming to a close. Most trophies awarded this year are for winning the fleet, but the Wosser trophies are for another type of leader. And fleet winners have a chance to win both.

Awarded for the first time in 2021, the three trophies are the Jake Wosser Trophy, awarded annually to the winner of the largest one-design regatta on San Francisco Bay during the year; the Ruth Wosser Trophy, rewarding the boat owner who has competed in the most race days in any one year; and the Susie Wosser Trophy, awarded to the owner who takes the most people

*Clockwise from here: 'Argo' at anchor in Marion, MA; Cal (left) got plenty of help from 'Argo's former owner, Sandy Van Zandt; Cal works on the mast top ("I would not have taken this trip without an AIS," he said. "The most risky thing is getting hit by a freighter.") Inset left: Cal didn't set out to break any records, but simply to challenge himself and have what Bilbo Baggins would have called a "grand adventure."*



ALL PHOTOS COURTESY THE CURRIER FAMILY



## to be awarded

racing in any given year (with crew under age 19 counting double).

The 2021 winners were Charlotte Rose of Houston Yacht Club, who won the ILCA National Championship in the Gold Fleet of the ILCA 6 division, with 38 boats racing. The Ruth Wosser Trophy winner was Ron Young and his IOD *Youngster*, which sailed a total of 64 race days in 2021. The Susie Wosser Trophy winner was Cinde Lou Delmas, who took 51 people sailing — 12 of those under age 19.

Now's the time for you to start tallying up your year's racing days and crew, plus nominating what you think was the largest one-design regatta held on the Bay

continued in middle column of next sightings page

## solo passage — continued

carried), and on one day while motoring through a high in the Azores, he tied a rope to himself and swam off the boat — his only bath on the 28-day voyage.

While he admits having made some errors along the way, typically around managing jib lines, the months of planning, preparation, good weather updates and onboard redundancies helped ensure that everything went according to plan. And when Cal arrived in Lagos, *Argo* was completely intact, needing only a new port jib sheet to replace one that had become frayed.

After completing his crossing, Cal was asked in a *Today* show interview what he had learned about himself during the voyage.

"I've always considered myself to be somewhat of an introverted extrovert," he told *Today*. "I like to be with myself, but at the end of the day, I love people. That was reaffirmed with this. I just really missed people the whole time. So, I don't think I'll do any large solo expeditions anymore. It's just more fun to be with people."

— monica



## tanguy de lamotte — engineering change

Sometimes, ordinary people do extraordinary things — at least, that's what Tanguy de Lamotte would have us believe about his own sailing career. This two-time Vendée Globe competitor, engineer and climate activist now lives in Sausalito with his family after sailing around the world and back again, literally. An entrepreneur at heart, the sailor and adventurer has busied himself with bettering the future of sailing since the beginning of his career.

Born in Versailles, France, the young de Lamotte dreamed of building new technologies. He went to Southampton Solent University in the UK, graduating with a degree in yacht and powercraft design. He met his future wife there and honed his engineering and design skills to build racing yachts.

After university graduation in 2000, he was part of Ellen MacArthur's shore team in the 2001 Vendée Globe race. Once that was done, de Lamotte kept racing on big catamarans — *PlayStation* and *Orange*. "My goal was to design, build, and race my own boat for the Mini Transat," he said. He raced the Mini Transat in 2005.

In 2006, de Lamotte started the Class 40 project, setting up boat-shop in Thailand and intending to compete with the boat right away upon completion. "But I was on the waiting list because there were too many people trying to enter," he explains. The boat was red and white, "and I thought it would be cool to race for a cause."

It was during the Class 40 racing years that de Lamotte first partnered with his sponsor. He never used sponsorship money to pay for the boat — all the funds went directly to the charity.

"I was really happy to prove my boat was a good boat, and I thought, 'Now I can start my yacht design business,'" he laughs. "But it didn't quite happen this way."

De Lamotte kept racing, and he kept winning races. After winning the Class 40 World Championship in 2008, the 2009 Solidaire du Chocolat doublehanded race from France to Mexico, and the 2009 and 2011 Fastnet races — all on his new Class 40-design boat in collaboration with Simon Rogers — de Lamotte was ready for the next big venture. It was mid-December 2011 at the Paris boat show when the idea came up for the first time with his Class 40 sponsor, who said boldly, "Well, why not do a Vendée Globe race?"

With less than 11 months to prepare, the race was on to find a new boat to fit their budget and get it ready in time: Initiatives-Coeur was born. De Lamotte's sponsorship was a special partnership with his sponsors, who financed the boat and operating budget, and who additionally contributed financially to the humanitarian association, Mécénat Chirurgie Cardiaque. This French charity funds travel costs, hospital stays, surgeries and after-care for children with heart diseases.

"Our sponsorship model became a new business model for offshore racing in France. If you look at 2012, I was the only boat who was racing for a charity out of 20 boats, and now if you look at the fleet, it's almost 75% racing for a charity," he explains. "We need to use this voice that we have to make change." Some 2 million euros were given to Mécénat Chirurgie Cardiaque between 2012 and 2020, and about 300 kids' lives were saved.

De Lamotte finished his first Vendée Globe in 98 days for 10th place. "I hit my exact goal, and it was like a dream." His second Vendée Globe, in 2016-2017, was a different story. "For that, we had three years to get the boat ready, and after one week the top of the mast broke," he recalls, having to end the race unfinished. It wouldn't have been safe to continue into the Southern Ocean, so he returned to home port.

When de Lamotte arrived on the San Francisco Bay Area scene, he jumped right into team building for change. "I got invited on a sailboat to do the Pacific Cup; the owner works for Google. We saw a lot of plastic when we crossed the Pacific, and he said, 'Google should fix that.'" So de Lamotte again used his platform to bring about environmental

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## wosser — continued

this year. Repeat winners are not allowed within three years, so we'll tip our hats to Charlotte, Ron and Cinde Lou while looking forward to see who else on the Bay has topped the charts in races sailed and crew on board. Keep an eye on *Lectronic Latitude* at [www.latitude38.com](http://www.latitude38.com) for deadlines and details to send your entries in the weeks ahead. Send your one-design regatta nominations to [racing@latitude38.com](mailto:racing@latitude38.com).

—john



LATITUDE / CHRIS

CARLO BORLINGHI





## "oh no! not big o!"

So wrote Richard Spindler on Facebook when he learned his former sailboat, the Ocean 71 *Big O*, had been lost in a fire two years ago. The news came as a shock to all of us. During most of the '80s and early '90s, *Big O* was one of the *Latitude* family. We had the zippy little Olson 30 *Little O* on the Bay for local sailing excitement, but it was the adventures of *Big O* that we and so many readers followed as she toured Mexico, the Caribbean and the Mediterranean.

She was almost never on San Francisco Bay, but she was here to host Jost Van Dyke's Foxy aboard for his 60th birthday party, and she had a memorable meeting with the Carquinez Bridge during a Midnight Moonlight race. She was well trav-

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## engineering change — continued

change. It was an 18-month project on how to remove plastic from the ocean using data that Google provides to NGOs and other partners. "My big project was to get rid of plastic water bottles in Google offices, which eventually saved 300,000 bottles per day, just in Google. This experience helped me connect with people who wanted to do good."

Offshore sailing is selfish and self-centered otherwise, he insists. "It brings a dream to people but not a lot of solutions. I was already aspiring to be someone to make solutions. And I really wanted to build boats again!"

What better way than to electrify boating?

How do you electrify boating? By making the most efficient boat possible. Cue the formation of another de Lamotte team for sustainable change: the launch of the California contingent of aquatic sustainable energy as the CEO of Candela US, a company making electric foiling boats.

"And that is how I transitioned from offshore racing to electric foiling boats. It has innovation, it's groundbreaking, and foiling with electrification makes so much sense. It's not the only solution, but I know it is part of our eventual move away from fossil fuels."

— heather breaux



TANGUY DE LAMOTTE



Left page: Winning the Fastnet Race in 2011 with David Sineau, Tanguy Leglatin and Thomas Gaveriaux in the Class 40. Inset: de Lamotte building a Mini Transat in August 2003. Spread: departing for the 2016-2017 Vendée Globe.

## naked scene from liveaboard life

When I woke that morning, I never imagined that the day ahead could include my running home barefoot through the cold night air, wearing nothing but a used garbage bag.

I blame computers.

You see, I live aboard a lovely classic yawl. It started when my main computer's motherboard failed and needed replacing. It was built into the boat, with the motherboard literally screwed down onto an integrated piece of furniture. Everything on a boat has to be secure, the computer especially so. The replacement project had been looming for a long time. It took most of a week, but the result was a huge improvement in hardware serviceability.

Windows didn't like being moved to new hardware, and I was fighting it for days before resigning myself to reinstalling all of my software on a new OS.

Exhausted, waiting for new software to download, at last I had time to get a shower. We have a shower on the boat, but I generally use the harbor's shore facilities so I can linger under hot water for a good five minutes without worrying about having to refill the boat's freshwater supply.

A chilly walk to the shore facilities delivered a reliably delicious shower, after which I finally felt human again. That moment took a sharp turn into exasperation when I looked out into the drying area of the shower room and discovered I had forgotten to bring my towel from the boat.

Let me remind you, it was cold, say, 45-ish. Migration-spurring, hypothermia-inducing cold. It was frickin' December, and I was in a drafty, cinder-block building, naked and wet. My only option, besides putting on my clothes while dripping wet and walking back to the boat that way on a cold, windy night, was to get a bunch of paper towels from the outer boater's restroom area.

I opened the door from the shower room, and, being a smart monkey, I carefully slid the deadbolt over to ensure the door wouldn't spring shut, a time-tested technique. As I stepped dripping into the boater's restroom area, just like an unbelievable slapstick comedy skit, the door to the shower room slammed shut behind me anyway (apparently the deadbolt had been damaged). I was standing naked and wet in the boater's restroom, already cold and a little stunned, with all of my clothes and keys locked in the shower room. I started drying off with a quickly diminishing inventory of paper towels. There wouldn't be enough even for that. My only option at this point was to make a run for my boat, with only one locked 10-ft-tall gate between that plan and certain success. Naked. Wet.

History put the odds at 50/50 that the gate would be open. I started wrapping the remaining paper towels around me like a Biblical loincloth, but they were so feeble and I was still so wet that they were falling apart while I stood there shivering. I imagined my garment wouldn't survive as athletic wear on the inspired 1,500-ft sprint back to the boat. And what would happen if I got to the gate and it was locked? Colder. Windy. Naked. Wet.

Then I noticed the large garbage bag lining the can in the boater's restroom, with only a few paper towels inside. No, I did not see this moment coming.

Without a second thought, I pulled out that bag, dumped its original holdings, and made a kind of mini-skirt-length poncho as jogging apparel.

Fortunately, it was a very low-traffic time of year and time of day in our usually busy harbor. Peeking outside

continued on outside column of next sightings page

## "oh no! not big o!"

eled and well loved, and hosted hundreds of guests over her 12-year life with Richard and *Latitude 38*.

Richard went on to write, "It comes as a shock to me to learn that *Big O*, the Ocean 71 ketch I owned for 12 years, was destroyed in a dry-dock fire a little more than two years ago.

"For the 27 years after I owned her, she had been a very successful charter yacht out of Comox on Vancouver Island as *Ocean Light II*. She'd even been featured in *National Geographic*.

"I loved that yacht!

"In the 12 years I owned her, I did many trips up and down the Eastern Caribbean, to South America, to San Francisco, then across the Atlantic and Med to Turkey, then back to the Caribbean, to Cuba, up to the





## — continued

Northeast, and back to the Caribbean.

"Somehow I managed to race her in six Antigua Sailing Weeks, back when it was an epic week-long affair. We typically sailed with 35 crew, the majority of them women. For debauchery above and beyond the call of duty, *Big O* was declared Party Boat of the Week for the last three Weeks by none other than Joel 'the Voice of Antigua' Byerly. It really shakes me up to learn she was destroyed."

*Big O* was also the mothership of the first Baja Ha-Ha in 1994. The Ocean 71s were fiberglass versions of the van de Stadt-designed legend *Stormvogel*. A gorgeous design, she was excellent in heavy weather.

During those 12 years, Richard kept eyeing multihulls while he enjoyed *Big O*.

continued in middle column of next sightings page

## naked scene — continued

the door, I waited until the path was clear — and then I bolted. The door to the boater's restroom was now locked behind me too. As I raced toward our dock at a speed only attainable by a person wearing a Hefty/Glad bag, just my luck, a van backed out of a parking space right by our dock: I was hoping, desperately, that no one would recognize me.

Someone inside the van waved: crew from a charter boat who spotted me, despite my trying to be first invisible, then inconspicuous, and finally nonchalant in my new jogging apparel. Fye!

Still full-stride, I gasped, horrified to see the gate closed and realized I was, in fact, locked out.

At that point, I turned to the darkened van, like a bullet-time scene from *The Matrix*, and signaled. It stopped. The young woman driving, a familiar face, immediately discerned that I might need a key for the dock. We'd never met, so I took the opportunity to be the only guy wearing just a garbage bag to ever introduce himself to her. After all, it's not what you wear, it's how you wear it. I'd like to think she was impressed, but, sorry, I'm taken. In any case, she offered to never speak of this again.

Next time I'll remember my towel. Still battling the computer.

— tim litfin

**Clockwise from top left: The computer door; the author, decently dressed and at the helm; 'Sala-ma-Sond' is a Cheoy Lee Offshore 40 yawl.**



ALL PHOTOS TIM LITFIN

# SIGHTINGS

## hawaiian delivery difficulties

On June 3, 2022, *Lectronic Latitude* ran a story called *Who Wants to Crew from Hawaii to Alaska*, about the C&C Landfall 48 *Second Wind* sailing from French Polynesia to Hawaii and needing crew to complete the journey to Alaska. I immediately contacted the owner and made arrangements via satellite text to join him in Hilo, Hawaii. Two days before departure, the owner contacted me, heartbroken that the voyage was canceled due to a rudder bearing problem that would require a haulout on Oahu.

Several days later, I was contacted by another owner with an Amel Mango 52 ketch that was participating in July's Vic-Maui Race and needed crew to return her to Seattle. After some investigative calls with the captain, Mike (son of the owner, John McCarthy), I agreed to fly to Maui as part of a five-person delivery crew. Just before flying, we learned that Mike had come down with COVID, presumably during his recent travel to Maui. One of the other delivery crew, Lee Johnson, agreed to take on the role of captain. He had experience from two round-trip mainland-Hawaii solo journeys (including the 2018 Singlehanded Transpacific Race), and he

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## "not big o!" — continued

During that time, many multihull companies would accuse *Latitude 38* of being among the monohull traditionalists who were anti-multihull, as they thought we only covered the dangers and disasters of multihulls. We don't know if even the purchase of *Profligate* changed their minds. We generally know Richard to have been agnostic — if it's sailing, it's good.

The loss of *Big O* is a loss to us all.

— john

LATITUDE / ARCHIVES



**Spread: 'Annie M' departs Lahaina, Maui, following the Vic-Maui Race. Inset right: the delivery crew of Lee Johnson, Jim Immer, Mark Nierode and Joel Billbury (Greg Ashby was behind the camera).**



ANNIE M



## bird boats turn 100

In 1919, the Pacific Inter-Club Yacht Association formed a committee of representatives from all six(!) Bay Area yacht clubs, to renew interest in yachting, racing and interclub competition. The committee put out a call for a class of boat that could handle local wind and water conditions — an affordable, swift racing cruiser that could charge through the blustery, choppy conditions of San Francisco Bay with the confidence of a freighter. A boat that could fly across the foam-topped waves like, say, a bird. John Alden drew the plans for the Bird Boat in 1921, with additional design work by Sam Crocker and George Whalen. The Birds measured 30-ft, 1-in, so they could race to the Farallon Islands — and win.

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## hawaiian delivery — continued

scrambled to add a new fifth crewmember as required by the boat insurance.

*Annie M* was beset by light winds during the race and did not arrive until July 25, but she still won her division. The owner put the crew up in a condo with nice views for four nights while we struggled to get the boat provisioned and ready, given its offshore mooring location and lack of dock space in the tiny Lahaina Harbor. There was lots of hurry-up-and-wait, but it gave me the time to go scuba diving across the channel at Lanai and explore art galleries.

Day 0: On July 28, the boat squeezed into the harbor to fill water tanks at the fuel dock, and we hurriedly loaded the boat with all our gear and provisions to be ready for a departure from the mooring ball the next morning. The *Amel* ketch is a beautiful, big boat with lots of room and tons of fridge/freezer space, and had been lovingly restored by the owner and his family, including son Steve McCarthy (owner of Alameda's Hugin Sails).

Our other crew consisted of Greg Ashby (2018 Singlehanded Transpacific Race), Mark Nierode (retired Coast Guard), Joel Billbury (Missourian sailing adventurer), and myself, Jim Immer (2021 Transpac return crew on *Spindrift V* and 2021 *Baja Ha-Ha*).

Day 1: After getting all our satellite communication gear figured out and operational, we departed by sailing northwest between Maui and Molokai. The wind funneling through the slot between the islands picked up to 25 knots but then settled around 18 on a close reach. The calm seas made for comfortable sailing, so we were able to wear shorts, light shirts and inflatable PFDs with attached AIS transponders for the worst-case scenario of ending up overboard. We used our tethers whenever outside the protected cockpit. The stars were magnificent, the Milky Way thick, and shooting stars frequent. There was sparkling bioluminescence in the water as we broke through the 3- to 4-ft seas.

Day 3: We had logged 290 miles from Maui. At 4 p.m. a bilge alarm sounded, and Lee jumped into action to find that water had filled a compartment below the galley floorboards. It was not salty enough to be seawater, so the boat didn't seem to be leaking externally but did have a freshwater leak from the in-keel water tank. Lee had to fix a disconnected bilge-pump line that was recycling water back into the bilge. With the pumps working, and assuming we could get the watermaker working, it seemed not to be a big problem.

Day 4: The seas were somewhat larger and the wind was gusting to 25, such that our port rail was often in the water. Soon after, the smaller bilge pump began running continuously (160 gallons per hour). We searched rigorously and could not find the source of water, which now tasted to be seawater, not fresh and not coming from any thru-hulls. Since we didn't want to trust continuously running bilge pumps for a 2,000-mile journey, we debated returning to Hawaii. With full concurrence, Captain Lee turned us south for Oahu.

Via satellite phone, the owner suggested a number of hidden places to look for the leak. We took many things apart but had no luck. (As of this writing, the surveyor on Oahu had not determined the leak location.) Once we had jibed to sail downwind, the pump was working much less. No longer worried, we enjoyed more spectacular sunsets and good meals.

Day 7: My last watch was from 4 to 6 a.m., but I had been wide awake since midnight due to its being the last night. *Annie M* entered Ala Wai Harbor in Honolulu about 10 a.m. and docked at the Waikiki Yacht Club. It was a bittersweet return, as we had all been set on a 19-day journey to reach Seattle. It was a nice working vacation, but we wished to have been successful in delivering the boat for the benefit of the owner, and in gaining the extra sailing time. Any sail adventure is a learning experience, even difficult deliveries!

— jim immer



# SIGHTINGS

## sailing to hawaii

As the red light came closer, I became more and more confused. I knew that we were about to sail into Oahu, I knew that it was 3 a.m., and I knew I was ready for a shower after 16 days without one. I also knew that if a red light is getting bigger at an alarming rate, you try to avoid hitting whatever is attached to that red light. I imparted this wisdom to my dad, saying in an urgent voice, "Don't hit it, definitely don't hit it!" As the autopiloted fishing boat, with no one on deck, missed us by 100 feet, we breathed a sigh of relief. Sailing from San Francisco to Hawaii wouldn't have been nearly as cool if we sank or had to get towed in the last 10 miles.

After graduating from high school in 2020, I decided to take a gap year and postpone college. High school had been a somewhat underwhelming experience, and I wanted to fill the year up with activities and experiences that I would long remember. The one problem was that finding open activities was virtually impossible due to the coronavirus. My dad sensed that it might be time to ask me to accompany him on an adventure he had wanted to do for the last 25 years: a sail to Hawaii. Although my sailing experience was limited to sailing on San Francisco Bay for a few hours every couple of weeks, I said the only thing I could say to an offer like that: "When are we leaving?"

On May 31, my dad, two cousins, two uncles and I boarded the boat, our family's 1989 J/40 *Mimosa*, with visions of pineapples and the warm Hawaiian climate filling our heads. The one problem: We had to sail through the foggy, cold, miserable climate off San Francisco to get there. As we set out under the Golden Gate Bridge, I began to feel sick. And then sicker. I barely ate or slept for the next three days, feeling so sick and throwing up so frequently that I barely had enough strength to raise my head to look at the numerous whales we saw. Finally, on the third day, I felt well enough to eat a raisin, then an almond. I began to move around and fully take in the incredible adventure that we had embarked on.

The complete disconnect from the internet while on the ocean felt amazing and completely melted away the stress of the real world. Out there on the ocean, the only responsibilities I faced were making dinner when it was my turn and being at the wheel when I was on watch. To make sure we didn't crash or go too far off course, we had two people on watch at all times, for four hours at a time. Losing track of the days was inevitable, as the night watches led to many naps during the day, so the only thing that distinguished each day from the next was the dinner. From shrimp risotto to beef stew, we dined as if we were on a cruise instead of on a 40-ft sailboat, every night heating up the meal we had pre-made at home and scarfing it down.

For most of the crew, the highlight of the dining came on the two days we caught fish. On our ninth day, after trailing the fishing line behind our boat for several days, a beautifully colored mahi-mahi finally bit, and we pulled it in to fillet and eat an extremely fresh, non-frozen dinner. We sensed that as we got closer to Hawaii, we would have more and more of those kinds of dinners as the fish got more plentiful. Boy, were we wrong. Although the appearance of dolphins one night signaled to us that fish must be all around, our fishing skills were sorely lacking. Fish after fish bit our lure, got the hook in its mouth, and somehow got away as we pulled it in. After three fish leapt off our lure, we had the slight feeling that the lure was faulty, but the other one had been bitten off and we had no other options. Demoralized after three more fish got off our lure, we finally pulled one all the way into the boat and dropped it into a bucket near the railing. Success! Except the fish somehow jumped out of the bucket and landed back in the water, swimming away as if nothing had ever happened. Finally, after four days of no fish, we pulled in a bonita. This time, we made no mistakes. We put a cover on the bucket, made sure the fish wouldn't jump out, cut it up, and had more fantastic sushi.

Although I never fully recovered from seasickness until I no longer was on the sea, the mental calmness that filled my waking hours was unlike any other feeling I've ever had. The lack of communication with the outside world made it impossible to focus on anything but the present moment.

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## bird boats — continued

Madden & Lewis built the first Bird in Sausalito and launched *Osprey* in 1922 for Leon de Fremery. Through 1947, 24 Bird Boats were built. Some still race on San Francisco Bay to this day.

On Saturday, October 22, San Francisco YC in Belvedere will host a 100th anniversary celebration of the Bird Boat from 2 to 6 p.m. Bird lovers are invited to meet one another, partake of complimentary finger food and wine, listen to guest speakers, view videos of Birds in action, and learn about the 100-year history of the design and class.

— chris



AUSTIN FAMILY



KEN AUSTIN





COURTESY BIRD BOAT CLASS

*Designed in 1921 and built from 1922 to 1947, Bird Boats turn 100 this year.*

## sailing to hawaii — continued

Many people, like myself, constantly think about the past and worry about the future, but on this boat, time didn't exist in that way. The only worries one could possibly have were making sure that we were on the right course and that one's skin didn't become too burned. As a result, thinking about worldly questions while looking at the stars was an extremely worthwhile activity. When daily worries are taken away, only the things that really matter remain present in your mind. Questions about identity, life and the universe filled my mind, and the time to think more deeply about these questions than ever before was extremely fulfilling.

Although the trip certainly had its hiccups, the experience is undoubtedly the most unique thing I have ever done. If you ever find yourself with the opportunity to sail to Hawaii, I suggest saying the only sensible thing: "Yes."

— kyle austin

*Top left, from left to right: Emma, Jen, Greg and Kyle Austin. Bottom left: A mahi-mahi caught mid-ocean, but Ken remembers catching more fish more frequently when he sailed back from Hawaii in 1992. Spread, from left to right: Greg Austin, Jen Austin (daughter of Greg), Ted Austin, Emma Austin (daughter of Ted), Kyle Austin, the son of Ken Austin (far right).*



AUSTIN FAMILY

# MID-OCEAN MEDEVAC

With more than 300,000 logged sea miles and 54.5 trips between the West Coast and Hawaii, offshore sailing veteran Andy Schwenk probably thought he'd seen it all. After he'd raced in his fourth Pacific Cup, winning the division aboard his Express 37 *Spindrift V*, an innocent scrape on Andy's ankle turned into a life-threatening injury, triggering a multi-asset mid-Pacific rescue during what had become a brutal return trip for the Pac Cup fleet.

We spoke with Andy on the phone during his going-on-one-month stay at Stanford Medical Center. He was in good spirits, and incredibly thankful to those who had helped pluck him off his boat from the Pacific — saving his leg and possibly his life. What follows are excerpts from that conversation, and from a report by Michael Moradzadeh, the Principal Race Officer for the Pacific Cup.

"When we raced over, we were pushing pretty hard — especially the last three days — for the lead," Andy told us. "When a squall would roll through, we'd do spin-naker changes, and you'd park your shin and foot on the non-skid." Most sailors, whether racers or cruisers, are used to scrapes and bruises, or 'boat bites'. Walking around Hawaii before the return trip to California, Schwenk said he must have contracted necrotizing fasciitis, also known as flesh-eating bacteria.

Though *Spindrift* carried an extensive medical kit, it was short on prescription meds, such as antibiotics. Adding to the

difficulties, the rough weather on the return trip split *Spindrift's* delivery main and did other damage, so the otherwise-speedy Express 37 was reduced to a modest speed.

Via his Iridium GO!, Andy consulted with the experts at George Washington University, who had supported the Pac Cup fleet during the race. When he contacted race HQ to see if someone nearby could spare antibiotics, several boats raised their hands, and the Pac Cup asked *Surprise*, skippered by Robin Jeffers for the return, to divert and hand over a couple of their medications.

The custom Schumacher easily caught the Express 37, reaching down to cross their path, and giving up a fair bit of hard-won northward progress. The transfer was accomplished in big swells on a very dark night, trailing the package on a line for *Spindrift* to snag.

"A pro job," texted Andy.

But the oral antibiotics could not halt the progress of the infection, which had spread upward, and was causing Andy a good deal of pain and the beginning of a fever. The situation was becoming dire for Andy Schwenk.

At this point, *Spindrift* was approaching the halfway point, putting them on the line between USCG District 14, Hawaii, and District 11, San Francisco. This made ownership of the issue a little unclear, and reflected the fact that the boat was 1,000 miles from anyone's home base,

which complicated the logistics for a rescue.

"The thing you have to consider is when to say when," Andy said. "If I had stayed on board, I would've damn near lost my leg. I almost did, anyway."

Further adding to the troubles aboard *Spindrift* were communications. Voice connectivity was dodgy, and their VHF and AIS appeared inoperable for several days due (it appears) to a failed mast antenna setup. A heavy wave had also washed over *Spindrift's* laptop and nav station as the Pac Cup shore team was attempting to relay information, so much of the activity was



**Everything is A-OK, motioned Andy Schwenk as he was loaded into an ambulance at Moffett Field. (At this point, Andy had also caught rides with a 600-ft tanker and a helicopter.) "Knowing Andy, he was cracking jokes the whole time," commented an acquaintance of Schwenk's.**

coordinated through text messages on the principal race officer's iPhone. Sending email through *Spindrift's* Iridium GO! had been hampered by technical problems, so Andy could not send a photo of the wound to the doctors at George Washington. The physicians there reached out to District 11 San Francisco, and after a full briefing, Rescue Coordinating Center Alameda authorized a medevac.

RCC Alameda advised the creatively named *FPMC35*, a Taiwanese tanker that was en route to Panama when she diverted to come to Andy's aid. "It took me a couple of days to get my head around the fact that I'd be getting off my boat in the middle of the ocean," Andy told us, explaining that he was concerned for his crew, who were doing four-hour-on, four-hour-off watches and mostly hand-steering in difficult conditions. "When people came off watch, they needed to rest and not tend to me," Andy said.

*Spindrift* and the tanker met up around 2 a.m. on Friday, August 5. Andy's sister, Linda, relayed Andy's description of the transfer: "As *Spindrift* neared the freighter, it was dark, and nobody on *Spindrift* spoke Chinese. Though the freighter crew was yelling instructions, it was impossible to understand what to do. Then they hurled a rope ladder over the side with wooden steps and waited. Andy looked at the ladder and thought, 'Well, I do have one good leg and two arms.'"

As the 600-ft freighter rolled on the high seas in the darkness and more instructions were shouted in Chinese, a line came flying over the side, dangling and waiting. Andy told us that he wrapped the line around himself twice and leapt. "I was looking over my shoulder, watching my own boat sink into the dark," Andy recalled.

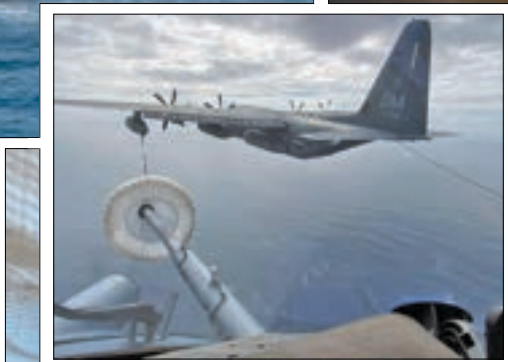
Not long after Andy was on board *FPMC35*, an Air Force C-130 flew over the tanker, dropping two medics/pararescue

**'Spindrift V' arrives victorious — having won their division — in Kaneohe, on Oahu's east shore, after finishing the Pacific Cup on July 18. Andy can be seen aft, holding the tiller.**





# DURING A PAC CUP RETURN



*It was only through the effort of numerous sailors and search-and-rescue personnel that Andy Schwenk (bottom right insert) was safely plucked from the middle of the Pacific Ocean. Clockwise from top left: A Pave Hawk helicopter rendezvoused with 'FPMC35' on August 7; Andy said his feet dipped into the water as he was hoisted aboard the Taiwanese tanker ship; Air Force Capt. Michael Dewein piloted the helicopter that pulled Andy off the ship. Center: The helicopter had to be refueled mid-flight; sorry for the gore, but lest we forget the seriousness of Andy's injury and the sense of urgency to rescue him.*

jumpers, also known as PJs.

"They were able to clean out the wound and slow the infection down," Andy told us. "They were on the boat with me for about 48 hours." The FPMC35 continued to head toward San Francisco at a good clip of 12 knots. Rather than come into port, however, the plan was for a helicopter to take the unplanned passengers off FPMC35 about 400 miles out.

Ultimately, the medics and Andy were evacuated by quite an air wing: At 9 a.m. on August 7, USCG Search and Rescue Command and Air National Guard sent:

Two Pave Hawk helicopters.

Two refuelers.

Two C-130s.

Andy was taken to Moffett Field, and from there to Stanford Hospital. Without getting too far into his medical details — and the photos of his foot are rather alarming — Andy told us that he's had several surgeries, and expects to spend

almost a month total in the hospital. "I've literally never been treated so well in my life. There are so many different layers to the people taking care of me.

"There are so many people to thank — my biggest fear is when I say thank you, I'll forget someone. But thanks to the Pacific Cup brass, my own crew, the Coast Guard, the California Air National Guard, the Air Force, the PJs, the captain and crew of [FPMC35], and the staff here at Stanford."

*Spindrift V* and the remaining delivery crew arrived under the Golden Gate Bridge late on Friday, August 12, with Peter English taking over as captain. "And thanks to Richmond Yacht Club," Andy added. "There were six boats for a reception at 1 a.m., and probably 50 souls in attendance."

Peter English celebrated his 82nd birthday upon arrival at the club. Destry Lewis served as medical officer — he

certainly saved Andy's foot and leg, and maybe his life. Paul David served as communication engineer.

## A timeline of the events:

July 25 — *Spindrift V* departs Oahu.

July 29 — A rogue wave hits *Spindrift* and splits the mainsail.

July 30 — *Spindrift's* AIS ceases transmitting. Communications are spotty.

August 2 — The Pac Cup is informed that Andy has an infection. No details other than antibiotics needed.

August 3 — Communications reestablished with *Spindrift*. No improvement. Pan Pan Medico issued to nearby boats. All agree to help.

August 3 — *Surprise* is asked to divert to share medications. They respond immediately. Coast Guard 14th District notified of possible developing situation. Consultations with George Washington. *Spindrift* attaches emergency antenna.

COURTESY SPINDRIFT

ANDY SCHWENK

ANDY SCHWENK

ANDY SCHWENK

ALL PHOTOS U.S. AIR NATIONAL GUARD UNLESS OTHERWISE NOTED

# MID-OCEAN MEDEVAC

August 3 — Coast Guard District 14 transfers matter to RCC Alameda.

August 4, 1 a.m. — *Surprise* meets *Spindrift V* and transfers medications.

August 4 — Pain and swelling spread. Nature of infection changes appearance. Fever develops.

August 4 — *Spindrift* lap-top fails.

August 4 — USCG RCC Alameda authorizes medevac. *FPMC35* diverts to rendezvous with *Spindrift*.

August 5, 2 a.m. — Evacuation to *FPMC35* completed.

August 5 — US Air Force C-130 drops two pararescue jumpers/medics and supplies; they're picked up by tanker's rescue boat. Andy is declared "stable."

August 7 — Andy and PJ medics airlifted from tanker to Moffett Field. Andy is taken to Stanford Medical Center; he

has remained in uniformly good spirits throughout the ordeal.

"My mother is very proud of me for getting into Stanford," Andy joked.

"It was my pleasure to help Mr. Schwenk, since saving lives at sea is the

responsibility of every sailor," said *FPMC35*'s master, Captain Sun Gang. "Also, thanks for the full support from shipowner FPMC (Formosa Plastics Marine Corporation) company's office, which also cooperated with this search and rescue, led by the USCG."

It was incredibly satisfying — and more than a little reassuring — to see the spirit of seamanship on display leading to a high-level of coordination resulting in a flawlessly executed rescue. No sailor wants to be in Andy's situation. Absolutely no one wants to be rescued.

But if the worst should happen and you absolutely must step off the boat, it's comforting to know that there is an ocean full of sailors and rescue professionals ready to drop everything, and have your back.

— latitude and michael moradzadeh



**The winning crew of 'Spindrift V' in July. From left: Gabe Hill, Lisa Wilson, Andy Schwenk, Nick Estvold, Conrad Holbrook**

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PACIFIC CUP  
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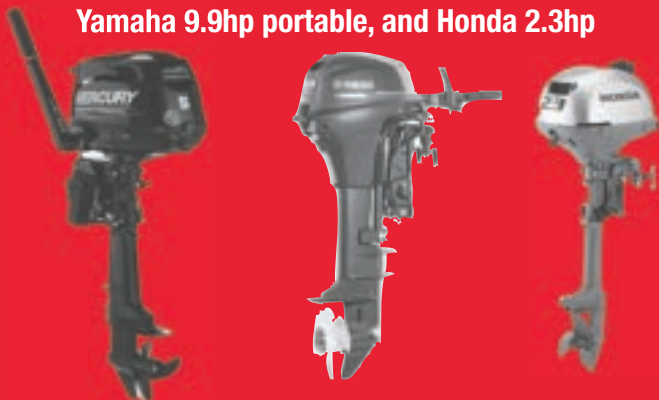
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# BAY AREA SAILORS

**'nosurprise' fights off 'Pura Vida' at the start of the Chicago to Mackinac Race. 'nosurprise' went on to win the J/111 Division.**



MARK REID

## The Sellers Family's Sailing Frenzy

It was a busy 30 days of sailing for Scott Sellers from Larkspur and his three daughters, Hannah, 18, Merritt, 14, and Hailey, 12.

What started with a magical win in the Port Huron to Mackinac Race with Merritt on their J/111 *nosurprise* continued

sailing schedule would keep most professionals up at night.

It came as 'no surprise' that the father and daughter duo were the stars of the 98th running of the Bayview Mackinac Race that starts off Port Huron and follows the Michigan shoreline. The Shore Course is 204 miles. The race started on July 16 with little wind, which soon changed to a steady 6-8 knots.

*nosurprise* won the doublehanded class with a time of 1 day, 9 hours, 27 minutes, and finished third overall.

"We had always talked about doing adventures together," recounted Scott Sellers. "We have been sailing together for three years now, and the last couple of summers we had done doublehanded cruises together, and we realized that we could handle that, just the two of us, and we said that someday we'd do a doublehanded race together."

There was a nervous moment in the race for Merritt and Scott, but it was

actually pivotal. In the early morning hours, as the young teenager was steering with her dad below, they had a rough takedown of a code zero and put up two spinnakers. "We had some trouble and lost a ton of time," said Merritt.

"That was a key part of the race," Scott said. "Merritt wasn't here as a passenger."

"During the race it hadn't really hit me what I was doing, but

now that I have had some time after the race to figure some stuff out, I realized that I really achieved what I had been looking forward to for a long time, and I am a better sailor because of it," said Merritt.

"I feel really lucky that I love sailing, I love my daughters, and I get to combine that with them and try to give them the experiences I had as a kid," said Scott. "It was special to be able to do that with them, and winning was just a bonus."

Then it was on to Chicago and a completely different story in the Chicago-Mac, which started on July 23. Sellers sailed with his daughter Hannah, 18.

"We are going to do a fully crewed race. Hannah has done the last two Bayviews with us, and Merritt did Chicago with us last year, so I'm going to swap out and have a different daughter and a different experience," said Scott.

"I definitely wish I was on board for that race," said Merritt, who wants to be



MARTIN CHUMIECKI / PHOTOELEMENT / BAYVIEW YC

**Merritt, 14, and her dad Scott Sellers finish first in the Doublehanded Division of the Bayview-Mackinac Race.**

with the next weekend's storm-driven 113th Race to Mackinac presented by Wintrust with Hannah and another win, and ended with the Ugotta Regatta in Harbor Springs, Michigan, hosted by the Little Traverse Bay YC, with Hailey and Merritt steering the family's J/70 *Tres Burritos*.

All this took place close to their family's summer home in Harbor Springs and culminated with LTBYC's Race to Beaver Island. The Sellerses will need a vacation from their vacation — their

**The 'Donkey Republic' team.**



MARTIN CHUMIECKI / PHOTOELEMENT / BAYVIEW YC



# RACE TO MACKINAC ISLAND

a professional sailor when she grows up. "Hannah wasn't feeling well going into that race, but I am really proud of her that she was able to get through it!"

The night before the race saw severe storm warnings, possibly even a small tornado or two in the Chicago area, which gave way to bright blue skies and sunshine illuminating the crystal-clear turquoise waters with a moderate sea state. Fresh winds out of the southwest led to spinnaker starts when the fleet went on their way north for the 333-mile race to Mackinac Island.

A freight train of continuous storms from the west collided with pressure coming down from Lake Superior as the

north going fast as we extended our lead through a series of squalls. It was great having her there right next to me, and that provided comfort as we managed through one storm cell to the next.

"I bought the boat from Dave Irish, who's a legend up here. He taught us very well how to handle the storms. Most of my crew sailed under Dave. Hannah was the least experienced person on the boat, but she was surrounded by a very good team, so that really helped her," said Sellers.

Next it was on to the Ugotta Regatta on July 29-31. This time it was Sellers and his 12-year-old daughter Hailey giving Ian Hill's *Sitella*, with American

vice chairman and chief lending officer, is on board for what becomes a wild ride.

Plus, you're involved in a collision at the start that could have ended your day before it started.

*"I'm going to swap out and have a different daughter and a different experience."*

That's what San Rafael's Nick Gibbens and a few of his Marin County sailing buddies took on as they not only finished the 113th Race to Mackinac presented by Wintrust on their chartered Beneteau 40.7 *Mojo*, but they ended up winning.

Weather forecasts called for continuous storms all the way from Iowa colliding with pressure coming down from Lake Superior.

"My boss, David Normandin, is a sailor from Dana Point. We talked for a while about the fact that it was crazy that we have sponsored the race, but we should find a boat to charter," said Gibbens. Normandin and Gibbens work for Wintrust, a holding company.

"Wintrust has been a wonderful partner with Chicago YC not only with respect to the Race to Mackinac, but also for a number of our major community outreach initiatives here in Chicago," said Nick Berberian, Chicago YC commodore.

Gibbens has been sailing on San Francisco Bay all his life. This was his first Mackinac race. Also with him were his trusted longtime sailing companions Dave Gruver from Mill Valley, running mainsheet and all the logistics, and John Collins, also of Mill Valley, on the foredeck.

"We sail together quite a bit," said Gibbens. "The three of us have sailed together on numerous boats over the years. I know them well. They are guys that I trust."

"Collectively they made up the Bay Area Mafia part of the team," said Doug Johnstone from Marina del Rey.

"Doug was our navigator, weather strategist and all-over strategic guru," said Gibbens of Johnstone. "He was a real asset to our team and was instrumental in helping our tactical choices."

"We knew it was going to be a fast race with some pretty intense weather," continued Gibbens. "The first stage of the race was not just about survival, but boat safety and preservation of the boat and the crew."

"The start was looking to be set up

*'Mojo's crew get some practice in before the start of the Chicago-Mac Race.*



STEPHEN R. CLOUTIER / CHICAGO YC RACE TO MACKINAC

squalls hit shortly before nightfall for the 240 boats left with little or no place to hide.

The Sellers team finished first in the J/111 Division and 26th overall on arrival to Mackinac in 1 day, 12 hours, 38 minutes. This was Hannah's first Chicago race. She primarily trims sails on board.

"It was pretty gnarly, and it was one of the most intense storms I've ever seen, but it felt really exciting to race through that," said Hannah, a freshman at Brown University, an Ivy League school in Rhode Island. "It was pretty chilly on the boat!"

"It was a tough race. I've done a ton of Chicago races; this was the toughest," said Scott. "During most of the night, I was driving and Hannah was right next to me trimming. We kept the boat pointed

Magic's Terry Hutchinson calling tactics, all they could handle. The Sellers lost first by just one point in the J/111 Division.

"We were just dads and kids," said Scott. "Hailey was grinding the mainsheet as we were duking it out with Terry, and it was a ton of fun!"

## Marin Mojo

Imagine chartering a sailboat for one of the world's most challenging distance races and getting just a couple of practice days (hours) before setting out, knowing that a torrential storm with gale-force winds lies waiting just a few hours up the racetrack.

Also, you've never sailed this race before, the race's presenting sponsor is sponsoring your boat for the first time, and one of your bosses, the company's

# BAY AREA SAILORS

MARK REID



toward the committee boat, then a hoist of the new branded Wintrust kite," said Johnstone. "However, one boat had decided to interfere with our start plan." (Their protest was later heard and dismissed.)

"Things settled down a bit until the early evening, when slowly but surely a big line of shelf clouds started to develop and approach from the west," said Johnstone. "As the shelf cloud got closer, we could see the wind squall approaching, and we knew the action was about to start."

"As the squall hit, we got partly knocked down." They took down the

**'Mojo' at the start of Chicago YC's Race to Mackinac in the Beneteau First 40.7 Division.**

main and lashed it to the boom. "The winds reached 35-40 knots," said Johnstone. "Dogs got blown off chains and general bedlam ensued. It was just ride out a lot of cells in heavy weather, with a huge lightning show all night long all the way through until the early hours of the morning."

"When we ran into the breeze, it quickly went from 5 knots to 10 to 15 to 35 to 45 knots in less than a minute. It was pretty immediate! It came quicker than we had anticipated," said Gibbens.

"Then along came the lightning and torrential rain, plus you're doing all this with a lot of people you don't know."

"Everyone was back in the cockpit, clipped on. All the safety protocols were being adhered to," said Gibbens. "Then we just sort of waited it out. We were close reaching, trying not to wreck the sail, because it would have been really easy to shake the battens out or rip it. It wasn't an old sail, it wasn't new, but it wasn't in great shape. We managed to survive with that."

"There was lightning nonstop across the horizon, sheet lightning — it was impressive. We thought this was cool, it would be here for an hour or so, but we had lightning for six hours like that. It was more intense in the cells, but it was just a nonstop light show. It was incredible!"

"We maneuvered around some of these intense cells as best we could, kind of like an airplane pilot trying to miss the big ones. We sailed underpowered with anticipation of more wind. Experience tells us just to wait and be patient. No one is going to win the race in this stuff. We didn't want to lose the race the first night. We didn't want to break the boat. That was the main thing. We had never sailed it much, but it handled as expected, and we were heading right for the barn."

"Sunday turned into a halftime of sorts. As one front moved out, a lighter zone filled in, and it was a very pleasant day of spinnaker sailing as we navigated between the Michigan side of the lake and the Manitou Islands," posted John-

**California was well represented when 'Mojo' won her division.**



STEPHEN R. CLOUTIER / CHICAGO YC RACE TO MACKINAC



# RACE TO MACKINAC ISLAND

stone. "We ate sandwiches and discussed the merits or lack thereof of bananas on board in the sunshine as the black flies ate us. Then we had a very pleasant dinner courtesy of Blue Plate, as the black flies ate us. People slept or tried to as the black flies ate us — you get the picture. It turns out that the black flies are an inherent and required part of racing on Lake Michigan."

"I don't want to just sound like it was the four Californians doing the sailing — everybody played a big role," said Gibbens. "I didn't anticipate this kind of weather, and I wouldn't have taken on the responsibility of being the person in charge without having some people behind me I could trust and who could get us out of trouble."

"We still had the storm jib up. It was plenty of sail, though you wouldn't want to take a picture of it. That's how we won it. It was ugly fast!"

"We executed as we had hoped, getting strategically from the west shore to the east shore overnight. Sure enough, the breeze came around as expected — great strategic call from Doug — so we were

set up for the next leg, which was getting up through the Manitous and covering the fleet getting ahead of the hoop."

"Getting up to Gray's Reef, we had a reefed main and a handkerchief of a storm jib," said Johnstone. "We got past and up to the White Shoal turning mark. From there we had a storming run all the way down under the Mackinac Bridge and finished."

*"It was plenty of sail, though you wouldn't want to take a picture of it. That's how we won it. It was ugly fast!"*

Mojo finished first in their division at 03:54:17 on Monday morning for an elapsed time of 39 hours, 24 minutes, and 17 seconds. Out of the 244 boats registered, 29 retired.

"It was never in our wheelhouse that we were going to win, and here we are on beautiful Mackinac Island," said Gib-

bens. "I had a terrific trip for my first Mac. We knew the race was going to be challenging. We never really manage these types of weather systems on the West Coast."

"It was everything and more than I could have expected for my first distance race," said Richard Murphy of Wintrust. "What an incredible experience to do this with our team!"

"Murphy [the aforementioned vice-chair] was a trooper. He spent a lot of time on the rail in his foul weather gear, just holding on in the crappy stuff, getting buckets of water thrown in his face hour after hour, which was great because other people captured that spirit and stepped up," said Gibbens. "He was awesome, always just a positive attitude."

"Another bucket-list race got checked off for me this year," exclaimed Johnstone. "It was a lot of different race scenarios in one small, freshwater venue. We were all sort of mocking it a bit — oh, it's just a lake, what could go wrong? But my wife put it best: 'Respect the lake.'"

"That is the biggest takeaway. I think I am having that tattooed to my left arm!"

— mark reid



## 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**

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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.



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## 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.

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# BAJA HA-HA XXVIII

As of this writing, 107 boats have signed up to participate in the 2022 Baja Ha-Ha. Due to the economy, inflation, COVID, and who knows what, this won't be the biggest Ha-Ha by a long shot. But it will be a great group.

The folks you see here are a sampling of the sailors who are raring to go. Their boats are ready to go (or getting there!) and they'll be in San Diego for the October 30 Kick-Off Party and the October 31 start of the 750-mile rally to Cabo San Lucas. From there they'll go where the wind blows. These days all of life comes with an asterisk saying "subject to change," but isn't that how the cruising life has always been? We'll look forward to seeing these folks in San Diego and following their adventures as they head off cruising.

## CODE:

\* Each asterisk means there is a "kid" on board. We define a "kid" as someone who is chronologically, not just emotionally, 16 years old or younger.

(W) Stands for white sails only, as opposed to sailing with a spinnaker or gennaker.

**Years**, such as (2013), indicate at least the minimum number of times the skipper or a crewmember has done a Ha-Ha.

**Cities**: In cases where two cities are listed, the first is the boat's homeport, the second is where the owner(s) most likely lives or used to live.

**Triggers**: When the words "wife," "husband," "spouse," "children" and such are used in this guide, they are terms of endearment and respect, not ownership or lesser status.

If the male's name appears first, it's because that's how it appeared in the registration form. In cases where only the man's name was given, the Poobah, whenever it seemed called for, added the name of the wife/partner/significant other. More than a few of you guys "owe" him.

**Ages**: The Poobah publishes the ages of the men when available, but doesn't publish the ages of women unless they are 35 or younger. This is sexist, of course, but the Poobah did it out of respect for women who are sometimes sensitive about their age.

## **Andante — Hans Christian 40 Mottsin Thomas and Amber Scott Long Beach**

Mottsin, 42, is a physician and psychiatrist, while spouse Amber is an RN. Their crew will consist of cousin Scott Crank, 48, who is in the telecoms

world; and Dylan Jobsis, 30, who is in Information Technology.

"Captain Mack" has seemingly opposite hobbies. He's a pianist as well as a judo and Brazilian JiuJitsu black belt. "And I train often," he says. So, we assume that if Mack can't use his psychiatric skills to keep you cool, he can subdue you.

Mack has been sailing for "roughly 10 years," during which time he's owned five boats. He's owned *Andante* for just one year. "Aside from being beautiful," he says, "there is nothing unusual about her." His dream destination is the South Pacific in general.

Charlie Munger, Warren Buffet's partner in wealth and the owner of that giant catamaran in Santa Barbara Harbor, came up with Mack's favorite quote: "Following the herd invites regression to the mean."

Mack's favorite dessert is tiramisu and he's left-handed. First mate Scott, Mack's first cousin, lives in Bowling Green on the family farm and hopes to circumnavigate one day. Scott is right-handed and loves soup.

*Andante* means "moderately slow," as expressed by an ABBA song of the same name.

"Take it easy with me, please,  
Touch me gently like a summer  
evening breeze  
Take your time, make it slow,  
*Andante*, *andante*  
Just let the feeling grow."

If the Poobah didn't know better, that song would seem to have sexual overtones.



'Ara' — Yulia, Aaron (6) & Nigel Beck

## **\*Ara — X Yacht 46 (W) Nigel, Yulia, and Aaron (6) Beck San Francisco**

Nigel, 52, is an executive, as is Yulia. Young Aaron is a Student of Life.

Nigel, who is Canadian, and Yulia,

who was born in Ukraine, are the only couple in this year's Ha-Ha who met at a Georgian restaurant in Moscow. They spent five years on opposite sides of the ocean before moving to San Francisco in 2011 and getting married.

Nigel and Yulia started sailing together in 2006, and have sailed offshore from Rhode Island to Maine, and between Florida and New York. The couple has also sailed the Caribbean as well as the Arctic waters of Norway.

Yulia got her racing chops on the famed breezy waters of the Solent in the south of England. As a family of three, the Becks have sailed from San Francisco to Oxnard, giving then 5-year-old Aaron a taste of offshore sailing.

*Ara*, which the family bought in 2013, is their third boat. They previously owned the Swan 391 *Snow Leopard* out of Jamestown, Rhode Island, and for one season the C&C 32 *Magic*. *Ara* is the family's dream boat, and Mexico is their dream destination — for this year. Their ultimate dream destination is Norway, where the cruising is as spectacular as the season is short.

If the Becks had to pick a sailing hero, it would "probably be some nutcase like H.W. Tilman." He, you'll remember, was a veteran of two world wars, and became one of the world's great adventurers on land and on the oceans of the world. Alas, he was lost at sea somewhere near the Falkland Islands at age 80. The converted old tug Tilman and other mountaineers were using to get to Smith Island disappeared without a trace in 1977.

## **Azure — Cal 40 Rodney and Jane Pimentel Alameda**

Rodney, 61, is a civil engineer, while Jane is in solar and tech sales.

Rodney grew up sailing in Alameda and is an avid racer. "If there's another boat on the water, it's a race," is his way of looking at things," reports Jane. Rodney has done countless races, including three Transpacs and two Pacific Cups. In fact, Rodney and crew took Class and PHRF division in this July's Pacific Cup.

Jane isn't a racer, but she brings out the cruiser in Rodney. Together they've already cruised much of the world together during two two-year adventures. The first began in 1996, a year after they married. That's when they sailed to Mexico and did the first Pacific Puddle Jump to the South Pacific. The culmination of that adventure was their son R.J. being born in New Zealand. Then



# A FLEET SAMPLER



'Azure' — Rodney & Jane Pimentel

in 2009 they bought a Leopard 45 catamaran and took R.J. and his brother Leo to the Caribbean, the Azores, and across the Med to Turkey.

"There is one thing left to check off our sailing list," they say, "finally doing the Baja Ha-Ha. We've sailed to our other dream destinations, so Mexico is now it."

*Azure* is a Cal 40, one of the classic yacht designs of all time. When built in 1966, a lot of skeptics said fiberglass boats would never last. Ha! Not only did the Pimentels' Cal 40 win the Pacific Cup, Stan and Sally Lindsay Honey did the same this summer in the highly competitive Newport Bermuda Race.

## **Big Fish — Beneteau Oceanis 47.3 (W)**

**Ron and Carol Pierce**  
**Marina del Rey / Paradise**

Ron, 73, is a general contractor, while Carol is a retired schoolteacher. But there is a lot more to their story.

"I was a Top Grand Prix and Superbike motorcycle racer," reports Ron. "I raced for every major manufacturer during my 16-year career. I had many big wins, including the Superbike in Daytona in 1979. I retired from the sport in 1981 after winning my last race at Riverside Raceway. I've also been a pilot and owned two small airplanes, my last being a Beechcraft A-36. But I haven't flown my own plane in 20 years.

"Carol and I owned Breckenridge Hill Vineyards and Winery in Bakersfield, where we produced five wonderful red and three white award-winning wines. But we just sold it and purchased 232 acres in Oroville. We are preparing to build our new home on the property and possibly start a new vineyard and winery.

"We have owned a construction company for over 40 years, and are currently helping rebuild the Northern California town of Paradise. You'll remember it

was almost completely destroyed three years ago, claiming more than 80 lives and over 14,000 homes.

"We only started sailing two years ago when we bought our Beneteau. Carol named her *Big Fish* after the 2003 Tim Burton comedy/drama. 'I'm like the Big Fish,' she says, 'with lots of stories. But my stories are all true, not fantasy.'

"This will be our first major passage, as our longest one to date has been from San Francisco to Catalina. We hope to do more Ha-Ha's in the future. Close friend and Ha-Ha vet Larry McKay is the one who told us about the event, and he'll be one of our two crew.



'Big Fish' — Ron & Carol Pierce

"Captain Ron is our sailing hero, both of us are left-handed, and the Ha-Ha is our dream trip. As much as we love wine, we love Pacifico Beer, too."

## **Dawn Patrol — Outbound 46** **Laney Gale and Mark Mazeski** **Seattle ('13, '14, '16-'19)**

Captain Laney is a retired registered nurse who specialized in cardiovascular health. Her last job before retiring in July was nuclear medicine stress testing. Chief Engineer Mark, 62, is a retired regional planner who was pretty much in charge of making sure everyone in Washington had access to clean drinking water. The couple's crew will be Serhad Atakturk, who delivered a Pac Cup boat back to the mainland this summer, and Sue Drake, a vet of countless Ha-Ha's, excellent spinnaker trimmer, and sister of the Assistant Poobah.

"We were both windsurfers in the '80s living on the Hood River in Oregon," reports Laney, speaking of her and her partner. "Mark was in Seattle in 2007 for a weekend work seminar at the time I brought my boat up for a race. Mark noticed my boat's Hood River hailing port — and the rest is history.

"After a couple of years of racing my Martin 242 *Steel Breeze*, we realized that the boat was not large enough for the two of us and my Portuguese water dog. So, we bought an Olson 911 — in New Jersey! We trucked her to Seattle, and because of her blue hull christened her *Blue Martini*, most recently seen on San Francisco Bay. In 2018, after 10 years of racing and cruising in the Salish Sea, it was time to move up to the Outbound 46. We retired this summer, which allowed us to make the big left turn out of the Strait of Juan de Fuca looking for warmer weather. So, we've been working on making *Dawn Patrol* our retirement home.

"Our dream destination is anywhere warm, although Laney has already sailed for weeks in the BVI and Thailand. We own our dream boat. Jeanne Socrates, the relentless solo nonstop circumnavigator, is our sailing hero. We both like tiramisu."



'Dawn Patrol' — Laney Gale & Mark Mazeski

## **Dolphin — Crealock 37** **Bill and Patty Meanley** **San Diego / Pacific Beach** ( '09, '10, '12, '18)

Bill, 76, is the semi-retired owner of Hammer & Nails hardware store in Pacific Beach, which has managed to carry on in the face of the onslaught of Home Depot and Lowes. Spouse Patty, who retired 10 years ago, has been with Bill for each of the four Ha-Ha's they have done. Their crew will be their daughter Kelly Meanley, who is an IT project manager.

"After my first retirement at 26 from Jet Propulsion Lab and the space program, I lived in a VW van all over Europe for a year. Then I migrated to Tahoe City and became a ski bum. Working as a dishwasher, for months I unsuccessfully tried to attract a cute cocktail waitress. Finally, Patty succumbed and we've been married for the last 45 years. But we did build a cabin near Sunnyside while living there in the mid-'70s."

# BAJA HA-HA XXVIII

"In the 38 years we've owned *Dolfin*, we've sailed her as far south as New Zealand and as far north as Desolation Sound, B.C.," the couple report. In addition, Bill has done two Singlehanded TransPacs, and the couple have done countless trips to Catalina, their local favorite.



**'Dolfin' — Bill & Patty Meanley**

"We love the adventure of sailing to Mexico, the Mexican people, and the fellow sailors we meet," they say. "We just hope for fair wind." Speaking of fair winds, of the 81 Ha-Ha legs to date, the Poobah can only recall two that were upwind, so history favors the possibility of fair winds.

## **Encore — Andrews 56 Zachary Singer and Sail MS Richmond / Santa Rosa**

('05, '06, '07, '09)

Zachary, 35, is a licensed tugboat captain who was diagnosed with MS and subsequently founded the organization Sail MS.

"After being diagnosed with MS, I was unable to safely perform my duties as a vessel operator due to loss of vision. While partially blind, I was taught to sail by Eugenie Russell, my sea mama, who will be the captain of *Encore* for the Ha-Ha. Russell was the skipper of the boat that was sunk by a whale in the '09 Ha-Ha with all rescued by helicopter 200 miles from San Diego.

"Learning to sail brought me back from a literally and figuratively very dark place in my life," reports Zachary. "When my vision returned, I decided to found Sail MS and share my experience with others in the Bay Area living with multiple sclerosis. Fifty percent of our Ha-Ha crew will be people who are fighting the same battle that I am.

"Prior to purchasing *Encore*, I nearly bought a 62-ft cement boat that only would have been capable of 8 knots if driven off a cliff. After doing 9 knots upwind while sailing *Encore* offshore in questionable weather, and the boat not batting an eyelash, she has become my dream boat. In the nine months I

have owned *Encore*, she has undergone an extensive refit performed by our very own Multiple Sclerosis Warriors.

"In addition to myself and Eugenie, our Ha-Ha crew will include Karina Velasco, my spouse; Francisco Ramos, 43, a wastewater engineer and co-founder of Sail MS; and Jerome Pinsonnault, 50, a team leader for Bombardier Jets.

"Following the Ha-Ha, we will be continuing on to La Cruz de Huanacastle for our wintertime program with the support of the Marina Riviera Nayarit and the Vallarta YC, where we are all members.

"The *Encore* Ha-Ha journey will be the culmination of many difficult, life-changing events and battles for the entire crew. Living with multiple sclerosis is a very difficult thing, yet when we come together as crew on a sailboat, we turn our disease from a curse into a blessing."

## **Evening Sky — Freedom 36 Joe and Jen Ruddy Charlevoix, Michigan**

Joe, 51, is a retired engineer/project manager, while Jennifer is a retired teacher. Their crew will be Aunt Sheila Gordon, a retired counselor and artist.

Joe and Jen have been sailing for about eight years. "We took lessons through Marina Sailing in Marina del Rey to see if we would like sailing, and it turned out that we did. So, we bought a Cal 29 and joined Buccaneer YC. There we started sailing on different types of boats, learning from experienced sailors, racing, and cruising to Catalina Island. We have cruised and anchored or moored all around Catalina Island, San Miguel Island, Santa Cruz Island, and San Diego."

But it's actually Aunt Sheila who has more experience. "I started sailing at age 17 on the inland lakes of Michigan, where I participated in Sunday races. I moved to Miami at 25 and lived aboard a 1940 wood Marconi-rigged Atkin-designed Eric. I sailed her extensively in the Bahamas for seven years. Upon moving back to Michigan, I became the first mate on a Columbia 36 for three years, then sailed a Tartan 26 on Lake Huron for five years. I currently own a Moody Primrose 40 with Joe, and we spend winters sailing the Florida coast and the Keys."

Back to Joe and Jen. "After a few years, we decided to get a larger boat. We found a Freedom 36, which we have been sailing for the last four years. It turns out that the boat is originally



**'Evening Sky' — Joe & Jen Ruddy**

from Michigan, where Jen grew up and where she and Joe met. *Evening Sky* has been through the Panama Canal three times. Our longest passage so far has been from San Pedro to San Diego. After the Ha-Ha, we plan to cruise the Sea of Cortez.

"Our dream destination is anywhere where we are together and enjoying life. Joe's dream boat is a Liberty 458. Our favorite quote is, 'If it's going to happen, it's going to happen out there.'" Joe loves flourless chocolate cake, and Jen loves any kind of pie. No southpaws on *Evening Sky*. "Our yacht club nicknamed us Ozzie and Harriet. We have two wonderful kids: Alison, who lives in Michigan, and Michael, who is finishing college at UCSD. This year we both decided to sell our house in California and retire early to live on our boat and cruise full time."

## **Felicità — Catalina 42 Gretchen Hartke Haines and Tim Haines**

### **San Diego / Eagle River, Wisconsin**

Gretchen is a management consultant, while spouse Tim, 62, is an electrician turned electrical engineer turned sales engineer. Their crew will be Michelle Gorman, a merchant mariner; and Michael Thomas, 53, an IT consultant.

The couple met while racing Rhodes 19s at the Chicago Corinthian YC. Buy Gretchen a Dark 'n Stormy and she'll tell you whether she or Tim won the most races. Gretchen and Tim have both logged a few 900+ mile passages in the Atlantic, Pacific, and Caribbean and Irish seas — sometimes together, sometimes not.

Tim moved to San Diego and Gretchen followed him west. But it's been Gretchen's dream to head offshore, a dream since her first sailing trip when she was 23. Meeting Tim, "a great sailor," solidified those dreams.

"Together we've been working toward this getaway moment since we bought *Felicità* in 2018. We like to say we've spent the last year 'pimping our Catalina.'"



# A FLEET SAMPLER

"We will be two couples on board, brought together through sailing. Our crew, Michelle and Mike, met while in the community sailing club in Galveston. They joined forces and households, and recently bought a 1994 Caliber 40. Gretchen met Michelle on a sail training passage led by John Kretchmer in 2016, and we have had great fun cheering each other on as we subsequently met our sailing mates and bought our boats."



'Felcita' — Tim Haines & Gretchen Hartke Haines

## FortitudeX — Beneteau 423 (W) Stefanie and Torsten Schulz Vancouver, British Columbia

Torsten, 57, is a retired construction manager, while Stefanie is a retired executive director.

"We met skydiving 35 years ago and have been on an adventurous journey together ever since. We got introduced to sailing back in Germany, and later bought a MacGregor 26 to become better sailors on Wabamun Lake in Alberta. Having spent the last seven years in British Columbia, we've been very fortunate to be able to frequently take *FortitudeX* out to explore some of the best cruising grounds on the planet.

"Torsten has the most offshore experience, having crewed on the 2016 Victoria to Maui Race. Having both circumnavigated Vancouver Island, we're now looking to go south.

"Our favorite destination is wherever the wind takes us. If it didn't take us anywhere, we'd love Tuscany. So, it makes sense that our favorite dessert is tiramisu. Our boat is our dream boat, but if we had an abundance of funds,



'FortitudeX' — Stefanie & Torsten Schulz

there are some Scandinavian designs that would tempt us."

Boris Herrmann is their sailing hero. Who? From Lower Saxony in Germany, Boris had been a successful competitive sailor for 20 years. His worldwide exposure grew significantly after two recent events. In 2019, Boris sailed climate activist Greta Thunberg from Plymouth to New York City aboard his emission-free racing yacht *Malizia II*. Then in 2020/2021, Boris took sixth in the Vendée Globe Singlehanded Around the World Race.

'Do or do not — there is no try!' is the Schulzes' motto.

— richard spindler

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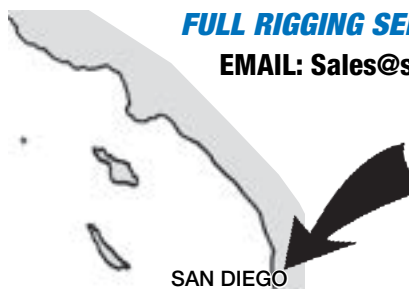
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# GALÁPAGOS NATIONAL PARK —

ALL PHOTOS DUSTIN REYNOLDS

The Galápagos have been a dream of mine as a dive destination for most of my life. Since first seeing videos of schooling hammerheads, whale sharks, and penguins, it was destination No. 1 on my bucket list and the place that first put the idea of world cruising in my mind.

Sailing to the Galápagos is tricky and very expensive, which is why a majority of boats bound for Polynesia sail right by them. An agent is required to file your permits at least two months in advance. My permit and agent fees for two months and the four inhabited islands were \$2,500. I was fortunate to be awarded the Ocean Cruising Club Challenge Grant, which is the only way I was able to afford it.

My trip from Panama to the Galápagos was a tough one. It was past the good season to make the trip, and the ITCZ was way north, bringing SW winds for me the whole way. Nine days pointing as high as I could into 15-30 knots of surprisingly cold winds for being near the equator. I even tacked the first five days south before turning west 80 miles north of Ecuador. It had been a long time since I purposely bashed into the wind and waves on a passage. This rough trip revealed some new leaks to fix and how tender of a sailor I had become after two years of cruising the Atlantic.

Arriving in the Galápagos is a special thing. During my last two days at sea, I had several red-footed boobies painting my deck and solar panels white and green. Sailing north of San Cristóbal Island and down the leeward side reminded me so much of Hawaii: volcanic mountains rising from the ocean, fishing and tour boats zipping around, and dolphins swimming in *Tiama's* wake. After dropping anchor, I went for a quick swim to check the anchor and rinse off nine days of salt and sweat.

My check-in process was fairly easy. All the officials and my agent Gian came to the boat along with a doctor to do a health/COVID test. A diver also swung by to check the bottom for growth. My boat was fine, but I do have a friend who had to sail 40 miles out to clean the bottom and come back in.

San Cristóbal was an amazing first stop. As soon as you take the water taxi to shore there are lounging sea lions, pelicans, and marine iguanas on the dock. San Cristóbal sea lions are like town drunks — barking, moaning, and growling incoherently. I saw them passed out on beaches, sidewalks, benches, and even atop a lighthouse. The waterfront is lined with restaurants and tourist shops, which were open but mostly empty during COVID times.

I did two self-guided hikes on San Cristóbal — one south of the airport along Playa Loberia and up the hill to Acantilado La Loberia, and the other north of town that offered incredible hilltop views in the company of a statue of Darwin. Down the stairs from the statue, I discovered my favorite Galápagos swimming hole in a protected bay on the leeward side of the island that was full of playful sea lions, indifferent turtles, and lounging iguanas.

I usually avoid tours and divemasters as much as possible, but it is the only way to see the best sights in the Galápagos. I did the two most recommended tours on San Cristóbal: the dive at Kicker Rock and hike/dive at Española Island. At Kicker Rock, we saw schools of hammerheads and lots of turtles. The highlight of the dive was a giant bait ball with sea lions swimming through, creating skylights in the shadow created by thousands of fish.

Española was amazing despite a rough trip. We saw nesting albatross trying out their dance moves on prospective mates, and lots of masked boobies. There were also tons of marine iguanas that were slightly different in appearance from the ones on San Cristóbal. The dive was nice but with not much variety — mostly just playing with the sea lions.

At Gian's recommendation, I headed to Isabela to see wildlife. I made the 80-mile trip as an overnighter and spotted 28 liveaboard boats on my AIS. Just as I dropped the anchor in Isabela, a few penguins swam by to welcome me. Isabela was the most comfortable anchorage in the Galápagos. It is exposed to the trade winds but behind a reef, so there is not a lot of fetch, and the wind kept the boat pointed into the chop.

During my first few days, I did the highland tours to sulfur mines via horseback and an eight-mile hike to the volcano. I realized one hour into the six-hour round-trip ride to the sulfur mines that riding a horse can be quite uncomfortable, especially with my prosthetic leg refusing to stay on.

The fog hid the amazing views, but the sulfur mines were a vibrant yellow even in cloudy conditions. The volcano trip had equally spectacular views of the fog for most of the hike. Once we started down the leeward side of the mountain, the skies cleared and I saw an amazing view of the volcanic landscape, multiple-centuries-old cacti, and flat, calm seas.

I did two diving trips with Dive Isabela: Tortuga Island and Los Tuneles. Our guide, Harry, spoke about the nesting booby birds, hammerhead sharks, sea lions, and penguins with a refreshing exuberance, as if it were also his first time seeing these sights. The two dives at Tortuga were spectacular, and we were treated to hammerhead sharks, sea lions,

turtles, and a few Galápagos sharks. The Tuneles trip started with an exciting entry through the reef, requiring timing the waves and a lot of horsepower. Once inside, we saw blue-footed boobies doing their mating dance, swam with sea lions, reef sharks, and penguins, and even saw one large seahorse that everyone (except me) lined up to take a selfie with.

At this point, my tour budget was depleted, so it



**Left: The friendly natives live at a slower pace. Right: Dustin traded hats on Florianna with Armada harbormaster, Pedro, and his two kids.**





# A DREAM DIVE DESTINATION



**There's as much to see below the water as above.**

was time to explore Isabela on foot. There are two wonderful walks from town. There is a short walk along a wetland where I saw a few flamingos, ducks, and lots of yet another slightly different marine iguana. The second walk is just past the wetlands along the beach and up to the Wall of Tears, a massive stone wall and a horrific reminder of the brutal prison camp that was once on the island. Isabela was quiet but had a really nice vibe to it. There are nice tours and beautiful walks and snorkeling to do on your own, despite protests from the guides.

The main penguin colony was only about a 300-meter swim from the boat, but I was harassed by guides to buy a tour every time I went snorkeling off the boat. There were also really cool volcanic canyons I would swim through and see resting whitetip sharks, and also be harassed by guides to buy a tour.

Floreana was just opening up for tourism in a small capacity for the vaccinated. I got confirmation from the harbor master and my agent that I could go. *Tiama* would be the first international yacht to visit Floreana in over a year since they shut down for COVID.

I could see the anchor splash in the black sand 50 feet below. Finally some good visibility. Floreana's harbor is in the lee of the trade winds, but there is quite a bit of swell from the southwest, making it quite roly. Pedro, the harbor master, came out on the water taxi shortly after I dropped and informed me that I couldn't

come ashore. I showed my *zarpe* and vaccine card, but still no luck. There was no cell coverage so I could not contact my agent, but Pedro showed me that he was in contact with him. My heart sank. Going between my broken Spanish and Google Translate, I was told I was free to stay but not to go to shore. Pedro left and I cracked a beer and contemplated my next move. Before I finished my beer, Pedro was back and said I could come ashore.

The next morning, a woman's voice came over the VHF inviting me for breakfast. I was not sure who was inviting me to breakfast, or where, but I'm definitely not one to turn down a meal. Pedro came to the boat shortly after and picked me up. He informed me that the mystery woman was Google Translate on his phone to the

**Yes, you can still get away from it all in the Galapagos.**

VHF. He introduced me to his two kids and made a *balone* (a local specialty consisting of a ball of fried green plantains) and a fried egg. We then took a bus to the highlands to a tortoise breeding area and an area that was once inhabited by a pirate. It was beautiful, and without a tourist or guide anywhere! We stopped for lunch on the way back, which he'd prearranged — since there were so few people or tourists, it was necessary to let the restaurants know ahead of time so they could get groceries.

Floreana was the only cruiser-like experience in Galápagos. There were no tourists or cruise ships, and the locals were friendly, curious, and excited to show off their island and share food. Snorkeling from the boat was spectacular. It was about a 100-meter swim to a turtle cleaning station where turtles swim



# GALÁPAGOS NATIONAL PARK —

by and let cleaner fish pick parasites off them. The only downside was also an upside. There was nobody there and pretty much everything was closed. After a week of hiking and snorkeling, I was ready for some social interaction, so I said goodbye to Pedro and his kids and sailed on to Santa Cruz.

The sail from Floreana to Santa Cruz is only 28 miles and took about five hours. Downwind sailing can be quite pleasant, and there were even humpback whales



*This sea lion climbed the stairs for a nap.*




*A new friend and Dustin's Bristol 35 'Tiana' in the background.*

swimming along to make for a perfect trip. Santa Cruz is quite a culture shock after the other three islands. Dozens of cruise ships were in the very rolly anchorage along with water taxis and day boats zipping around. The *malecón* resembled most touristy beach towns. Tourist shops, tour salespeople, and restaurants lined the street. I immediately regretted leaving Floreana so soon and, after a few

days, I was ready to get moving again.


As soon as I left the Galápagos protected area for the Marquesas, a spotting helicopter flew by my boat on its way back to a tuna ship. I saw dozens of these commercial ships over the next few days, using radar, helicopters, and purse nets as effectively and thoughtlessly as clear-cutting a forest. Right at the invisible line protecting this magical place there is a



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# A DREAM DIVE DESTINATION

ALL PHOTOS DUSTIN REYNOLDS

massive industry taking everything.

The Galápagos reminded me a lot of Antarctica — limited anchorages in the Galápagos because of regulation and in Antarctica because of difficulty. There is an illusion of exclusivity in that they both limit how many people can be on the islands or on tours at a time. In Antarctica, sailors would see one ship show up, a production line of inflatables and tourists would do a lap around the anchorage, see the penguins, then the ship would depart and another would show up just after. In Galápagos, they do the same with cruise ships and tours. This seems to work as far as protecting the ecosystem and giving a good tourist experience for as many people as possible, but it feels more like a park and not in the wild.

Is this all that is going to be left of the wild? I remember sitting on a boat in Antarctica tied to a sunken whaling vessel and watching the tourists go by on the cruise-ship inflatables. My crewmates and I were exhausted from the passage. It felt wrong that the cruise ships were there.

They hadn't prepared, studied, trained, or sailed the Drake Passage. They just paid to go to a park and get the same experience and selfies as 1,000 other people that week. What is left for adventurers who are willing to brave the sea and unknown to simply explore? At the pace we are going, all that will be left of the wild will be

these small conveyor-belt tourism parks.

I still recommend the Galápagos to fellow sailors despite the cost. They have stunning scenery, unique wildlife and friendly people. I just hope this business model does not spread to the few remaining wild places left.

— **dustin reynolds**



*Blue-footed boobies with their blue suede shoes.*

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I am racing long courses around the buoys a lot less these days. The weekday evening club races and the longer point-to-point events are becoming my preferred format, and long ocean races are also high on my list — but the traditional all-day round-the-buoys YRA races seem less and less interesting, especially to those of us who have already sailed those courses a few hundred times.

But when Lee Helm called one night to see if I could fill in on a very big, very fast and very competitive boat in the most high-profile regatta of the year, some of the old enthusiasm for a Bay race kicked in, and I said yes.

"I'm a little rusty for the front end," I admitted, but Lee assured me that my role would be strictly sandbag; they already had more than enough foredeck fodder. "The doctor will be in tomorrow. We need our maximum allowable rail meat."

I picked up Lee from her housing co-op near campus early on the race day, but it turned out I had two passengers, not just Lee Helm.

"Like, I'm bringing another novice sailor," Lee explained as the two women piled in. "At 105 pounds, her weight will bring us exactly up to our crew limit. And we can, like, use the anchovy lane to beat the traffic."

"Anchovy lane?" I asked.

"HOV lane, if you say it fast," Lee's friend explained. "High Occupancy Vehicles."

We were across the bridge and at the yacht club in record time, and Lee led us down to the boat. With barely time for introductions, the owner and skipper put us to work.

"Help the front porch de-bone and brick the backflapper," he ordered.

"He means, 'Help the foredeck crew take the battens out of the practice main and fold it into a compact shape,'" one of the crew translated for the newbie sailor.

With this and other chores completed, we cast off and motored away from the guest dock while still bending on the racing main.

Lee's friend was full of questions, especially about the boats we were passing in the marina.

"I like the looks of that one," she said as she pointed to a heavy old double-ender with ratlines up the shrouds. "Looks really salty!"

"A crab crusher," Lee remarked dismissively.

"What about that big one over there?" she asked, as her attention turned to a large, flush-deck 50-footer from the '60s.

"Aircraft carrier," said Lee. "Lots of room inside; it's like, all cabin. But no place to store sailbags."

I pointed out a 37-ft "lead mine" from the dark years of the IOR rule. Lee called it a "broach coach," due to its big spinnakers, small rudder, heavy displacement and narrow stern.

Next we all admired a "furniture boat" as we motored past. Also known as a "Swanaby," built in Northern Europe in the '80s with beautiful teak decks and meticulously fitted interior joiner work. Passing the smaller berths, we verbally defamed several sizes and models of "bleach-bottle boats," single-skin fiberglass mass-produced cruiser/racers in their day, cheaply built in SoCal in the '70s and '80s. Then a huge cruising cat on an end tie. Much too wide for a regular berth, it was obstructing a good portion of the fairway. One of our crew

called it a "hotelmarran," while another said "catamansion." It had a two-level bridge deck and probably more square feet of living space than my house. Finally, near the marina exit, we passed a well-known 70-ft "sled" on the last end tie before we were out of the harbor. We tried to explain to the newbie why both Lee and I thought so highly of the design.

"What's the call for the

fronts'l?" shouted the foredeck boss from the forward hatch, as soon as we were out in the breeze.

"Tee up the number one and the number two," the crew boss replied. "They both need to be ready to go: equal effort, no prejudice."

This was done, and we sprang into action running strings and setting sheet leads. Meanwhile the owner, who was going to drive the start, asked the bow person, who would be bow watch for the start, to come aft for a minute.

"If you point emphatically in one direction," the skipper asked, "are you pointing in the direction of a boat or obstruction we need to avoid, or are you pointing in the direction you want me to turn?"

"Glad you asked," the point man replied. "I'll always point in the direction to turn."

That settled, Lee took up her position at the backstay as strategist and navigator. Lee's friend was asked if she could help out as snacktician and squirrel. She eagerly agreed, without having any idea what those jobs were, and I had to add that she would need some coaching for the squirrel role.

Life was easy during the practice tacks. We had nothing to do but change sides, never getting near a winch handle or a sheet. But just before the scheduled first warning, the wind seemed to fade and shift. There was a gun from the race deck.

"Cat in the hat!" Lee called from the back of the boat, her pocket binos trained on the signal mast.

"That means postponement," I explained. "It's a red-and-white-striped flag."

"There's still enough wind for a start," complained the crew boss. "Why the delay?"

"The RC probably has to reposition their luggage," I guessed.

The delay was about 30 minutes, and it gave us time to indoctrinate our crew into the dialect specific to this boat. "Smart pig" meant cunningham. "Sleep the boat" meant use weight to maintain a heel angle in light air. "Time for the dentist" meant two minutes and 30 seconds to the start. And they never say, "Take up slack," because usually the only word that gets through is "slack" and it's not clear if more slack or less slack is desired. They always say "overhaul" instead of "take up slack," and I made a mental



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"We're going to try an outbound salmon..." said Lee.





LATITUDE/CHRIS

*The 'Cat in the Hat' comes out while the committee waits for breeze.*

note to implement the same policy on my own boat.

With an honest sea breeze rapidly filling in, we selected the number-two jib, which, since none of the jibs overlapped on this boat, looked exactly like the number one but required a very slight adjustment to the jib-sheet lead positions. It was probably just a little flatter, not smaller. Then Lee announced the starting strategy.

"We're going to try an outbound salmon on the Vanderbilt," Lee announced, "but keep offside trim set for uphill."

One of the trimmers had to explain to me that "salmon" meant "upstream," as in sailing into a pack of starboard tackers going the opposite direction. "Vanderbilt" meant we would time the outbound run from our desired starting point on the line, divide by two, and add half the tacking time, and that would be "formula time" for our tack.

As planned, after a few circles to let the clock run down to less than two minutes, we tacked to port and headed

right for the oncoming starboard tackers.

"One-twenty at the right end, half is 40, add six for a 12-second tack, formula time is 46 seconds.

"Let the first one go by: They don't have enough runway and will have to rag it," Lee called, calculating that they were very early. "Flop on their hip." We tacked with about 55 seconds

to go, which would make us 18 seconds early for the favored left end of the line. She had abandoned the formula for tacking time, but that was her plan all along.

We tacked astern and to windward of the first starboard tack, but still ahead of the pack, and still early even for the far end of the line.

"Dip! Scoop them! We have speed



SHARON GREEN / WWW.ULTIMATESAILING.COM

*"We'll sit on their face. Ready about!" said Lee.*

# MAX EBB

and we're early; protect our leeward side."

We dove to leeward of the boat in front of us, which was moving very slowly with sails luffing.

"Give them a French luff!"

Shouting "leeward," we came up under their lee side as the windward boat sheeted in to gain speed and keep clear. It was very close, but we never touched.

"They like, kept their nose clean, but we have control. Now do a thin kill, just till the jib quakes. We still, like, need a little more runway."

The gun went off, and we were on the line right at the favored left end, in clear air.

"Great start," said Lee, complimenting herself as much as the driver. "We can breathe! Sail your boat!"

But the shoreline was fast approaching, and there was a boat on our hip that we might or might not be able to clear after a tack.

"Water!" Lee hailed.

They were ready with the "you tack"

response, so our driver put the helm down immediately, as the rules require. We tacked, they tacked to keep

*"At 105 pounds, her weight will bring us exactly up to our crew limit. And we can, like, use the anchovy lane to beat the traffic."*

clear, and they ended up almost safe leeward but almost in our bad air, almost right where we wanted them. These positions held for a few minutes.

"Making trees," observed the trimmer from the low side, where he could sight the range on our competitor against the shoreline. "I think they're starting to get our gas."

"I see a turn signal," called one of the aft cockpit crew. "By my count, they are short one rail bird, so someone's on the low side ready to burn the sheet."

"Flop when you see them start to turn," said Lee. "We'll sit on their face. Ready about!"

"Three, two, one... down and dirty!" the driver called.

The geometry worked perfectly. On the other tack, the competition was right in our wake, instead of almost clear of our bad air.

It was an intense day of racing. We did Indian sets and Mexican drops, and I got tired just watching the grinders and tailers handle dozens of tacks on each windward leg.

"So what do you think of sailboat racing?" I asked Lee's newbie friend during a lull in the action.

"Love it!" she exclaimed. "And I think I have it almost all figured out. Now if someone could explain to me the difference between a jam cleat, a cam cleat, and a clam cleat..."

— max ebb



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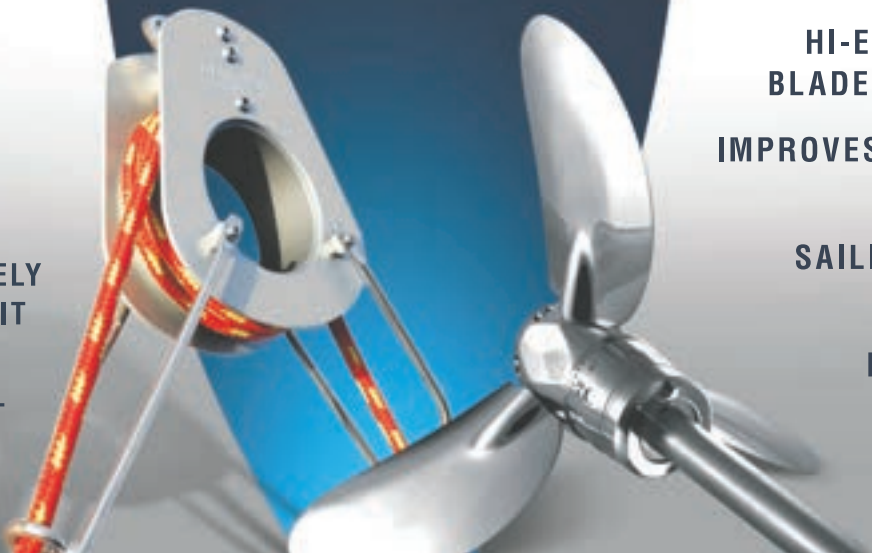


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# THE RACING

**Moore 24** and **Mercury** fleets get High on Sierra air; RYC's **Jr. Waterhouse** continues the OYRA series; BVBC's **Plastic Classic** rounds the traditional T Mark; the **YRA Encinal Regatta** and the **Estuary Extravaganza** cap off July races in the Bay Area; the **Santa Barbara to King Harbor Race** offers mental challenges; and **Santana 22** and **I-110s** sail their Nationals. **Box Scores** and **Race Notes** fill in some of the gaps.

## Moore 24 Roadmasters Got High

The High Sierra Regatta provided exactly what we Moore sailors have come to expect from Huntington Lake — sunshine and dependable breeze. Fifteen Moores ventured to compete this year, the largest fleet in the event. The breeze rolled in at 8-12 knots 15 minutes before the first start on Saturday, July 16, right on schedule. Tactics were pretty straightforward — start low on the line and work the left toward the Boy Scout camp, then up the south shore looking for big lefties to bring you out to the mark.

*Lowly Worm* showed consistently good starts and excellent speed and height in the first race and led all the way around. The *Worm*, *Mooregasm*, *Wet Spot*, *Watt's Moore*, *Firefly*, *Mooretician* and *Nobody's Girl* all had top-three finishes in Day 1's three races, with *Broken Lizard* pulling consistent top-five finishes. That's how tight the racing was throughout the whole event, with five boats sharing the top-three finishes on Day 2.

On *Mooregasm*, after a rough start in Race 1 where we just tried to hang in there, we discovered the boat felt super-fast and our crew work would be fantastic. After a third-row start in Race 1, we simply hung in bad air and made the best of things. The fleet was keying in on the point on the left, prepping to short-tack the upper left shore. We got there in about 8th, so decided we couldn't play that game. We found a good puff to take us out to the middle a bit more than the leaders, and a good shift to come back on, leaving us just short of the leading five boats at the top mark.

Our starts improved in subsequent races, but the lesson of not playing the left shore at all costs stuck with us through the weekend. While we led to the point and that left shore in Races 2-5, we still looked for pressure and shifts that begged us to step out to the middle a little on the way upwind. This often paid dividends, enabling us to stretch out on the fleet in several races. When in doubt, we committed to sailing toward and lining up for the next puff.

Downwind legs required patience and a keen eye on where puffs were landing and how they were tracking down the lake. Only in Race 5 on Sunday did the

breeze go super-light and try to turn the fleet inside out. But even in that race, the breeze settled back in and was steady and consistent for the most part.

Having not sailed much lately or together as a team, *Mooregasm* credits Karl Robrock with the lion's share of our success. His excellence in the cockpit and calm demeanor set a smooth and positive tone on our boat that caused everyone to up their games. It didn't hurt that *Mooregasm* felt super-fast and we had great height upwind. This I credit to work we've been doing with our local fleet instilling some consistency and discipline in setting up our boats. We have our jib leads well inboard and trim the #1 and #2 quite tight, managing slot with twist via lead height. From there, we play the

Cal Poly sailing team. For results, see [www.fresnoyachtclub.org](http://www.fresnoyachtclub.org).

— steve bourdow

## Next Weekend, Mercurys Got High

For well over 60 years, the Mercury class has been racing on Huntington Lake. This year 16 boats, a little smaller fleet than normal due to COVID, convened for the three-race regatta on July 23-24. The class chooses longer courses over short, so the fleet had tight racing both up and down the lake.

The first race saw John Hansen in #562 with longtime crew Tony Basso set the pace to the weather mark. On the run, Jim Bradley with crew Kathy Bradley, and Mike Burch with daughter Kristen crewing, took away Hansen's lead for a three-boat rounding off Lakeshore point. Back upwind Hansen did everything right, taking a commanding

SYDNEY MOORE



Sarah Bourdow, Ali Fuat Yuvali, Karl Robrock and Steve Bourdow won the Moore 24 division of Fresno YC's High Sierra Regatta on July 16-17 at Huntington Lake.

mainsheet as needed to sail the boat as flat as possible.

One high point came in Saturday's Race 3, when the day's best puff on the lower part of the lake allowed us to heat it up and get her cooking over 13 knots for about 30 seconds.

It was a great event with tight racing, beautiful weather, good friends and good fun. Josselyn Verutti was awarded the Joel Verutti Memorial Chest (Joel was Josselyn's dad). Josselyn is carrying on Tina and Joel's legacy of introducing new racers to the Moore fleet with her

lead, which he held to the finish line. Bradley was second, with Burch third.

The afternoon race saw ideal Huntington Lake wind conditions. The breeze held around 15 knots with lots of shifts. Hansen and Bradley rounded the weather mark first and second, with Greg Dair and crew Kaelyn Ibold following right behind. Greg is the current Lido 14 national champion and is making a great new addition to the class. On the run down to the leeward mark off Big Creek Cove, Bradley took the shore side, Hansen the middle, and Dair the middle





**Moore 24s on the run (and on the road) in Fresno YC's High Sierra Regatta on Huntington Lake in mid-July.**  
— photo paul dionne / [www.pauldionnephoto.com](http://www.pauldionnephoto.com)

of the lake. Dair choose right and moved into a two-boat battle with Hansen. Bradley caught up on the next run. At the end of Saturday's racing, Hansen and Bradley were tied at 4, and Dair was next with 5 points.

After the racing everyone gathered for Tom Priest's special mai-tai party. The Mercury class never misses a chance to get together. This year we had to cancel Johnny Wood's annual tri-tip BBQ because the resort is closed for a year of remodeling, and move the after-race party to Baldwin Beach. Everyone still had the kind of fun that brings us back to Huntington year after year.

Sunday turned out to be another first-rate Huntington day. The wind had a lot of starboard in it at the starting line, so

Dair and Bradley were together at the weather end. Hansen saw things differently and made a perfect start at the pin end. John Ravizza was right with him, but Hansen was sprung. After a breakdown in the second race, Mike Burch got back in the mix with a lead over Hansen at the windward mark. Ravizza, Randy Hecht with crew Scott Whitney, and Shaum Sinawi with crew Gerard Sheridan rounded out the first five. Bradley and Dair, seeing that it would be very difficult to catch Hansen for a regatta first place, began a battle for a regatta second place. They changed places three or four times up and down the lake. At the finish line Dair had Bradley by a couple of yards.

The Silver Fleet was a battle of the next generation of Mercury sailors. Ben Bradley, a third-generation Mercury racer, with crew John Lizenby, and Drake Baldwin with his dad crewing, fought it out for the Silver Fleet trophy. Bradley won out with a 1-point lead over Baldwin. We are going to see more of these younger sailors in the near future.

John Hansen and Tony Basso sailed an excellent series with a total score of 6 beating out Dair and Bradley, who both had 11. Ravizza took fourth.

— jim bradley

#### OYRA Jr. Waterhouse

July 23's Jr. Waterhouse saw an abbreviated fleet sail a course from Little

Harding Rock to the San Francisco Deep Water Channel buoy #7 and back to a finish line at the sponsoring Richmond YC. According to longtime RYC member John Dukat, the original Waterhouse race was named in honor of 1930s RYC Star racer Glenn Waterhouse. It was originally a long-distance Bay-ocean race that started at Southampton Shoal, sailed out to SE Farallon Island, then down to the Monterey Bay Buoy, with an upwind leg back to the Lightship and a Cityfront finish. It was a time for Iron Sailors and wooden sailboats. The abbreviated Jr. Waterhouse came along with another longtime RYC race officer, Doug McVey, finishing the race at RYC.

Four divisions started this year's Jr. Waterhouse at Little Harding Rock near the flood's end, which had all boats tacking for the Sausalito peninsula to seek early ebb along Yellow Bluff. Once beyond Point Cavallo, a series of short tacks took boats under the Golden Gate Bridge all the way to Point Bonita, where a series of longer tacks in light SSW wind took them to channel buoy #7. After rounding, a slow spinnaker run took most boats to Mile Rocks and the southern route, seeking relief from the building ebb. A few boats chose the Point Bonita/Marin side. Winds picked up dramatically inside the bridge, reaching into the low 20s. Most boats chose a southern rounding of Angel Island over to the Berkeley Flats, still seeking relief

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- Previews of Labor Day Regattas, September Races, and more.



# THE RACING



from the ebb on the final leg to the RYC finish.

Mark Dowdy's Synergy 1000 *Sapphire* finished first in the five-boat PHRO 1 division, with Andrew Lindstrom's 1D35 *Leading Lady* coming in second. The three-boat PHRO 2 division was taken by John Arens' J/109 *Reverie*, with Memo Gidley's Elliott 1050 *Basic Instinct* second. Pat Broderick's Wyliecat 30 *Nancy* was the only shorthanded boat, for an automatic SHS win. Richard Walton-Smith's Explorer tri *Round Midnight* beat Rafi Yahalom's F-28R *Lookin' Good* in the two-boat Multihull Division.

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

— pat broderick

## The Mentality of a SB2KH Race

"We're in that pesky 1-knot cyclone!" I hollered as we rounded the first rocks of Anacapa Island to port with our big pink squid spinnaker full of 18-knot wind — which suddenly transformed into a 1-knot wind swirl. We spun around in the 1-knot cyclone trying to keep the kite filled as the wind went south, east, north and then west, and around again in moments. The boat settled finally, and to our astonishment, we were becalmed, facing the opposite direction, staring directly into the whites of the eyes of the skippers of 20 yachts bearing down on our bow. Our bow, not our stern!

We were at the first 'mark' of the

**The YRA Encinal Regatta sailed out to Point Bonita on July 30, then back inside the Bay and down the Estuary for a finish off Encinal YC. Clockwise from top left: Paul Sutcheck's Cal 20 'Slainte'; Nick Ancel's Olson 25 'Alchemy'; Russell Huebschle's Tripp 41 'Saiorse'; Andy Newell's Santana 35 'Ahi' and Greg Felton's Express 27 'Under the Radar' sail down the Estuary. See Box Scores.**

famous Santa Barbara to King Harbor Race, which, as Jim Murrell, one of my crew, explained to me, is really four-races in one: 1) the 25-mile reach from Santa Barbara to Anacapa Island; 2) somehow surviving the 1-knot cyclone that always seems to swirl in the back of Anacapa; 3) darting off to Point Dume across 40 miles of open sea as fast as possible through dusk before the wind shuts down; and then 4) the mental game of traversing Santa Monica Bay through the night, typically in light air.

For us amateurs, this four-in-one race requires mastery of the mental game as much as skilled yachtsmanship — as I now fully appreciate.

This was *BeetleCat*'s first SB2KB, with 75 yachts from 70-ft racing machines to 25-ft ultralights filtering in from across Southern California to Santa Barbara YC for the famous evening BBQ in the sand.

After 17 hours of motorsailing up from King Harbor, *BeetleCat* arrived in Santa Barbara. The wind forecast was ominous — for a week it was predicted to be a no-wind drifter. There was a mental cloud of dread hanging over the race — how long would a 5-knot to windless 80-mile downwind race take with the typical 2- to

4-knot head current?

To everyone's glee, they awoke on race day to what seemed like a squall hitting the yacht club breakwater. The unexpected 14-knot morning wind created a raucous mood as crews across the marina grabbed ice and hastily rigged boats. Off to the start!

Each of the 71 boats that successfully made the delivery to Santa Barbara paraded out of the harbor on July 29 and circled for each class start across two side-by-side starting lines. By the time our start was called, that morning squall turned into a zephyr of less than 4 knots. We drifted across the startline — just barely clearing the line before being disqualified for too late a start.

*BeetleCat*, with an off-wind performance handicap of 60 for this race, is an ultralight 29-ft Bravura B-29 sloop with a black jib and flat-top main; great in light air, but not great at drifting.

As the wind shifted from the south to southwest, it gradually built, and we threw up our code zero, with what seemed like a perfect 25-mile rhumbline to the west end of Anacapa. After about an hour, we could see the island and the fleet separating into two packs: those





who chose to sail the shortest distance to the rounding point, and those who seemed lost, heading to the middle or east end of the island. Adrian Velazquez, one of our crew visiting from Costa Rica, was so confused, he blurted out, "I didn't know we could choose which side of the island to round!" We corrected him and said all those boats were simply heading for rocks and seemed to be crazy.

After debating the optimal course and sails, we saw something magical happen to the big boats way ahead that seemed to have been heading for rocks on the east end of the island: They appeared to have been impossibly lifted upwind with their downwind sails, from the east end of the island around the island's west end. Weird. We decided to join those who had appeared to be heading on an impossible course, arguably too late in the leg, and swapped out our code zero for our biggest pink A2 spinnaker. We headed down and pointed to the big rocky cliffs in the middle of Anacapa Island.

The magic sputtered. As we approached the island, the wind built to 18 knots (good), and the 133° true offwind angle that we needed to skirt the island was quite tight (bad) — we were on the verge of roundups. And then, appearing behind our spinnaker out of nowhere was a massive oil tanker on a collision course with us (worse). We somehow skirted the bow of the tanker and spun

**Estuary Extravaganza on July 31, top row: action in the Columbia 5.5 fleet. Bottom left: Ted Keech's Santana 525 'Ursa Minor' and Dave Ross's Merit 25 'Faster Faster!'. Bottom right: Encinal Regatta overall victor, Dorian McKelvey's J/111 'MadMen', continues her winning ways.**

around the west end of Anacapa without hitting any rocks. Success on this leg was all about taking risk.

"Where is the wind coming from?" I thought as we careened around the west end of the island. "Head up, no down; wind is coming from the south, no, the north, no it's from the west; pull in the spinnaker, no, ease the sheets, no, drop the spinnaker!" shouted Jim, our most experienced crew, a 15-race veteran.

As we were trying to keep the kite filled, we realized too late that we were absolutely motionless (yes, 0 knots) and pointing directly at all the oncoming boats! What a spectacle we must have been — we were sitting ducks, staring at all the other captains zipping by us. But, one by one, they all got caught up in this same bewildering swirl.

By some stroke of luck and expert trimming by Adrian, our spinnaker caught the tail wind coming off a passing boat, filled, and sucked us out of the strange no-wind vortex. We were soon on our way toward Point Dume.

This is the most beautiful leg of the course. Perfect 75° Southern California blue skies, sun setting over the Channel Islands to the stern, occasional dolphins playing in our bow wave, big pink spin-

naker up, heating up the sail on the back side of each wave, and surfing down into the troughs. Forty miles of epic spinnaker sailing. Southern California racing at its finest. So, why be anxious?

This leg is all about trying to ride the last puffs of west wind before it shuts off. We were the last boat the wind gods let into the final breeze of the day. We had 15 knots of sustained wind for 40 miles, but we could see the boats just off our stern disappearing in the distance; the wind door slammed *right* behind us.

As we approached Point Dume and the wind started to drop, our anxiety heightened; we jibed back and forth, testing the width of the remaining wind in our private wind funnel.

The sun set, and we kept our 7- to 8-knot pace. We were out in the middle of nowhere, miles ahead of half the fleet, and miles behind the risk-takers who'd had the perfect Anacapa strategy. The only boat in sight was the powerful 50-ft Jeanneau *Scarlet Fever*, a racer-cruiser captained by Paul Hofer, with a massive white and red spinnaker.

The wind stopped. Our speed was zero. The ocean was so glassy, we were almost lured into jumping off the back for a refreshing night swim. I was not



# THE RACING

ALL PHOTOS THIS PAGE LARRY WHITE



sure if there was a race rule against it, so we elected to stay dry.

It was 11 p.m., pitch dark, not a boat in sight, the glassy ocean without any wind ripples, not even a puff of wind. Our spinnaker, like a colorful magician's handkerchief pinched at the masthead, hung annoyingly limp.

We tried many things over an hour with sail combinations, working to suck as much wind out of each puff and convert its energy into speed (or at least into forward movement). By midnight we progressed at 1 knot (of current) and had 15 miles left to go along the rhumbline to King Harbor.

I've been yacht racing for one year now, and somehow got addicted to the adrenaline of singlehanded offshore racing with the Pacific Singlehanded Sailing Association (PSSA). With my inexperience, I don't leave the dock thinking I am going to win. The real enjoyment is the challenge of surviving each adventure that yacht racing makes accessible here in Los Angeles. It's like entering a marathon with Olympic runners. You're looking to do your personal best and work through the mental anguish and physical challenge to get to the finish.

Every forecast showed no wind until mid-morning (in 9 hours); if we continued, we would sail the next 15 miles over the course in 8 hours or more. Considering my PSSA sailing experiences, the

*Scenes from Bay View Boat Club's 37th Plastic Classic on July 23. Photographer Larry White called it a perfect day on the Bay. "The approximately 50 boats of several classes enjoyed winds of 10-15 knots, with the sun offering blue skies before the 1300 hours starting gun. The fabled T Mark vessel, the 'Ark', anchored just off the club and hosted roughly a dozen of BVBC's round-the-mark 'greeters' in traditional fashion, spurring on the racers." See Box Scores for top results.*

longest being a singlehanded 24-hour race, we could have endured. But, in the mental fog, we made the decision to withdraw. I am not really sure why we withdrew at that point. *BeetleCat* only motors at 4 knots — it still took us nearly 4 hours to motor back in.

By contrast, David Bew, captain of *Kanani*, a legendary PSSA racer, sent us a note at 11 a.m. on Saturday, 23 hours after the start, "We're still 11 miles west of King Harbor," (meaning, far out to sea) "maybe four more hours." And, "Engines blow." (Not "blow up" — like what happened to Jerome Sammarcelli on *Sam* during the delivery to Santa Barbara.)

We arrived back at KHYC at 4 a.m. on Saturday, saw the yacht club crew tirelessly helping boats find slips and score results in real time, gobbled up some leftover hot dogs, then returned a few hours later for the race finish extravaganza.

Congratulations to those who sailed across the finish line at whatever time — all 50 of you. And, hats off to the 21 other competitors who gave it their all and ultimately withdrew.

Post-race, KHYC prepared a shrimp-

fest. It was the just-needed medicine to calm the angst around our decision to leave the race. Denny Browne, skipper of *Renegade*, who withdrew somewhere out in the Pacific, reflected on the day: "What an adventure!" Those three words best tell the story.

— zafar khan

## SANTA BARBARA YC/KHYC SANTA BARBARA TO KING HARBOR RACE, 7/29-30

PHRF A — 1) **Uhambo**, Fast 42, David Chase/Carlos Brea; 2) **Amazing Grace**, Farr 55, James Puckett; 3) **Nights Watch**, J/130, Dean Stanec. (8 boats)

PHRF B — 1) **Trifecta**, J/109, Laura Schlessinger; 2) **Zephyr**, J/109, Jack Mayer; 3) **Fuego**, J/109, Tom Cullen. (10 boats)

PHRF C — 1) **Janina**, SC27, John Krossa; 2) **Epic**, Laser 28, Vance Newell; 3) **Squall**, Catalina 34T, Gary Brockman. (5 boats)

ULDB A — 1) **Bolt**, NM 68, Carson & Craig Reynolds; 2) **Medicine Man**, Andrews 63, Robert Lane; 3) **Fast Exit II**, Ker 51, John Raymont. (9 boats)

ORCA — 1) **Mental Floss**, Corsair 37, Jeff Cohen; 2) **Chim Chim**, Gunboat 62, John Gallagher; 3) **Wahoo**, Schionning GF 1400, William Gibbs. (6 boats)





**Adrian Velazquez, Jim Murrell and Lawrence Hall sailing 'BeetleCat' from Anacapa to Point Dume.**

CRUISING — 1) **Fast Reorrg**, Hunter 50, Ron Orr; 2) **Scarlet Fever**, Jeanneau 50 SC, Paul Hofer; 3) **Rascal**, Hunter 37.5, Kathy St. Amant. (6 boats)

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

### Santana 22 Nationals

Monterey Peninsula YC hosted the Santana 22 Nationals on July 22-24. In windy conditions, 12 boats participated — eight from Monterey, and four that sailed across Monterey Bay from Santa Cruz YC. These sailors have competed

against one another in many different regattas over the years.

Seven boats sailed in the practice race on Friday, which provided an opportunity to become familiar with the course area.

The race committee, headed by principal race officer Jerry Stratton, did a first-class job running five races. Jerry said he set courses that he himself would like to sail in a Santana.

Three races on Saturday had winds of 8-10 with some gusts and a gentle

shift from WNW to west, for which the race committee reset marks to maintain a fair course.

At the end of Day 1, SCYC's Phil Vandenberg on *Maybe* was in first place. MPYC boats were in the next four positions, with Kate Conway on *Cnidarian* and Meryle Sachs on *Ecaroh* in second and third respectively. Ara Nurcanyan on *Leprechaun* and Dante Fiala on *Windsong* held fourth and fifth. After racing, the sailors enjoyed a buffet dinner at MPYC.

Sunday's two races saw winds from the southwest at 11-14 with gusts to 18.

The skippers in first, second and third place hung onto their positions the second day, but fourth place ultimately went to Dante Fiala on *Windsong* and fifth to Ross Clark from Santa Cruz on *Azor*. Phil Vandenberg of *Maybe* also won the Oldest Skipper perpetual trophy. Prizes were also awarded to Jens Kaemmerer on *Krash* for taking several young crewpersons with him, thus serving as a Santana 22 ambassador. Justin Nielsen received a prize for using a completely different set of sails the second day, and

### VBVC PLASTIC CLASSIC, 7/23

PHRF <149 — 1) **Kuda Wuda**, SR33, Craig Page; 2) **Flying Fish**, Olson 30, Rhett Smith; 3) **Windwalker**, Islander 36, Richard Shoenhair. (12 boats)

PHRF 150-220 — 1) **Zeehond**, Newport 30 MkII, Don Guay; 2) **Liquid Asset**, Ranger 33, John Rook; 3) **Surprise**, Ranger 23, John Kiffmeyer. (10 boats)

PHRF >220 — 1) **Sprite**, Cal 20, Paul Kaplan/Scotty Lamson; 2) **Sparky**, Catalina 25, Paul Zell; 3) **Reliance**, International Folkboat, Scott Wall. (10 boats)

TRITON — 1) **Bolero**, Ely Gilliam; 2) **Sanctuary**, Ian Elliot; 3) **Juno**, Steve Crossman. (4 boats)

OLSON 25 — 1) **O'Mar**, David Scott; 2) **Dona Mae**, Hunter Cutting; 3) **Baleineau**, Colin Speer. (5 boats)

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

### INTERNATIONAL 110 DISTRICT 3 CHAMPIONSHIPS, InvYC, 7/23-24 (5r, 0t)

1) **Lady Bug**, Bren Meyer/Erik Menzel, 7 points; 2) **Smart Shoes**, Skip Allan/Sean Callagy, 13; 3) **Gunsmoke**, David West/Bill Pearson, 19. (12 boats)

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

### YRA ENCINAL REGATTA, 7/30

PHRF 1 — 1) **Bodacious+**, 1D48, John Clauser; 2) **Arsenal**, J/125, Andrew Picel; 3) **Laissez Les Bon Temps Roulez**, SC52, David Bennett. (4 boats)

PHRF 2 — 1) **MadMen**, J/111, Dorian McKelvy; 2) **Zamazaan**, Farr 52, Greg Mullins; 3) **Destin**, Landmark 43, Romeo Uriarte. (5 boats)

## BOX SCORES

PHRF 3 — 1) **Jeannette**, Frers 40, Bob Novy; 2) **Mintaka 4**, Farr 38, Gerry Brown; 3) **Kuda Wuda**, SR33, Craig Page. (4 boats)

PHRF 4 — 1) **Reverie**, J/109, John Arens; 2) **Basic Instinct**, Elliott 1050, Memo Gidley; 3) **Butcher**, J/88, Dave Corbin. (4 boats)

PHRF 5 — 1) **Heart of Gold**, Olson 911S, Joan Byrne; 2) **Ahi**, Santana 35, Andy Newell; 3) **Arcadia**, Mod. Santana 27, Gordie Nash. (7 boats)

PHRF 6 — 1) **Allegro Non Tropo**, Alerion 28, Bill Claussen; 2) **Goose**, Catalina 30, Mike & Lorianna Kastrop; 3) **Chesapeake**, Merit 25, James Fair/Bernard Price. (6 boats)

SPORTY 1 — 1) **Nuckelavee**, Melges 32, Mark Kennedy; 2) **Kuai**, Melges 32, Daniel Thielman; 3) **JetStream**, JS9000, Daniel Alvarez. (3 boats)

SPORTY 2 — 1) **Son of a Son**, J/70, David Fried; 2) **Boomer**, Melges 20, Marcus Canestra. (2 boats)

EXPRESS 27 — 1) **Wile E Coyote**, Dan Pruzan; 2) **Under the Radar**, Greg Felton; 3) **12-Gun Sloop**, Chris Gage. (3 boats)

OLSON 25 — 1) **Synchronicity**, Steve Smith; 2) **O'Mar**, David Scott; 3) **Alchemy**, Nick Ancel. (4 boats)

MULTIHULL — 1) **Lookin' Good 3**, F-28R, Rafi Yahalom. (1 boat)

OVERALL — 1) **MadMen**; 2) **Reverie**; 3) **Jeannette**; 4) **Zamazaan**; 5) **Nuckelavee**. (43 boats)

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

### EYC/IYC/OYC ESTUARY EXTRAVAGANZA, 7/31 (2r, 0t)

PHRF 1 — 1) **MadMen**, J/111, Dorian McKelvy, 2 points; 2) **Jeannette**, Frers 40, Bob Novy, 4; 3) **CentoMiglia**, Flying Tiger 10, Zhenya Kirueshkin-Stepanoff, 6. (3 boats)

PHRF 2 — 1) **Good & Plenty**, Soverel 33, Justis Fennell; 2) **Flying Fish**, Olson 30, Michael Berndt; 3) **Gettin' Air**, Olson 30, Adam Wren. (4 boats)

PHRF 3 — 1) **Son of a Son**, J/70, David Fried; 2) **Ahi**, Santana 35, Andy Newell; 3) **Heart of Gold**, Olson 911S, Joan Byrne. (6 boats)

PHRF 4 — 1) **Blue Jay**, J/22, Jens Jensen; 2) **Ursa Minor**, Santana 525, Ted Keech; 3) **Bandido**, Merit 25, George Gurrola. (7 boats)

COLUMBIA 5.5 — 1) **Maverick**, Ken Bodiley, 3 points; 2) **Rogue Monkey**, Fred Gumbywhacker, 5; 3) **Roja**, John Davis, 5. (6 boats)

PHRF 5 — 1) **Loco2**, Mercury, Paul Mueller; 2) **Obsession**, Harbor 20, Kame Richards; 3) **Slice**, Wilderness 21, Heidi Benson Stagg. (6 boats)

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

### BAMA JACK REACHER RACE, 7/31

1) **Greyhound**, F-22, Evan McDonald; 2) **Bird of Prey**, F-27, Glen Murray; 3) **Chubasco**, F-31, Brent Chartrand. (6 boats)

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

### SCYC BIG BROTHERS BIG SISTERS, 7/31

DIVISION A — 1) **Elyxir**, SC52, Skip Ely; 2) **Buona Sera**, SC70, Edward Marex; 3) **Hijinx**, J/120, Brad Sampson. (11 boats)

DIVISION B — 1) **NellyBelle**, Pi 24, Alan Wirntanen; 2) **Pegasus Racing**, Moore 24, Philippe

# THE RACING

KRISTEN SOETEBIER



**Santana 22 Nationals in Monterey. Left to right: 'Windsong', 'Maybe' and 'Cnidarian'.**

Ross Clark was given the "Meet the Mark" award for hitting the windward mark in the biggest way.

All protests were resolved immediately on the course, giving the protest committee, who were diligently standing by, a welcome respite.

The surprise of the weekend was a phone call with Tom Schock himself! Via Zoom, he shared a few words and a

personal story for the fleet to enjoy.

— meryle sachs

SANTANA 22 NATIONALS, MPYC, 7/23-24, (5r, 0t)

1) **Maybe**, Phil Vandenberg, 9 points; 2) **Cnidarian**, Kate Conway, 9; 3) **Ecaroh**, Meryle Sachs/Jeffrey Carder, 18. (12 boats)

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

## Race Notes

The American team of Jeffrey Pe-

tersen, Max Brennan, Scott Mais and Samantha Hemans topped the **Youth Match Racing World Championship** in Pornichet, France. Twelve teams competed in J/80s on July 19-23. Skipper Petersen is from Newport Beach and sails for Balboa YC. See [www.sailing.org](http://www.sailing.org).

The Junior Women's Championship combines the Leiter Trophy Junior Women's Singlehanded Championship and the Ida Lewis Junior Women's Doublehanded Championship into one regatta, gathering girls ages 12-18 for a weekend of racing and learning, this year in Marina del Rey on July 23-24.

The **Ida Lewis Trophy** was held in C420s. SoCal sailors Sophia Devling and Piper Blackband of Balboa YC and Bahia Corinthian YC dominated the fleet. Emily Doble and Taylor Bartell of California YC/Balboa YC finished second, and Zoey Ziskind and Hope Cambell of Santa Barbara YC took third.

The ILCA 6 fleet sailed for the **Leiter Trophy**. Talia Hamlin, 14, of SFYC won first place. Her teammate Hailey Thomp-

Kahn; 3) **Rio**, Santa Cruz 27, Soeren Brinkmann. (12 boats)

JIB AND MAIN — 1) **Sagittarius**, Catalina 38, Steve Murphey; 2) **Gandalf**, Santana 35, Ashley Basanese; 3) **Zoop**, Islander 36, Paul Tara. (13 boats)

MULTIHULL — 1) **Quixotic**, Dash 750, Tanguy Leborgne. (1 boat)

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

MERCURY CHAMPIONSHIPS, CORONADO YC, 8/12 (5r, 0t)

1) **Frenzy Too**, Chris Messano, 9 points; 2) **Jade**, Mike Burch, 18; 3) **Carbon Offset**, Raab/Dair, 19. (14 boats)

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

LIDO 14 CHAMPIONSHIP, MBYC, 8/5-6 (8r, 0t)

GOLD — 1) Mark Ryan/Sarah Schaupter, 10 points; 2) Greg Dair/Nick McCabe, 38; 3) Chris Raab/Scott McKeiver, 39; 4) Tyler Webb/Anna Rubino, 42; 5) Brian MacLean/Drake Baldwin, 45. (24 boats)

SILVER — 1) August Sturm/Thomas Kelly, 11 points; 2) Chris & Lauren Wright, 17; 3) Jaden Freeman/Ian Kovalenko, 21; 4) Dan Gilboa/Dante Scatena, 27; 5) Larry Schmitz/Indigo Craig, 33. (24 boats)

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

INTERNATIONAL 110 NATIONALS, InvYC, 8/8-12 (7r, 1t)

1) **Smart Shoes**, Skip Allan/Sean Callagy, InvYC, 12 points; 2) **Golden Banana**, Ross Weene/Attila Plasch, Bristol YC/Carson City Mafia, 13; 3) **Gunsmoke**, David West/Bill Pearson, InvYC, 21; 4) **Lady Bug**, Bren Meyer/Erik Menzel, InvYC, 23; 5) **Shenanigans**, Erik & Blake Bentzen, Poulsbo

## BOX SCORES

YC, 29. (20 boats)

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

CAL 20 CHAMPIONSHIP, ABYC, 8/12-14

GOLD — 1) **Rubber Dog**, Keith Ives/Chuck Stevens, ABYC/LBYC 24 points; 2) **Tiller Towards Trouble**, S. Flam/D. McLean/A. Blecher, ABYC, 24; 3) **The Kraken**, N. Stapleton/J. Zmina/F. Dair, CBYC/ABYC, 37; 4) **Sluggo**, B. Schopp/R. Van der Weyde/J. Bradley/RJ, CBYC, 48; 5) **Racer X**, Mike Van Dyke/Pete Frazier, ABYC, 49. (26 boats)

SILVER — 1) **Belmar**, L. Haselhorst/A. Gould/M. Wilder, CBYC, 16; 2) **Quick J**, Jason Sumpter/Jamie Royer, LBYC, 17; 3) **Swoosh 4**, A. Cross/B. Dair/A. Murray, ABYC, 19; 4) **No Name**, Bryce Hans/Eric Seitz, ABYC, 31; 5) **Project 14**, Eric & Stacy Conn, ABYC, 40. (6 boats)

BRONZE — 1) **Greyhound**, Mark Mazarow/Kyle Vaughn, CBYC, 4 points; 2) **Bullit**, Mike Whalen/Deb Kelly, Shoreline YC, 13; 3) **Lil-pickel**, N. Parszik/G. & K. Hildebrand, CBYC, 14. (10 boats)

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

CORONADO 15 NAs, HMBYC, 8/12-14 (9r, 0t)

CORINTHIAN — 1) Dave Rumbaugh, 12 points; 2) Ole Eichorn, 18; 3) Travis Wilson, 23. (8 boats)

CABRILLO — 1) Bence Gazdag, 16 points; 2) Clair Sheehan, 17; 3) Carl Hage, 22. (6 boats)

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

US OPEN SAILING SERIES, SIFYC, 8/12-14

(13r, 2t)

IQ FOIL — 1) Maverick Putnam, 21; 2) Samuel Perez Hufts, 26; 3) Ethan Froelich 32. (19 boards)

FORMULA FOIL — 1) Kai Calder 19; 2) Noah Runciman, 23; 3) Xantos Villegas, 27. (20 boards)

OPEN KITE FOIL — 1) Leif Given, 9 points; 2) Amil Kabil, 34; 3) Trevor Nelson, 39. (10 boards)

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

US OPEN SAILING SERIES, SFYC, 8/13-14 (6r, 1t)

470 — 1) Alec Van Kerckhove, 6 points; 2) Mason Stang, 11; 3) Kyra Phelan, 11. (3 boats)

ILCA 7 — 1) Jack Baldwin, 6 points; 2) Guthrie Braun, 8; 3) James Golden, 13. (5 boats)

ILCA 6 — 1) Kai Vurno 5 points; 2) Connor McHugh, 11; 3) Audrey Foley, 13. (11 boats)

ILCA 4 — 1) Siena Nichols, 5 points; 2) Emily Otto, 9; 3) Max Brameld, 16. (6 boats)

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

LASER NORCAL CHAMPIONSHIPS, SCYC, 8/13-14 (6r, 1t)

STANDARD — 1) Emilio Castelli, 5 points; 2) Chris Simenstad, 9. (2 boats)

RADIAL — 1) Toshinari Takayanagi, 5 points; 2) Laird Henkel, 11; 3) Sanjai Kohli, 13. (9 boats)

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

EYC GRACIE & GEORGE, 8/14

SPINNAKER — 1) **Meliki**, Santana 22, Deb Fehr; 2) **Obsession**, Harbor 20, Sally Richards; 3) **Blue Jay**, J/22, Liv Jensen. (9 boats)

NON-SPINNAKER — 1) **Slice**, Wilderness 21, Heidi Benson Stagg; 2) **Puff Mommy**, Harbor 20, Lisa Rohr; 3) **Mas Que Nada**, Harbor 20, Maryann Hinden. (8 boats)

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





**Inverness YC hosted the I-110 Nationals on Tomales Bay in mid-August. See Box Scores.**

son took second. See [www.ussailing.org](http://www.ussailing.org).

Newport Harbor YC defeated the host team, NYYC, in the **Global Team Race Regatta** on July 22-24 in Newport, RI. Justin Law, NHYC's team captain, said that they are very much a team-racing club. "Our entire calendar year is built for team racing." See [www.nyyc.org](http://www.nyyc.org).

It was not until July 30, 2022, that the **2019-20 Clipper Race** could be called complete. COVID-19 interrupted the

circumnavigation in March 2020, while the 11-boat fleet was in Asia. Now they have all returned to their point of origin, London, after 40,000 miles of sailing. The *Qingdao* team took the overall victory. See [www.clipperroundtheworld.com](http://www.clipperroundtheworld.com).

On July 31, SCYC held the 30th running of the **Day on Monterey Bay Benefit Regatta** supporting Big Brothers Big Sisters of Santa Cruz County. "We believe this year's event surpassed previous years' events with 36 entries sailing a course around fixed marks

in 8-12 knots of breeze on a warm and sunny day," reports PRO Bob DeWitt. "The party afterward was held in the dry storage yard cleared of boats. More than 300 persons attended, with live music from the Island Breeze band, a gourmet meal, a bar, a raffle and a silent auction. Over the years, this event has raised in excess of \$1 million benefiting BBBS and is one of the premier events on the SCYC calendar." See [www.scyc.org/regattas](http://www.scyc.org/regattas) and Box Scores.

On August 12, US Sailing crowned winners of the **Chubb US Junior Championship** in Macatawa, Michigan. In the Sears Cup, sailed in the VX One, the Hawaiian team of Makani Andrews, Bryce Huntoon and Noelani Velasco took first. The Newport Beach team of Reade Decker and Sophia Mulvania took the Bemis Trophy in the C420. The Smythe trophy, sailed in the ILCA 6, was won by Lucas Tenreiro of Cedar Park, Texas. Dieter Creitz of Seattle YC came in a close second. Tate Christopher of Alamitos Bay YC in Long Beach rounded out the podium.

— latitude / chris

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# WORLD

*This month we hear from Rich Jepsen who, along with his wife Cecilia, ventured on a one-way charter with six other yachts in the **Windward Islands**.*

## One Way in the Windward Islands

The Windward Islands in the SE Caribbean have long been a more adventurous charter destination than places like the US and the British Virgin Islands, or even the Leeward Island chain. However, their special geographic and geologic attributes make them spectacular chartering destinations.

The first time Cecilia and I chartered in the Windward Islands was in 1987.



MICHELE TAUSIG

*The always-inspiring Pitons served as the backdrop for some of the flotilla crew.*

Early this past April, we organized a seven-boat flotilla to sail from St. Lucia to Grenada. We took 10 days to sail the one-way charter, which was ideal. You could do it in eight days, but 10 felt that it hit the sweet spot. Under eight feels as if you'd be too rushed.

We had 39 people on seven yachts

*Larry and BJ Ledgerwood relax in the Windward Islands breezes as they sail south.*



RMJ TRAVELS

ranging in size from 45-ft monohulls to 50-ft catamarans. Two of the boats were monohulls and five were catamarans. Everyone enjoyed their boat but, for myself, I like to race monohulls and charter multihulls. Altogether, we visited eight beautiful islands over 10 days.

The Windward Islands extend SSW from Martinique to Grenada. Our flotilla, which started in St. Lucia, visited three separate countries — St. Lucia, St. Vincent and the Grenadines (often abbreviated "SVG"), and Grenada — which made the trip more interesting, as each has its own distinct culture. Despite being so close to one another, each of these island nations also has distinct customs and immigration as well as COVID protocols and procedures. Meeting these requirements to check each boat's crew out of one country before checking into the next made the voyage a bit more like bluewater cruising than most charter vacations. We sailed one way, paying a bit more to leave the boats in Grenada. That gave us so much more time to spend on each island. Golden!

We started from Rodney Bay, in the NW corner of St. Lucia, where Moorings and Sunsail bases are located. A liquor store and grocery store were within walking distance and in the same marina as the base, which helped make last-minute provisioning convenient.

As usual for a bareboat charter, Day One was busy, with boat briefing, perishables provisioning, boat inventory, last-minute equipment checks, repairs, etc. And, as usual for Moorings/Sunsail, the yachts were great, the technicians were on top of things, and the entire staff very friendly and helpful!

The boats all have working windlasses, which I always check by lowering and raising the anchor before we leave the dock. In the end, we didn't use them much, but you'll want to know they're working and available. The islands have signed on to the financial model and environmental-protection model of moorings. We anchored twice, once on a lunch hook. Some places require mooring



GERD PANKE

balls and prohibit anchoring, but, even where anchoring was allowed, we usually opted for mooring balls — more security and less swing room needed. The only place we felt the press for mooring balls was troublesome was Salt Whistle Bay. It's a beautiful, protected place, so not that surprising.

With the help of the supportive staff, all seven boats got out by 3:00 p.m. and made the one-hour cruise to Marigot Bay, one of the more romantic harbors in the Caribbean.

The Windward Islands are known for their watermen and -women, who navigate small open boats out of anchorages and mooring fields to help guide boaters to a mooring, help them pick up the mooring pennant, and offer rides to shore, deliver food, and more. This allowed a very drama-free first mooring for the skippers. After a fabulous sunset, we went ashore to have a lobster-heavy dinner!

While part of the joy of a flotilla is sharing the experience with your friends on other yachts, the yachts tend to come together in some spots and separate to different bays and harbors at other times. However, very few yachts decide to skip the Pitons anchorage, in



# OF CHARTERING



*Jake and Phil Moody sailing south from Marigot Bay to the Pitons.*

the southwest quadrant of St. Lucia. The twin peaks of Gros Piton and Petit Piton bookend an amazing crescent beach, and silently posed for 39 cameras as we each pulled in for the night.

When we overnighted there in 1987, we were tied to a palm tree with our stern anchor in 100 feet of water. (It gets deep quickly there!) Now there are plenty of mooring balls, so a bit less drama.

*Author Rich Jepsen after a cocktail.*



RMJ TRAVELS

Having checked out of St. Lucia in Marigot, we needed to leave the island of St. Lucia the next day. On our yacht, we chose to pass by the island of St. Vincent and make a relatively long passage to the next island in SVG, Bequia (pronounced "Beck-way"). The open-water sailing between St. Lucia and St. Vincent, and St. Vincent and Bequia, was invigorating. Winds were into the low 20s and the swells were as large as 5 feet. It was passages like these where the Windwards lived up to their name.

Bequia has a rich tradition of boat-building, fishing, and ocean navigation, so there were lots of interesting things to see. Some of the flotilla members traveled by taxi to the windward side of the island to tour a couple of old sugar plantations turned into resorts. One crew was on a mission to obtain the world-famous lobster pizza from Mac's Pizzeria. Unfortunately, Mac's was restricted by an island-wide lobster shortage, partly due to

COVID and partly due to the time of year. The crew bought lobsters from a place without pizza and delivered them to Mac's, and had lobster pizza after all.

Our next island destination was the incredibly beautiful collection of islands known as the Tobago Cays, also part of SVG. The Cays are low islands, rising from ancient coral reefs inside a gigantic horseshoe reef, which is all that separates the mooring field from the Atlantic Ocean. We enjoyed swimming with sea turtles, finding great coral heads out nearer the reef, and finished the two days off with a huge lobster barbecue on the beach put on by local fishermen.

The next stop was Clifton Harbour on Union Island, the next port that offered water and provisioning, as well as being the port of departure for boats to clear customs and immigration for SVG. We stopped along the way at Mayreau Salt Whistle Bay, a beautiful crescent-shaped beach with the requisite waving palm trees and a large, protected bay with lots of mooring balls. We had been there in 1987 and found it one of the nicest natural beaches we'd ever seen. Great place to have spent the night, but we had different plans. Clifton turned out to be a nice surprise, offering wonderful restaurants and cafés. Some boats chose to stay in the harbor overnight. Others went elsewhere, including secluded Chatham Bay in the lee of Union Island, and Mustique, an island where the rich and famous own vacation homes.

From there, the next port was Rodney Bay on the island Carriacou, the port of entry for Grenada. We cleared customs and immigration for Grenada here. Some boats stayed the night in this harbor to enjoy nice walks around the large bay and the popular sailor pastime of "Boat TV," sipping gin and tonics while watching late arrivals struggle with their moorings. Others left the harbor to anchor around the

*Blue skies, turquoise waters, good breezes and protected anchorages. What could be better than the Tobago Cays?*



MICHELE TAUSSIG

# WORLD OF CHARTERING

NIEBLING / RMJ TRAVELS



**An underwater sculpture field off Molinere Point on the west coast of Grenada, by sculptor Jason deCaires Taylor.**

corner at Sandy Island, a quiet sandbar off Paradise Beach that offers snorkeling as well as easy access to the restaurants on shore.

Some stayed two nights on Carriacou, while others pushed on to the island of Grenada. All boats spent time at Dragon Bay, a snorkeling and dive spot about halfway down the west coast that has sculptures scattered about the seafloor between 15 and 25 feet deep. This was a great place! The sculptures ranged from merely beautiful to provocative. We would have enlisted a guide if we had it to do over. Scuba divers have an advantage here, but the water was clear enough to see everything. Some boats overnighted on mooring balls nearby, while others pushed on to the flotilla's final destination, St. George's Harbor, Grenada. The harbor and the town of St. George's offered nice walks, an open-air market, a chocolate museum, and many restaurants. By noon the next day, all of the flotilla boats had arrived at the Moorings/Sunsail base. Some folks were flying out that morning, and others had booked a day or more to explore Grenada and later reported some beautiful sights on tours they had taken. Grenada appears

to be worth a bit more time than Cecilia and I had allowed for ourselves.

To get back into the US, everyone needed to test negative for COVID. Most crew used proctored antigen self-tests. Eventually, everybody was cleared for travel. Each of our 39 crew was vaccinated and boosted. Each passed a total of three COVID tests for the entire trip, and we had zero

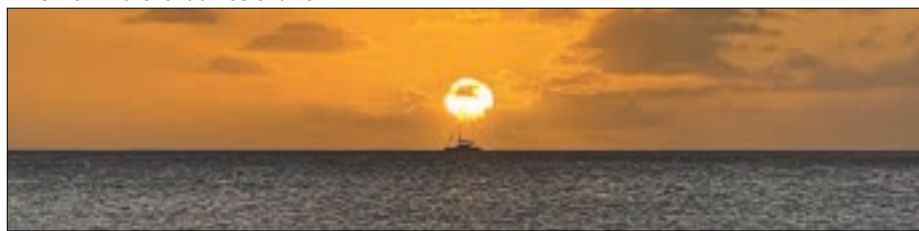
positive tests! I attributed that to a very diligent reminder process from me about the two-week run-up to the trip and how seriously the crew took it. As we got close to the trip, one of the countries even dropped their COVID test entry requirement, making it a bit easier on all of us.

Something that is being done in the Caribbean that made our COVID/customs/immigration processes much easier is SailClear.com, an agency that helps cruisers and sailors make the process simpler and easier with electronic pre-registration. Once a local customs and immigration office told us it wasn't working that day, and we had to fill out forms in person, but it was co-located with a bar and restaurant, so we suffered over a cold beer and salad.

As mentioned above, this was a one-way trip from St. Lucia to Grenada. We'd last sailed the Windward Islands in 1987, and at that time, sailed a

**All's well in a Grenadines charter.**

MICHELE TAUSSIG



RMJ TRAVELS

**Kevin Christiansen with a mona monkey perched on his shoulder. They are transplanted from Ghana and now live wild on Grenada.**

round-trip from and back to St. Lucia. We saw much more on this trip, and spent more time in a few islands to explore them further. We would recommend the one-way option to anyone chartering the Windward Islands, even with the additional delivery fee that the charter companies require.

— rich jepsen

Rich Jepsen, former CEO of Olympic Circle Sailing Club in Berkeley and current president of the board of US Sailing, retired from OCSC in 2014 and now operates RMJ Travels. RMJ Travels organizes a few sailing trips a year on small vessels around the world, from Panama Canal transits and eco-cruises on a small passenger ship to a Bali cruise on a fully crewed 118-ft ketch. Plus flotillas to BVI, Croatia and the Seychelles Islands. See [www.rmjtravels.com](http://www.rmjtravels.com) for more information.

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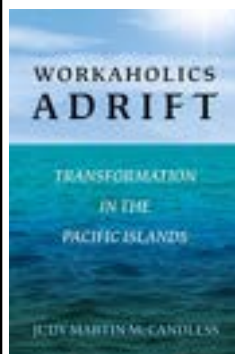


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# CHANGES

With reports this month from **Migration** finally making it back to French Polynesia; **Taliesin Rose's** Vikki Fennell sharing some out-of-the-way stops for south-bound cruisers; **Atea's** return to the Caribbean; a health scare (with a happy ending) aboard **Euphoria Too**; and a footlocker full of **Cruise Notes**.

## **Migration — Cross 46 Trimaran Alene D. Rice and Bruce Balan Magic and Mayhem at Matavaa Fatu Hiva, Marquesas**

Have we ever regretted our decision to turn back for Mexico in 2019 after making only 17 miles toward the Marquesas?



*Alene and Bruce on arrival day in Fatu Hiva.*

Not in the least. We both decided it was worth another year in Mexico to dive with the oceanic mantas of the Islas Revillagigedo. However, if we'd had a crystal ball and known that our decision would lead to a three-year COVID delay, would we have made the same choice? Another yes, since Mexico was such a wonderful and welcoming country to cruise during the pandemic. And diving with the mantas on our five trips to the Revillagigedos has been a highlight of our lives.

Since sailing west from French Polynesia in 2009, our aim has been to return. This year, we finally made it. We departed Banderas Bay in April, stopping for one last visit with our manta friends at Isla San Benedicto. We then anchored at Isla Clarion for four nights, which made the final jump to Nuku Hiva only 2,355 miles.

We had delightful sailing south and an excellent crossing of the ITCZ. Unfortunately, our luck ran out there. South of

**The Matavaa Iti festival brought new surprises every day. "It was magical," says Bruce.**



the ITCZ, we found strong winds forward of the beam, a messy cross sea, and lots of countercurrent. Where was the delightful milk run we had hoped for? It was not to be. We dropped the hook in Taiohae Bay on May 14, after 16 days from Clarion. Not the most comfortable passage, but at least we didn't break anything.

After enjoying Nuku Hiva, Hiva Oa, and Tahuata, and snorkeling with the smaller reef mantas of the area — beautiful but not nearly as majestic and social as the oceanic mantas of the Revillagigedos — we headed to Fatu Hiva for the Matavaa festival.

The Matavaa is a celebration of Marquesan culture. The "big" festival, held every four years, has opened up to other island cultures such as Rapa Nui, Hawaii, and Tahiti. Two years after the main festival is the smaller "Matavaa Iti," featuring dance and arts from just the six inhabited islands of the Marquesas. We missed the big fête in 2019 and would have missed the 2021 festival except it was rescheduled to June 2022 due to COVID.

We arrived early, knowing from experience of the limited and difficult anchoring in front of the village of Hanavave in stunning Baie des Vierges. We found a good spot for the hook and waited for the festival, reconnecting with friends in Hanavave we'd made 13 years before. It was fun to print out photos we'd taken back then and bring them in as gifts. Everyone knows everyone in these small villages and you can't show a photo without someone saying, "Oh, he moved to Tahiti," or, "She got married and is in France," or, "That little boy still lives here, but he's big now!" The pictures were well received, as no one had smartphones when we were last here.

That's all changed now, of course, and with 4G on many islands, the tragedy of face-in-the-phone social media BS that is now the norm in more "connected" countries is spreading across the world to do its societal damage.

The Baie des Vierges was crowded with 13 boats, but there were soon 20 trying to find room. The bay can be very gusty as the trade winds find their way around the tall, green peaks of Fatu Hiva. Before the festival, we had several days and nights with gusts approaching 40. Many boats dragged, and it made for difficult re-anchoring in the dark. One



ALL PHOTOS MIGRATION EXCEPT AS NOTED



afternoon, a boat attempting to anchor passed in front of *Migration* when a severe gust hit. The skipper was relying on his bow thruster, which, unfortunately, overheated. The boat was blown into our port bow, cracking it open. The good news is that it wasn't the main bow, where it would have destroyed our pulpit and bow roller. We were able to do a temporary repair and will do a proper job in New Zealand when we get there.

At least five boats were hit in Hanavave and the other anchorage of Omoa. In 17 years of full-time cruising, it was by far our most stressful week of anchoring.

However, the Matavaa festival was fantastic! There were beautiful artworks for sale: sculpture, carvings, tapa — and



# IN LATITUDES



MARSHALL PEABODY



SARAH BOWLIN

**Above: 'Migration' departs PV for French Polynesia in April. Top left: When the bow breaks — Alene checks out the temporary repair to the port ama. Top right: The crowded anchorage at Baie des Vierge. Inset: Check out this beautiful ukulele! "Now we just have to relearn how to play again because we haven't in so long," says Bruce.**

we bought a gorgeous, handmade ukulele that was irresistible. On Friday, each island made a huge *umu* (underground oven) and cooked an enormous amount of food, which was dug up with ceremony on Saturday and shared with everyone. Pig, goat, fish, crab, sweet potato, banana and manioc po'e... delicious!

The highlight was the nightly performances. With drums echoing, dancers progressed through the darkness, chanting and singing. There were quiet interludes, solos, and wild sections with everyone dancing, stamping and clapping

while a dozen drummers kept the energy high, sweat dripping down their tattooed bodies. It was truly magical.

Fatu Hiva only has about 700 people living in its two villages. The population probably doubled with the 40 cruising boats that visited, tourists staying on shore, the Aranui cruise ship, and the hundreds of dancers and family from the other islands. The locals did an incredible job pulling off such a huge event.

Unfortunately, during these pandemic times, quite a few people came down with COVID after the festival, including one

of *Migration's* crew. But after a couple of days down — followed by a short bout of food poisoning — we were back on our feet and ready to head off on the 450-mile passage to Takaroa in the Tuamotus, from where we write now.

It was a bit stressful at times, and poor *Migration's* bow is damaged, but it was worth it for the great festival. Besides, we're finally back in French Polynesia. How can we complain?

— Bruce 7/28/22

**Taliesin Rose — Bavaria 46E  
Fennell Family  
The Routes Less Traveled  
Port Townsend**

*"We have two lives, and the second life begins when we realize we have only one."*

— Confucius

I suppose Rowan and I both must have realized early on that we had one shot to make it count. Because for all of the almost 20 years that we have been partners, we have always had itchy feet and a hankering to see as much of the world as possible in the time we have. Every few weeks or months, we get the urge to go explore some new place, and we tend to say yes to every invitation that involves nature, sailing, or traveling with friends. Even now, we are hardly ever home on weekends, and our garage is a perpetual whirlwind of adventure gear that hasn't been put away from the last trip.

Cruising offers the opportunity for each day to be a new adventure, full of novelty, wonder and exploration while at the same time offering the luxury of sleeping in your own bed and not living out of a suitcase. Which, I suppose, is part of the reason that, in 2017, after living in the Bay Area for our entire lives, our family of four plus one geriatric cat headed out the Golden Gate and hung a left, making our way south to warmer climes and parts unknown. Looking back now, it was clearly the physical — and metaphysical — beginning of that "second life."

We spent the better part of three years unhurriedly harbor-hopping our way down the Pacific Coast of Central America, all the way to the mouth of the Panama Canal. We traveled slowly with the seasons, moving when the weather was pleasant and lingering in the places that felt a bit like home, adapting the notion of another wise man, the Dalai Lama, who explained, "Home is where you feel at home and are treated well."

In the cruising world, this Central American route is the one less traveled. Many places are completely skipped over or purposely avoided, sometimes for valid



# CHANGES

reasons, but often due to lack of understanding or curiosity.

In the next few *Changes In Latitudes*, we'll share some of these word-of-mouth, hard-to-get-to, not-for-the-faint-of-heart,



**Vikki, Rowan, Emmy and Lucy at mushroom rock in Bahia Balandra.**

glossed-over-in-the-guidebook places — and maybe inspire a visit should you be "in the neighborhood."

But for this first installment, let's begin at the beginning of most West Coast cruisers' voyages: the Gulf of California.

Folks always ask where our favorite place to cruise was, and while I really loved each country we visited for different reasons, I will always recommend Mexico, in particular the Gulf of California — known to many as the Sea of Cortez — as the overall best place for cruising with a family. For the warmth and welcome of the Mexican people; overall affordability; access to provisions; delicious food; ease of travel within the country and back home; and absolutely mind-blowing natural beauty — it really can't be beat.

Required reading for a trip into the Gulf is John Steinbeck's *The Log from the Sea of Cortez*, a retelling of the research trip Steinbeck took with his marine biologist friend, Doc Ricketts, to collect and record biological specimens. It is still considered one of the most extensive surveys of its kind, and has been an inspiration to generations of marine scientists and mariners alike. In the account, Steinbeck lavishly describes the mystique and magic of the Gulf of California as only he could. Reading the book at the time we were traveling in the very places he wrote about was as surreal as it was rewarding.

If there is any "key" advice I can give

to folks who are going cruising for an extended period of time, it's, "Talk to other cruisers" — especially those who have recently traveled in the areas where you are heading. As you do, stay curious and open-minded. Almost all of the most amazing places we visited were heard about in casual conversation with other sailors.

The first one that comes to mind is the less-frequented areas of the Cape. After completing the 2017 Baja Ha-Ha, we spent a few days docked in San José del Cabo. Much quieter than its neighbor to the west, San José del Cabo has a more laid-back and artistic ambiance than Cabo San Lucas. We were able to hitch a ride to the Plaza Central, where we explored the cobbled streets and made the requisite stop at an ice cream shop. One of the highlights was the Mercado Municipal with the vibrantly colored fruit stand, the well-stocked fish monger and the various and sundry household items hanging from the rafters. We then strolled along a manicured walking path to the shore and down the *playa* back toward the marina, rewarding ourselves with a relaxing afternoon at the beach club before hopping a water taxi back to the boat.

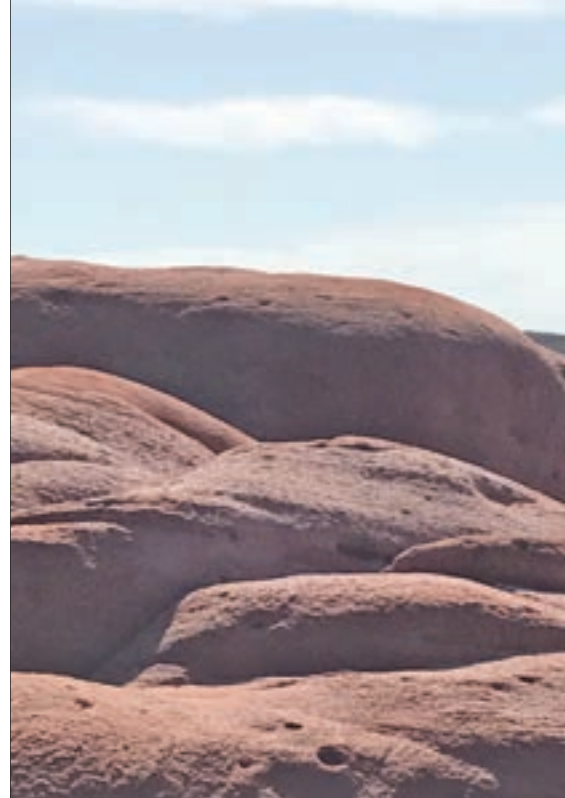
On the Baja Ha-Ha, we asked a couple who had spent a few seasons in the Sea of Cortez what their favorite spot was, and they told us of a hidden oasis that had free Wi-Fi, a pool, and a massive model train set — and was totally obscured from view when approaching from the sea. We felt like pirates as we made our way to Ensenada de los Muertos, searching for treasure off what sounded like a tall tale. If we hadn't known what we were searching for, we would probably never have pulled our dinghy onto the beach in front of what looked like private homes; or walked through the villas up a small canyon; or had the confidence to walk into the open-air building with no signage.

Initial appearances can be deceiving, and thankfully so, because not only were we generously welcomed to the private resort at Gran Sueño, but we became fast friends with the jovial staff. We spent all day lounging by the pool and partaking in the extensive menu of food and drink, and we met other cruisers our age who had stumbled upon the oasis as well. Those fellow cruisers became some of our dearest friends, and we spent the better part of a week with them, frolicking in the crystalline water around the anchorage, meeting for happy hour by the pool, and generally enjoying the best parts of what cruising life is all about.

The wonderful bar staff at Gran Sueño would welcome us like old friends every



**Spread: 'Talesin Rose' and friends at Puerto Los Gatos. Above: Underway somewhere in Mexico. Center: Paradise found at Ensenada de los Muertos. Right: Cliff jumping at Isla Carmen.**



evening, and even invited us to Thanksgiving dinner, where the chefs paraded the cooked bird around on a platter, banging pots and telling us with a wink that the local delicacy was pelican instead of turkey. We finished off that magical evening — celebrating an American holiday in Mexico — with a rousing game of French-Canadian beer pong. It's one of the best Thanksgivings we have ever had.

Heading north on the inside of the Baja Peninsula, most cruisers make for La Paz — and many never get any farther. There are plenty of good reasons to dig in the anchor in La Paz. But it was away from the beautifully redone Malecón and its copper statues and vibrant street murals that we found some real gems. Like learning about the incredible biodiversity



# IN LATITUDES



delighted as they observed the turtles and fish happily milling about.

As we endeavored farther north still, we quickly discovered a part of the world that is stunning in its dichotomy of the deepest blue water up against a backdrop of desperately dry, cactus-scattered, craggy mountains towering into the sky — and we had most of these wild places all to ourselves. There was Puerto Los Gatos, with its otherworldly red sandstone formations and hundreds of hermit crabs. Agua Verde felt like a secret paradise with its bountiful snorkeling and pleasant anchorage (the friendly locals offered fresh goat cheese and tacos on the beach, made with the daily catch). Puerto Escondido is now home to a well-appointed marina, but anchored in the natural harbor, it was easy to imagine the way it was when Steinbeck landed there on the *Western Flyer*, taking in the dramatic sunsets each evening as the rainbow of pinks, oranges, and yellows dipped behind the jagged silhouette of the Sierra de la Giganta mountains to the west.

From the marina we walked up Steinbeck Canyon. The steep ravine carved by a small river is an oasis in the desert with palm trees and natural swimming pools full of cool, clear water. Nearby Honeymoon Cove was as idyllic as it sounds, with aquamarine water and a white sand beach that connects to a labyrinth of hiking trails across the island.

Puerto Refugio was diverting with its mysterious sea caves, excellent cliff jumping, and close encounter with a pod of playful dolphins. We hiked the dusty trails in Caleta San Juanico, searching for obsidian "tears," and made our mark at the cruisers' shrine. The natural harbor at Bahía Concepción made for lovely hot days dilly-dallying in the dinghy, exploring the mangroves, and finding a bit of shade in a palapa. One could imagine pirates taking refuge and burying a treasure chest among the geological architecture of grottos and arches at Isla San Marcos. Santa Rosalia charmed with its 19th century company-town architecture, and sweetened the pot with fresh-from-the-frier donuts at Panaderia el Boleo.

Buddy boating awaited us in the northernmost part of the Sea. We lucked into the most wonderful group of cruising families. Mutual excursions included snorkeling, spearfishing, hiking and bonfire cookouts on the beach. Afternoons were filled with Dungeons & Dragons campaigns, copious amounts of popcorn, hours of building with Legos, dance parties, swimming, and sleepovers on the trampoline of a friend's catamaran. We

of the area at the Whale Museum. Or enjoying the lively Farmers Market at Jardín Velasco next to the cathedral and the Museo de Arte.

Steinbeck had as difficult a time as we did pulling away from the lights of this little city by the sea. But thankfully, our wanderlust got the better of us and we threw off the lines again to head farther into the Gulf.

Just a daysail away are the popular anchorages of Puerto Balandra, with its aquamarine water perfect for paddle boarding, and the islands Espíritu Santo and Partida. Every anchorage offers something different and wonderful to explore: the ghostly faces in the cliffs at Ensenada de la Raza; the tumbled pastel rocks at the narrow channel between

the islands at Caleta Partida; the hike to the breathtaking cliffs on the other side at Ensenada Grande.

Another short hop took us to Isla San Francisco, arguably one of the most picturesque islands in the world, with its crescent bay of turquoise water and fine white sand (which is why it's one of the more popular anchorages in the area). If you dare, venture a hike on the razor's-edge ridge for mind-blowing vistas, or to the other side of the island to find agate gems by the handful and water so clear we could see the anchor resting on the bottom 20 feet below. A dinghy ride from the northern anchorage took us into the lush mangroves at Amortajada, where we spent the day lazily meandering through shaded natural canals, and the kids

ALL PHOTOS TALESI ROSE

# CHANGES

spent many lazy days at La Gringa in Bahía de los Ángeles, repeatedly floating the "lazy river" of the estuary during the tidal change, and we even celebrated a birthday party with a homemade piñata.

Mornings, I would take the paddle board and a mug of coffee and observe in awe as I was surrounded by a dozen docile whale sharks, each one nearly the length of our sailboat, leisurely gulping at the surface of the water, feeding on plankton and krill.

We ventured only slightly farther into the gulf before heading to the mainland, and there is still a part of me that wonders what bounty we might have missed in the far corners of the Sea of Cortez. I suppose that's something I'll leave for other intrepid travelers to discover on their own.

— Vikki 7/6/22

*Readers — Taliesin Rose is on the hard at Puerto Peñasco. The Fennel Family are currently in Port Townsend, making the transition from full-time cruisers to commuter cruisers. After a summer of local sailing and racing on other people's boats, they'll head back to the 'Rose in October, and start harbor-hopping their way back up to the Bay Area as school and work schedules allow. Long-range plans are to get the boat up to the PNW "for many seasons of cruising the San Juans, Gulf Islands, Desolation Sound, and Alaska," says Vikki. Next month: the hidden treasures of mainland Mexico.*

## **Atea — 49-ft Ganley Steel Cutter Kia Koropp, John Daubney and family A Cruiser's Candyland Auckland**

Departing New Zealand in 2011, *Atea* and crew sailed halfway around the globe to arrive in the Caribbean in 2021 — but I can't help feeling that I have arrived back at the starting line. As a Puerto Rican-born American expatriate, I had just sailed into the home waters of my youth.

I had my first sailboat experiences in the US Virgin Islands at three months of age, tied up into a knot of lifejackets strung to a boom that swung over the water. I learned how to sail my first small craft at 12 in Puerto Rico's large bay, and spent my early teens competing in regattas off our home beach in Isla Verde, where we gained local fame: In addition to first, second and third, a fourth trophy that my father and I invariably collected was for "last boat off the water." My family often went on bareboat charters throughout the Leeward Islands, and I grew up eating lobster on the beach, dancing the polka to steel drums with my rum-filled

folks, and looking out at a single boat on anchor.

These days, those same anchorages are filled with dozens of boats all vying for a spot in the sand, and friends from the old days repeatedly told me that those once-authentic local experiences were now spoiled by over-tourism and exploitation.

When sailing out of South Africa into the Atlantic, we were pulled in two directions: toward Patagonia with its dramatic vistas, stark beauty and isolation; or toward party-central Caribbean with its saturated yachting coterie, its crowded bays, and its abundance of kid boats. As someone who tends toward the intrepid, it was hard to pass on what would have been a spectacular trip through the southern passage. We've spent plenty of time anchored off palm-fringed islands, but sitting on deck looking out on glaciers would be a truly unique cruising experience.

What eventually swayed our decision was our children; Ayla, 8, and Braca, 10. We'd dragged them around the globe for the better part of a decade in relative isolation from other children, and they were growing up in a very adult-centric world. We were finally in a position to show them that they weren't the only kids on the ocean — and what better way to demonstrate that than to head for the Caribbean? We decided to take the kids to the kids, and sailed west across the Atlantic to where kid boats were a dime a dozen and the rum cocktails flowed into gulleets by the gallon.

We knew from 2020 that cruising through the Caribbean in 2021 would be entirely different from the norm. Not only were many islands closed, but many of the ones that were open had shifting travel restrictions and changing protocols. Understanding what was open and where to go was changing by the week, and just as a plan was laid, it would be scratched due to new regulations. Even the best scenarios often required long quarantine periods and multiple nasal swabs, all of which had to be paid for.

All this considered, I had an "Aha moment" early on that this was the season for the Caribbean — the charter industry was crushed; cruisers were leaving (or not coming at all); and international travel was universally restrictive. To my mind, that meant the Caribbean of 2021 would be more reminiscent of my childhood experience than it had been in decades.

Three weeks later, we were in Antigua.

So, how has it been, a year into our Caribbean cruise? In early 2020, Antigua, the epicenter of the superyacht industry,



**Above: John, Kia and the kids. Between them, Ayla and Braca have already done nine equator crossings. Below: In a non-COVID year, this anchorage at Salt Whistle Bay in Mayreau would be full of boats. Bottom: Bonfires on the beach were a regular evening activity while the kids ran wild.**



would have been a dusk-to-dawn party stepping across the decks of tightly packed boats. In 2021, it was instead a beautiful, relaxed island that ran on long-gone days of "island time." We dove in the morning, relaxed in the afternoons and socialized on the beach in the evenings.

The highlight of Antigua was the richness and variety of the marine ecosystem. The soft corals were vibrant and plentiful, the hard corals young but healthy, and the marine life diverse and abundant. For all the talk of bleached reefs, diving in Antigua was an exciting reminder that, given time and care, the reefs can revive themselves.

From Antigua we entered Barbuda freely, and spent a few weeks in the relative isolation of Antigua's sister island. Rather than the lush mountainous landscape of Antigua, Barbuda is a large, low-lying atoll with fine white sand or miniature pink shell beaches. Strong winds blow across her shores, providing perfect wind-sport conditions. Days were filled in the company of other cruisers. Kite-surfing, windsurfing and waterskiing afternoons flowed into early-evening potluck meals, which flowed into late-night beach bonfires. Barbuda was exactly the Caribbean scene I'd envisioned.

There were a number of other boats travelling with children, and it was our



# IN LATITUDES



**Above:** 12-year-old Kia with her parents at her sixth-grade graduation. She and Dad started sailing together around this time. **Below:** 'Atea' on a romp. **Left:** Ayla and Braca (holding rope at left) playing with cruising kids and local children at Chatham Bay in the Grenadines.



ALL PHOTOS ATEA

first time in 10 years in which we — a cruising family — were the norm. Rather than dragging our kids around, they were dragging us around to their numerous social engagements. They had play dates and sleepovers, snorkeling excursions and fishing trips, and numerous activities that involved being towed behind dinghies at high speed. Barbuda was a kid's all-inclusive free-for-all holiday with an edge of the semi-feral, where homemade forts contained rusty machetes, disused lighters and all sort of castoff debris. No kids' summer camp could ever compete with the freedom of play and exploration of nature offered here. I haven't seen my kids happier, busier, more manic and more exhausted in a long time.

After more careful (we thought) route planning — including more than the normal amount of sorting out rumor from reality — we headed north to Sint Maarten. Our careful financial planning didn't account for the social extravaganzas awaiting us there. All of the businesses were fully operational and the pubs were drawing in crowds with silly happy-hour prices.

We filled our time outside the bars in excursions to the French side for carafes of chilled wine and window shopping; trips to the airstrip to experience jumbo jets on landing approach inches above our heads; or playing on beautiful white

sand beaches with a pack of wild kids running amok for the afternoon.

From Sint Maarten, we headed south to the Grenadines, choosing it for the larger cruising area it offered. Paying \$1,000 in fees to enter the country meant we needed to make sure it would provide enough value for money. It did that, and then some. We spent the next three months in the pearl of the Southern Caribbean, enjoying easy sailing among the 32 islands that lie within a 30-mile radius. These vary from the highly prized aquamarine blues of the Tobago Cays, to the dramatic volcanic black hues of St. Vincent. We indulged in the upmarket luxuries, ate at centuries-old plantation houses, and sipped high-end cocktails from swings on a floating bar in Bequia. We enjoyed the quiet isolation and beach bonfires on Mayreau and explored the geographic and cultural richness of St. Vincent, where we trekked through dense forest to see magnificent waterfalls, and hunted down Amerindian artifacts. Best of all, anchorages that usually provide a congested parking lot for several hundred boats now offered spacious holding for half a dozen boats at every island we visited. The pearl was ours, and ours alone.

By the end of June, it was time to settle down for hurricane season. We entered Carriacou just in time to hide out in

the mangroves as Hurricane Elsa passed by, and spent the next month enjoying the quaint anchorages of Grenada's sister island. While the number of boats in Tyrell Bay was a shock after the relative isolation of SVG, it was also exciting to re-enter a cruising hub. Carriacou and Grenada are considered far enough south to be safe from hurricanes, and it is the main destination for cruisers staying in the Southern Caribbean during the summer months. After several laid-back months, it takes about a week to adjust to the continuous activity; two weeks before you fall into a set routine; and three weeks before you recognize it is time to slow down. Love it or hate it, Grenada is a cruiser's home away from home.

Reflecting on our past year, I've come to consider the Caribbean a cruisers' candyland, a place of endless entertainment for kid and adult alike. It is full even when it is empty, and the party goes on even when the guest list is half-length. The islands are beautiful, the locals are welcoming, the wind constant and the water warm. It is fun and easy and entertaining in the worst and best of times.

My "Aha moment" proved valid: Anchorages were more comfortable, kid boats more plentiful and connections more longstanding. COVID protocols resulted in cruisers choosing fewer destinations, but maximizing their time in those locations, resulting in deeper connections.

The icing on the cake was getting to share with my kids the same waters that I'd grown up on, and a glimpse at the same Caribbean I'd grown up in — complete with playful days in the sun and rum-filled, polka-swaying parents chilling to the slow rhythm of the island lifestyle.

— Kia 7/21/22

*Atea is currently in the Society Islands. John (who is originally from England) and Kia (a former Sacramento resident) plan on getting back to New Zealand — completing a circumnavigation begun in 2011 — by the end of the year.*

## **Euphoria Too — Oyster 435 Mary Elkins and Tim Lewis Heartfelt Gratitude Bay Area**

Anchored in a Guadeloupe hospital last May, I faced three possibilities for the future. One, I would recover and Tim and I would resume our life as cruisers, maybe with a few limitations, maybe not. Two, I'd be disabled and my cruising days would be over. Three, I'd be dead at 51 years old, right when I felt I'd finally begun living.

It started last September in Grenada,

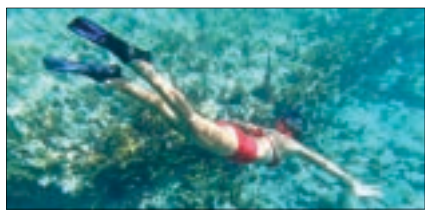


# CHANGES

when exercise started to feel more difficult than usual. My heart would beat much faster, and I would feel a little shaky and lightheaded. In November, we undertook our first multi-day passage north to begin reaping the rewards of a year's worth of hard boat work. After an attempt at running on St. Thomas's Water Island, I gave up on land exercise. I couldn't jog more than three minutes without feeling as if I might keel over. I shrugged it off as a new intolerance for heat and turned to swimming for fitness instead.

Meanwhile, among the US Virgin Islands and Culebra, we snorkeled off our stern to explore spectacular reefs, made dear friends, and joined our first regatta — taking third place, much to our surprise! We also encountered some of the usual cruising snags, but gained confidence in ourselves as each problem was met and overcome. The heavenly sailing to novel anchorages whenever the weather and my remote work schedule allowed was my favorite part.

By March, I could no longer be in



EUPHORIA TOO



**'Euphoria Too' in the Three Sheets Regatta off St. Thomas. Top inset: Mary and Tim. Bottom inset: Mary is back in the swim of things after her recovery.**

denial — something was very wrong. My heart would often race to more than 140 bpm, and I would feel wobbly and short of breath just walking from one end of the boat to the other. By mid-April, the tachycardia attacks were happening even while

I lay still in bed. When I could no longer function, it was time to go to the hospital. As my condition deteriorated in the cardiology ward, I accepted that my sailing days might be over, and I was so glad for all the memories I'd made. No regrets.

There were several moments of lying limply in that spinning hospital bed, sweating, panting, heart flopping like a bronco, when I thought I might actually

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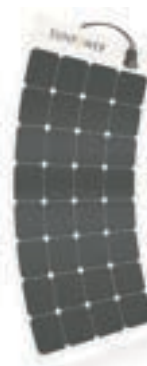
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die. Luckily, the good doctors in Guadeloupe figured things out within a couple of weeks. The diagnoses were inappropriate sinus tachycardia and postural orthostatic tachycardia syndrome. A little miracle pill to slow down my heart, some disciplined exercise, and a lot of determination got me back on my feet again. It took a couple of months to kick in fully, but now my heart is behaving itself and I'm doing very well. I'm back to sailing, exercising regularly, and living a normal life.

So, as you might imagine, our July passage from Guadeloupe to Carriacou, Grenada, was hands down the best sailing of my life — even soaked to the skin only an hour into my first night watch, feeling a bit shaken managing the boat alone through a thunderous, drenching squall as Tim tried in vain to sleep below. I was exquisitely thankful for the saltwater in my eyes, the new bruises, sore muscles, and rashy rear. We're now back on charming Carriacou, where our journey began almost two years ago, to wait out hurricane season. Every day is a treasure. I'd say I can't wait to get cruising again, but I'm just too giddy for today.

If you're sitting on a dream to go sailing, take this as your sign. Go while you can, make the most of every day you have, and take the dream as far as life will let you.

— Mary 8/1/22

<https://sailingeuphoriatoo.com>

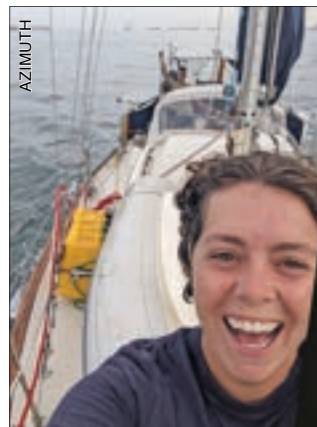
## Cruise Notes

• When Ashley and Scott Racette of the Oakland-based Pearson 365 **Azimuth** last checked in in February, they were waiting for a weather window to cross the Gulf of Tehuantepec. On the first try, engine troubles arose early on, "So we turned around, checked back in with the authorities, welded a metal fuel line with parts from a nearby junkyard, and tried again a week later," says Scott. The second time was a charm, and they proceeded to harbor-hop down the coast of Central America, particularly enjoying stops at Isla Tigre in Honduras ("The cheery yellow pier, family restaurant, and umbrella-lined walkway make it a gem shared with mostly local tourists," notes Scott); Papagayo Marina ("dock parties with the Panama Posse"); and Isla del Caño

("where the landscape changed from desert to jungle").

Their passage through the Panama Canal was enhanced by Scott's mom joining the boat, in homage to some family history. Her grandfather worked for the Army Corps of Engineers and was assigned to a post in Panama City, and her dad grew up and went to college there. "We drove around to see their old house, and tour the Miraflores locks and a few other landmarks. It was an awesome experience!" says Ashley.

*Azimuth* is currently in Bocas del Toro, waiting out hurricane season while Scott and Ashley visit friends. In November,



Ashley is all smiles as 'Azimuth' exits the "waiting room" and heads toward her transit of the Panama Canal.



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# CHANGES IN LATITUDES

they'll hoist anchor to cross the Caribbean and complete their journey to the Chesapeake. ([sailingazimuth.com](http://sailingazimuth.com))

• Four years ago, Duane Heil flew from SFO to England to look at a Beneteau Sense 43 — but ended up acquiring a 50-ft version of the boat in Turkey. As the boat's name suggests, he has been **Grateful** about how things turned out ever since.

"I planned to spend a few months working my way out of the Mediterranean," says Duane, "but Turvit, my Turkish boat broker, said, 'If you're anything like my other clients, you're going to get stuck here.'"

"Best prediction ever. 24,000 miles later, a new engine, three heavy storms; countless ports, anchorages and moorings; a couple of hospital visits and a handful of stitches, I'm now sitting in



**Duane and Athena, whom he found at a shelter in Sardinia a year ago. "We bonded immediately," he says.**

GRATEFUL

Amorgos, one of the jewels of Greece's Cyclades islands. Come September, after going on the hard for new seacocks and a bottom job, I've got my sights set on a season in the Canaries surfing the most remote and hard-to-find waves in the Eastern Atlantic. Then if things align, I'll cross for Brazil. If you're interested, follow my posts on Instagram @grateful\_travel for an almost-daily update of my travels."

• "Loving our new-to-boat!" says Josie Laducci. She, hubby Christian, son Taj and daughters Ellamae and Nina have been officially living aboard the 1995 Shuttleworth 35 **Malihini** in the Bay for over half a year now. (Accounts of their travels aboard their former boat, the S&S 40 **Shawnigan**, have appeared many times on these pages since they left the Bay in 2015.) "Living aboard a multihull

— a performance one at that — has been an adjustment compared to the last 12+ years of monohull life," she says, "mostly in the sense of living more minimalist than before, as we have to think about weight and distribution. Other than that, having the extra space below and real estate on deck is quite enjoyable."

Among other additions, they've installed an arch with dinghy davits, and 800w of solar (for a total of 1000w). Work in progress includes a dodger from Canvas Works, and Rogue Rigging slowly replacing the rigging. "We've had her out on the Bay a number of times, and recently we sailed her down to Half Moon Bay and back. Still getting used to the different motion of a catamaran, but what a great sail!"

— *latitude/jr*



**With 'Malihini', the Laducci family are learning to love the mysterious ways of multihulls.**

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**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



**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 www.tinyurl.com/3z8c58as



**22 FT J/22 1985.** This is a really fun boat for racing and sailing with friends. Fast and trailerable. The boat has many upgrades: new windows, new blue cushions, standing/running rigging, V-locitek SpeedPuck, a Honda motor used no more than 10 hrs. Several Quantum sails. She comes with a nice trailer as well. \$12,000. Near South Lake Tahoe. carlafenes@gmail.com (510) 289-2929

## 25 - 28 FEET SAILBOATS



**27 FT CATALINA 1972.** Easy to sail, well maintained pocket cruiser. Currently docked in HMB. Universal diesel inboard. Furling genoa. Spinnaker, pole, and rigging. Radar and fishfinder. Lots of new upgrades. See website for details. Can deliver to S.F. Bay. \$7,900 OBO. Half Moon Bay. bkiefert@mbari.org (831) 334-7658 www.tinyurl.com/9xyfmbve



**25 FT CAL/JENSEN 25 1968.** Great family boat! Large cockpit. Sleeps 4-6 in roomy cabin. EZ Loader trailer. 4-stroke Mercury outboard. New headsail, main and two spinnakers. Perfect for first-time owner. Owned slip in Emeryville Marina for sale also. \$3,500 OBO. Pollock Pines, CA. Gts1938@gmail.com (530) 412-3958 or (530) 320-5638



**26 FT CAPRI 1990.** Wing keel, fresh bottom paint, full-batten mainsail with reef point, 3 headsails (150% genoa, 130% jib, storm jib), 2 spinnakers (one brand-new), Spinnaker and whisker poles, well maintained interior, heavy-duty trailer, knotmeter and depthsounder, VHF radio, solar panel for charging, electric start 8hp outboard, icebox, sink with 10 gal freshwater tank, walk-in head with holding tank, open transom with swim ladder, sleeps 5, ready to go! \$13,000. Clear Lake. jimarlene101@gmail.com (707) 279-2248



**28 FT LANCER 1976.** Beautifully equipped and maintained sailboat you can trailer launch. Boat is in excellent condition. New bottom paint. Sleeps 7. 15hp Mercury outboard, 130% jib with new CDI furler, new Lewmar self-tailing winches, VHF, depth/speed/log, new wind direction/speed. Interior has dinette, new propane stove/oven, Recirculating MSD. Trailer has extension and equalizer hitch, surge brakes with new tires. Loads of extras included. \$12,900. Reno, NV. steven7@sbcglobal.net (775) 997-4565



**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



**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

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**28 FT ISLANDER 1977.** Great Bay sailboat. Has S.F. Bay rig, roller jib, and wheel helm. All lines run to the cockpit for singlehanded sailing. Factory rebuilt Atomic 4 engine with low running hrs. Bottom maintained by Dave's Diving Service. \$8,000. Sausalito, CA. (415) 328-3709



## 29 – 31 FEET SAILBOATS



**29 FT GULF PILOTHOUSE 1989.** Sweet, unique, functional and fun "Pocket Cruiser." Easy to handle, enjoyable to sail. Dual helm stations. It has nice headroom over 6-ft in the cabin. Sleeps 5 or six easily. Full galley and head. \$25,000. Alameda, CA. dmsipes@gmail.com (805) 456-9938 www.tinyurl.com/48etcbzp



**30 FT NEWPORT 30 1987.** Excellent condition. Mainsail and 3 jibs by Pineapple, spinnaker, furler, all lines run aft, wheel, Garhauer vang, autopilot, dodger, great interior, good bottom, diesel, folding prop. \$16,900. Vallejo. Rhleijon@pacbell.net (530) 304-7038

**30.58 FT SABRE MK III 1986.** All sails, running/standing rigging in great condition, lines led to cockpit, ready to sail. Please note recent repower to electric. Structurally sound; no deck soft spots, blisters or leaks. \$10,000 OBO. Marina Bay Yacht Harbor, Richmond. jay.willes@hotmail.com

**29 FT WAYFARER ISLANDER 1966.** This sailboat has been great to us, fun to sail around the Bay and Estuary. Atomic 4 engine runs great, sails in OK condition. Lots of storage. Head replaced and never used. Make an offer! \$4,500. Alameda, CA. csdailey4@yahoo.com www.tinyurl.com/2vdsxmss

**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



**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

## 32 – 35 FEET SAILBOATS



**35 FT ERICSON 35-2 1974.** Just reduced! Great starter boat, easy to sail, fun for family. Many upgrades: Yanmar diesel, Ideal windlass, Force 10 stove, water heater, Awlgrip topsides, Cal 39 rudder, great autopilot, dual propane locker aft. All records. \$14,000. Redwood City, CA. Bandy.Scott@gmail.com (770) 335-7735

**34 FT SABRE 1981.** Fair condition, ready to sail the Bay. \$35,000. Emery Cove Marina, Emeryville. (510) 708-3768

**35 FT TARTAN 3500 2001.** Full fin keel. Iverson dodger. See on YouTube; google: "full walk through on the 2001 Tartan 3500". Text only. \$125,000. Moss Landing, CA. RogerPittman57@hotmail.com (303) 887-4855



**34.5 FT CATALINA 34 1987.** The 'Shanty' is set for easy sailing with self-tailing winches, self-tacking jib, boom brake, reef from the cockpit, and full dodger. Additional 110% genoa and nylon reacher. Fresh bottom paint. Well maintained and sailed weekly. \$36,000. Emery Cove. gregy@cx-ic.com (415) 373-2627

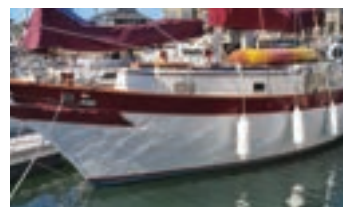


**34 FT SABRE 1984.** Excellent boat for Bay conditions. Lovingly restored by a craftsman. Roomy interior and cockpit with stern pulpit seats. Westerbeke 27 diesel, new Force 10 stove, new batteries, 2008 main still crisp. \$39,000. Alameda, CA. 34ftSabre@gmail.com

**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. ghenry1102@yahoo.com (510) 501-4927



**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 LOA 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. \$24,500. Brickyard Cove. baysailor1@hotmail.com (510) 309-2164

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**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.** Price Reduced! Racing- and cruising-ready, 'Big Buoy' (FKA Ultimatum) is hull #153 and the winner of several regattas. Been regularly maintained and has many sails including recent jib, main and kite. \$45,000. South Beach Harbor, San Francisco. [colingmiller@sbcglobal.net](mailto:colingmiller@sbcglobal.net) (415) 370-5675



**33 FT NEWPORT 33 1982.** JUST REDUCED! LOA 33-ft, LWL 27-ft, Beam 11-ft, Draft 5-ft 3-in. Newer sails plus spares — 2 mains'ls plus 140% and 90% furling jibs. Standing and running rigging recently replaced. Full head w/shower and 6-gal. water heater. Full galley w/3 burner propane stove and oven, deep SS sink and deep ice box. Electric and propane cabin heaters. Sleeps 6 adults. Salon dining table seats 6. Mahogany, teak, holly and polished brass below, 'Malolo' is a beauty! Handles well in light or heavy winds. New 26hp 3-cyl Universal M-25XPB diesel inboard w/ 200hrs. 'Malolo' is great for liveaboard, Bay, Delta or coastal cruising. Text Pat. \$26,000. Brickyard Cove Marina. (530) 514-5895

## 36 – 39 FEET SAILBOATS



**36 FT FARR 36 1974.** Farr design 51, cold molded, built in New Zealand. 'Petard' had success in the Bay Area in her day. Health forces a sale. Send an email for photos of five years of work. All offers considered. [jharvard@sonic.net](mailto:jharvard@sonic.net)



**36.8 FT ISLANDER FREEPORT 36 1981.** 'Clarity' is a beautiful and comfortable bluewater cruiser. She is the B plan with spacious berthing midship and huge head forward and tons of storage. New in 2018 she has Harken roller furling and traveler, Lowrance chartplotter, bimini and dodger, sail covers, lazy jacks, mast steps, holding tank, with new plumbing. Unlike most Islander Freeports, Clarity has a tabernacle mast so no cutout through the cabin to leak and makes mast stepping and transporting easier. She's Coast Guard documented as well. The swim step is a beefy swing-down step in the transom for easy water access. (See picture) Lots of extras. Slipped on Lake Mead, Nevada 20 min from Las Vegas. \$44,000 OBO. Boulder City, NV. [rigbyough@gmail.com](mailto:rigbyough@gmail.com) (702) 493-7220

**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) [www.tinyurl.com/5ye5ctyr](http://www.tinyurl.com/5ye5ctyr)

**38 FT CATALINA 38 1983.** Universal M35b 4cyl diesel, new SS 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. [fitrsk38@comcast.net](mailto:fitrsk38@comcast.net) (510) 872-3260



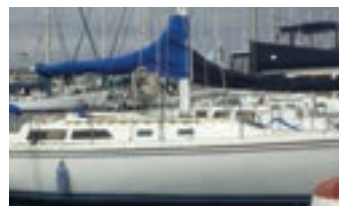
**36 FT CATALINA 36 MK II 2000.** Condition: 4.7 of 5 Totally equipped for cruising off-grid — water and solar. Marina slip included! Fly cheap from Tijuana to condo on the Sea. Gorgeous lifestyle. Super electronics—needs nothing more. \$79,500. Marina Palmira, La Paz, MX. [davidvidmar@gmail.com](mailto:davidvidmar@gmail.com) (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 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



**36 FT CATALINA (M25XP) 1988.** Sloop. Single Universal diesel engine, 3-cyl, 4-cyl. Refrigerator. Double SS sink. Microwave. Toilet. Shower. Engine-mounted alternator. Titan VHF transceiver. Autohelm 4000 autopilot. Depthfinder. Three-cabin layout. U-shaped dinette. V-berth. Dinghy. Stereo. \$39,900. Redwood City, CA. [iamerv@gmail.com](mailto:iamerv@gmail.com) (916) 792-6389 [www.tinyurl.com/2ftm96d8](http://www.tinyurl.com/2ftm96d8)

**37 FT BLACKWATCH 37 1967.** The Blackwatch 37 is a predecessor of the Tartan 37 and is ready to be out on the water. She used to be a racing boat and was recently outfitted to go cruising. New in last 2 years: Autopilot, watermaker, electric toilet, windlass, anchor & rode, solar. \$25,000. Tiburon. [ilchianti@gmail.com](mailto:ilchianti@gmail.com) (916) 995-7853

**39-FT FREYA 39, 1978.** 'Candide' is a Hawaii, Australia and Mexico vet. Yanmar diesel, ProFurl, Monitor windvane, Icom-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

## 40 – 50 FEET SAILBOATS



**44 FT OUTBOUND 44 2003.** Carl Schumacher-designed performance bluewater cruiser. Just completed recent circumnavigation. Well cared-for and ready to go again. Details and photos at link. \$325,000. New Bern, NC. [Svjgeorgia@gmail.com](mailto:Svjgeorgia@gmail.com) [www.outboundforsale.wixsite.com/outboundforsale](http://www.outboundforsale.wixsite.com/outboundforsale)

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**41 FT CHEOY LEE OFFSHORE KETCH 1979.** Ray Richards design. Circular dinette (great sail/liveaboard). Fiberglass, with teak over fiberglass decks (needs repair/caulking). Perkins 4.108 diesel, 65hp (non-op, needs repair), Volvo Penta 3.5 kW diesel generator. Adler Barbour reefer, propane stove/oven, h/c pressure shower, Hi Seas diesel heater. Spruce masts and booms, Furuno 16-mile radar, VHF, RDF, depthmeter, knotmeter, 45 lb. CQR, 35 lb. Danforth. Sails: 2 main reefs, mizzen, 85% (Sutter), 120% (Sutter). Email for additional information/pictures. \$37,500. Alameda, CA. jgal@andreola.org (831) 258-5185



**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 Barent winches. Fine varnished finishes. Keel and mast recently reset. With two Dyer dinghies. \$75,000. Long Beach, CA. chrislizza@schat.net (760) 914-1454



**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 (509) 687-6236



**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 (415) 233-2845



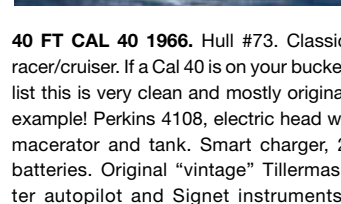
**50 FT COOPER PILOTHOUSE 508 1982.** Lovely ocean-sailing vessel. Needs TLC. Excellent deal as a fixer project. Now in Emeryville, CA. Three cabins, two baths. Complete details and photos on website. All serious offers considered. \$49,000 OBO make offer. Emeryville, CA. gmeader@gmail.com (415) 987-3948 <http://maxfx.biz>



**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 Tom for specs. \$75,000. Point Richmond. tomburden1@gmail.com (831) 331-8737



**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 (775) 722-2051



**40 FT CAL 40 1966.** Hull #73. Classic racer/cruiser. If a Cal 40 is on your bucket list this is very clean and mostly original example! Perkins 4108, electric head w/ macerator and tank. Smart charger, 2 batteries. Original "vintage" Tillermaster autopilot and Signet instruments. Harken furling w/cruising yankee 138% and lightly used racing Dacron 150%. Kevlar #3, tallboy. Removable carbon sprit w/2 asym kites, all original spin gear, poles, 4 kites included. Successful PHRF racer in SoCal. Harken primary self-tailers, halyards led aft w/clutches to cockpit. Stainless cabin top handrails, eyebrows shaved, teak toerail cap. Nice clean updated look. Nice interior foam and cushions. newly recovered cockpit cushions. \$34,700. Dana Point, CA. defsailor@gmail.com (949) 510-7353



**48 FT SOVEREL STAYSAIL KETCH 1985.** Rare opportunity. Combines excellent interior accommodations with high-performance bluewater sailing. 'CAVU' is fast and well equipped, and offers unsurpassed storage: the perfect liveaboard cruiser. Email for photos and specifications. Bonus: 50-ft slip offered separately or part of a packaged deal. Unobstructed view of Mt. Baker and North Cascades. \$142,000. Semiahmoo Marina, WA. svcavu48@gmail.com



**43 FT POLARIS 43 1979.** Extensive refit in 2000 — Lefell 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 (619) 226-6071 [www.tinyurl.com/yc7r4p8m](http://www.tinyurl.com/yc7r4p8m)



**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. noahhpeffer@gmail.com (562) 822-5027



**40 FT FARR 40 1992.** 'High Five': Cookson-built Farr 40 / Kevlar hull. Volvo Penta 40hp; 250 hrs on engine and saildrive. Includes multiple sails. Extremely well maintained. Call to get more details. \$50,000. Morro Bay, CA. goldconcept@sbcglobal.net (805) 550-1118

**SLIP PLUS 40-FT KETCH 1960.** 'Pocahontas' — "Seal" design by William Garden. Italian wooden 37-ft ketch, 12-ft 4-in beam, 6-ft draft, 3-ft freeboard. In coveted 45-ft narrow slip, West Basin, San Francisco Marina. Boat and slip rights sold together. Needs work. \$51,000. San Francisco Marina. octavend1@aol.com (415) 922-5520

**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

**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. jhiatbrink@aol.com (949) 640-1754





**46 FT NEW ZEALAND 46 1971.** Cutter rig, New Zealand Yachts, center cockpit, aft cabin, cold molded kauri pine, Dynel cloth, Epiglass design: Jim Young N.A. Re-rigged 2018, New standing and running rigging, North main and jib, lazy jacks, Harken mechanical backstay tensioner, B&G wind and depth instrumentation, Simrad radar, Yanmar 4HJ, 50hp, ZF Trans, Fireboy auto fire extinguisher system, slipstream Aust. Feathering prop, toerails, handrails, caprail, companionway hatches, forward cabin top hatch varnished. Steering: mechanical, hydraulic. Natural gas stove/oven. New 300-ft 5/16 high-test chain, stainless plow anchor, Engel refrigeration, Lavac manual heads. \$100,000 Reduced. Long Beach, CA. jimwaide@gmail.com (949) 838-5880



**47 FT STEEL CUTTER.** Beauty and safety come with this Herreshoff-inspired design. Interior is open, well lit, and nicely ventilated. Light woods with Bristol finish warm the interior. 65hp Yanmar is strong and dependable. Jib, mizzen, main, and genoa are easily handled. Chartplotter, autopilot, and radios keep things simple. \$82,000. Suisun City. Mike.seely001@gmail.com (530) 624-3201



**40 FT PACIFIC SEACRAFT 1999.** An impressive bluewater cruiser designed to cross any ocean in safety & comfort. 'Juniper' is fully loaded and outfitted for world cruising. Well maintained, extensive spare parts, tools, and gear. \$249,000. La Paz, MX. juniper@latitude23.net www.tinyurl.com/49d5uycf

**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 (530) 478-1078

**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 ISLANDER 1972.** 'Moondance' is in good condition, but needing the usual deferred maintenance I can no longer do. Universal diesel has been professionally maintained, however, and starts right up. She used to race, though I never did with her, and still has much of the rigging for it. She will need a bottom job soon after purchase, but zincs have been maintained. Firm in my asking price. \$20,000. Alameda, CA. phillipatkinson1@gmail.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, gimbale 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



**35-FT WARNER YAWL, 1939.** Low hrs Yanmar diesel. New: worm drive steering, SS fuel tanks, solar panels, air head, Simrad plotter and more. Completed extensive boatyard overhaul. Master Mariner race winner, Transpac vet. \$11,000. Owl Harbor. sagieber@gmail.com (206) 384-1175

## POWER & HOUSEBOATS



**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

## MULTIHULLS



**42 FT KURT HUGHES DESIGN 2017.** Cruising catamaran project for sale. Includes plans, tools, trailers, supplies. Hulls, bridge deck floor, daggerboard cases built from plywood composite and fiberglass. Needs interior fit out and rigging. My brother built this boat to live on, but died unexpectedly. Built to specifications. Price reduced 50% for quick sale. Contact Susan. \$30,000 OBO. King City, CA. clmbeach2@gmail.com (650) 722-8622



**49 FT OCEAN CATAMARAN 2001.** World cruiser with saloon galley, sleeps 6. New Dyneema main, jib, solar panels for install. G4 chain 180 ft, 33kg Rocna. 29hp Yanmars, overhauled saildrives, mast riggered, bottom painted 2021, much more. \$239,000. Ensenada, MX. mobetta\_bladd@yahoo.com

**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. mjpboat.6.2@gmail.com (650) 924-0849. www.tinyurl.com/24a6pvaf



**42 FT SOLARIS CATAMARAN 1976.** Strong, safe, comfortable cruiser. Excellent condition. Lots of new stuff including standing rigging. Recent survey. Very well-equipped and maintained. Easy to operate. Four private cabins. Bathtub. Gorgeous teak interior. 30hp diesels. Call for details. \$135,000 OBO. Oxnard, CA. nfcotzee@hotmail.com (805) 320-5580



**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 9.8hp 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 'Foot-loose.' Recently completed updates on paint and teak, maintained/repaired 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 www.tinyurl.com/2p8k3ntr



**27 FT F25C 2000.** Superb F25C trimaran. Price reduced. \$34,500 OBO. Los Angeles, CA. davidcollins@mindspring.com



**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 OBO. Santa Rosa, CA. john@windtoys.net (707) 696-3334

## 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 (916) 529-6582 [www.tinyurl.com/bde3vj4t](http://www.tinyurl.com/bde3vj4t)

**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

## BERTHS & SLIPS



**GLEN COVE — DOCUMINIUM & #8211; SELLER FINANCING AVAILABLE.** Own this slip in Glen Cove. Like a condominium, there is a small HOA monthly. This slip is 55-ft long and can accommodate a 57-ft boat. Located just in front of the Glen Cove lighthouse building with easy access and a short walk from the parking area. This marina is protected from the wind on three sides. No noticeable tide surge. Easy to maneuver with lots of turning room. \$100,000. Glen Cove Marina. rlee@remax.net (707) 333-83087

**EMERY COVE YH SLIP FOR RENT.** 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/mo. Emeryville, CA. 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 (408) 314-1511

**36 FT SLIP AT PIER 39.** Many attractions on the Pier, clean private restrooms with showers and laundry facilities. Discounted secure parking available. \$4,400. San Francisco. sailingfearless@gmail.com (415) 745-2292

**REDWOOD CITY MARINA SLIPS AVAILABLE.** Slips 30 -75 at great rates! Amenities: parking, bathrooms, laundry, pump-out, free Wi-Fi, keyless entry. Guest berths also available. Call for availability. 451 Seaport Court, Redwood City, CA 94063. crevay@redwoodcityport.com (650) 306-4150 <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 (425) 454-3052 [www.ibainc.com/](http://www.ibainc.com/)

## CREW

**CREW.** Seeking EXPERIENCED race crew, Wednesday evenings for one-design racing on Merit 25s, in the South Bay, sponsored by Spinaker Sailing, Redwood City. Usually 6-10+ Merits racing. Fun. Competitive. Burgers and beer after. Call Steve. sklein42@gmail.com (650) 269-1030

**ADVENTURE SAILING.** Join us for an ocean passage in 2022. andy@sailingbiz.com (707) 953-0434 <http://www.sailingbiz.com>

## JOB OPPORTUNITIES

**CHANDLERY / FRONT DESK POSITION.** Berkeley Marine Center is looking for a new member of the team! We are currently looking for someone to work in our chandlery and boatyard office. Experience in retail or customer service is key, as the position involves communication with boatyard clients and chandlery customers. We are looking for a friendly and detail-oriented person who is interested in boats and ready for the fast-paced boatyard bustle. Work schedule is Mon-Fri, 8am-5pm, start date ASAP. Email us for details and to apply. office@berkeleymarine.com



**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 (707) 710-6771 [www.tinyurl.com/25dtjbrz](http://www.tinyurl.com/25dtjbrz)

**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. Visit URL for more info. [www.latitude38.com/job-opportunities/](http://www.latitude38.com/job-opportunities/)

**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 [www.galileeharbor.org/jobs](http://www.galileeharbor.org/jobs)

**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 [www.tinyurl.com/2p8dd8ae](http://www.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! [joef@sfbaysail.com](mailto:joef@sfbaysail.com) <http://sfbaysail.com>



**HIRING MARINA CONSTRUCTION & SALES.** Bellingham Marine is hiring for Marina Construction throughout California, and is seeking a Salesperson for the Northern California office to help maintain and grow the division's sales program. To learn more, call (707) 678-2385 and ask for Bryce or Eric. Join the industry leader in marina design and construction. View all open positions and apply at [Bellingham-Marine.com/Apply](http://Bellingham-Marine.com/Apply). Dixon, CA. bfisher@bellingham-marine.com (707) 678-2385 [www.tinyurl.com/yeys8jz](http://www.tinyurl.com/yeys8jz)



**BOATYARD MANAGER WANTED.** Spaulding Marine Center (501(c)(3) non-profit 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@spaulding-center.org](mailto:education@spaulding-center.org) (415) 332-3179 [www.tinyurl.com/59r37fmv](http://www.tinyurl.com/59r37fmv)

**Deadline for the October Classifieds: September 15**

**Your ad goes live online immediately at [www.latitude38.com](http://www.latitude38.com)**





#### HIRING SAILING INSTRUCTORS.

Inspire Sailing Berkeley is looking for sailing instructors to join our growing team! USCG OUPV License is required, though if you are interested in getting your captain's license we can help out there too. We have opportunities to teach aboard both tiller- and wheel-steered sportboats as well as larger cruising boats. We focus on the education of adults in a fun, welcoming and safety-oriented environment. Located in the heart of SF Bay, we are just minutes from the best sailing grounds, not miles! Do you enjoy racing? Our performance program is going strong and we need racing- and spinnaker-experienced captains as well. US Sailing and ASA Instructors welcome! Competitive pay! Free boat use! Fun!. Berkeley, CA. careers@inspiresailing.com (510) 831-1800 [www.tinyurl.com/bdhdzn6c](http://www.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>



#### TWO HARBORS HARBOR DEPARTMENT POSITIONS AVAILABLE.

Positions available! Two Harbors Harbor Department, on the west end of Catalina Island. Looking for experienced boat operators for seasonal harbor patrol positions (March – October). Harbor patrol assigns and facilitates the use of 700+ moorings on the west end of Catalina Island and assists with transporting passengers to and from shore. USCG license required for passenger transport, seasonal mooring included for patrol personnel with liveaboard vessels. Inquire at website. Jrconner@scico.com (310) 510-4254 [www.tinyurl.com/wheb7kvn](http://www.tinyurl.com/wheb7kvn)



#### 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. jnasso@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 [www.sailingscience.org/](http://www.sailingscience.org/)



#### SLO SAIL AND CANVAS IS HIRING — MULTIPLE POSITIONS.

SLO Sail and Canvas is hiring for multiple positions in our busy sail loft in beautiful San Luis Obispo, California. We specialize in building boat covers, trampolines, and sails for sailing dinghies, one-designs, and beach catamarans. The following job opportunities are open for immediate fulfillment: Sailmaking Department Manager, Manufacturing Assistant — Industrial Department, Production Sewing & Prep — Trampoline or Boat Cover Department, and Office Assistant. To learn more about each job opening, visit website. erik@slosailandcanvas.com (805) 479-6122 ext.9 [www.tinyurl.com/fpdkmt](http://www.tinyurl.com/fpdkmt)

#### 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 <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>

#### 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>



#### 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://vesselassistsanfrancisco.com>

#### MISCELLANEOUS

#### PERKINS 4-108 DIESEL ENGINE AND TRANSMISSION.

Perkins 4-108M. 45hp. Good condition: Takeout from Fuji 35 sailboat, 1700hrs. Transmission: Borg-Warner Velvet Drive. \$5,000. jbmouritsen@gmail.com (916) 802-2750



#### FORESPAR 3-/3.5-IN COMBO

Whisker Pole. This pole (Forespar LC 13-24 Combo) was installed on my boat when purchased and shows little wear in both functionality and cosmetics. The pole has a UTR outboard fitting with a UTS Auto Socket inboard. The length is approximately 162-in extending to approximately 272-in with a weight of approximately 34 lbs. I have a number of mounting hardware items, including T-125-S track mount (excellent cond.), list \$895.95, SC-300 mast mount chock (good cond.), list \$ 102.45. Please note that this total package has a list price of \$4,750, or at Mauripro Sailing, \$4,120. \$2,500. Los Gatos, CA. vivianjames\_2000@yahoo.com (408) 394-4976 [www.tinyurl.com/mvhdhw3f](http://www.tinyurl.com/mvhdhw3f)

#### 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

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46' 1999 Robert Perry.....\$249,000	38' Ericson 38-200, 1988.....\$69,500
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42' Catalina 42 MK I.....\$109,000	37' Bruce Roberts, 2005.....\$55,000
42' 1977 Grand Banks 42.....\$125,000	36' Catalina 36, 2000.....\$74,500
42' Hunter 42, 1991.....\$120,000	33' Ranger 33 1978.....\$25,000
42' Catalina 42 Mk II, 2006.....\$169,000	32' Tiara 3200, 2009.....\$195,000

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### PROPERTY FOR SALE OR RENT



**HISTORIC BONITA FARMS.** As mentioned on Calaverashistory.org., this property is rich in history, dating back to the late 1800s. Located right on Hwy 12, this property has unlimited potential for a multitude of uses. The property boasts an impressive 46.24 acres, with a charming barn, cozy main home, and ample parking. This could be your next vineyard or wine tasting. Put in an orchard or an amazing wedding venue. Currently there are between 200-300 established olive trees; the rest is being used as pasture. Two natural ponds, three wells, and speckled with beautiful oak trees. \$1,250,000. Valley Springs, C.A. cindy@cindyborg-ering.com (209) 304-0952 www.tinyurl.com/5n73v3y7



**A BOATER'S DREAM IN POINT RICHMOND.** For Sale – A boater's dream: a waterfront property overlooking Brickyard Cove Marina in Pt. Richmond with a double-sided boat dock. 3 bedrooms, 2.5 baths. Wrap-around decks, multiple glass doors, skylights, clerestories and vaulted ceilings provide this handsomely upgraded home w/ great light and flow. Bring your boat, bike and kayak... and enjoy! \$1,795,000. carla@pacbell.net (510) 325-1588 www.1295sanderling.com/



**MAINE COAST COTTAGE FOR RENT.** Enjoy breathtaking sunsets from this lovely 3BR, 1BA home perched above the gentle shore of Beal's Cove, perfect for kayaking adventures, watching wildlife, and relaxing by the sea as the afternoon light floods the windows. You'll love exploring all the islands have to offer during the day and re-treating to the cottage in the evenings to catch the gorgeous pink, purple and orange hues of a Harpswell sunset. marcia@homesand-harbors.com 866-835-0500 www.tinyurl.com/43475rkj



**DRAMATIC WATERFRONT ALAMEDA TOWNHOME.** Dramatic waterfront Alameda 3BR/2.5BA 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 (510) 701-6497 www.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 (415) 269-5165

### 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 (415) 532-9831





*deWitt*

*A good birthday gift for  
the sailor in your life!*

*This portrait of Eros was  
purchased last month  
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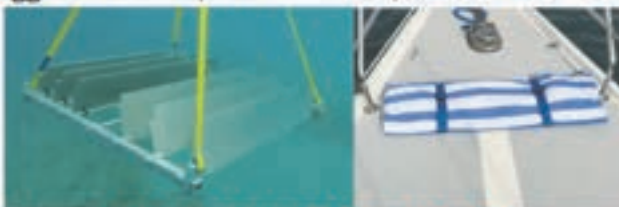
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## ADVERTISERS' INDEX

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ATN ..... 44 <a href="http://www.atninc.com">www.atninc.com</a>	Compass Canvas ..... 43 <a href="http://www.compass-canvas.com">www.compass-canvas.com</a>	EWOL / Walder Boom Brake...79 <a href="http://www.ewoltech.com">www.ewoltech.com</a>	Inspire Sailing..... 61 <a href="http://www.inspiresailing.com">www.inspiresailing.com</a>
Bainbridge International..... 46 <a href="http://www.bainbridgeintusa.com">www.bainbridgeintusa.com</a>	Cruising Specialists ..... 12 <a href="http://www.boats.network/cruisingspecialists/">www.boats.network/cruisingspecialists/</a>	Fisheries Supply Co. .... 61 <a href="http://www.fisheriesupply.com">www.fisheriesupply.com</a>	Johnson Marine, C. Sherman..... 42 <a href="http://www.csjohnson.com">www.csjohnson.com</a>
Baja Ha-Ha Beach Party ..... 75 <a href="http://www.vivalapaz.net">www.vivalapaz.net</a>	Cruising Yachts ..... 112 <a href="http://www.cruisingyachts.net">www.cruisingyachts.net</a>	FlopStopper..... 111 <a href="http://www.flopstopper.com">www.flopstopper.com</a>	Keenan Filters ..... 38 <a href="http://www.ktisystems.com">www.ktisystems.com</a>
Baja Ha-Ha Sponsor Page... 66, 67 <a href="http://www.latitude38.com/headingsouth">www.latitude38.com/headingsouth</a>	Defender Industries..... 11 <a href="http://www.defenderus.com">www.defenderus.com</a>	Gianola Canvas Products..... 111 <a href="http://www.gianolacanvas.com">www.gianolacanvas.com</a>	KKMI - Full Service Boatyard ... 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>	Denison Yachting ..... 115 <a href="http://www.denisonyachtsales.com">www.denisonyachtsales.com</a>	Grand Marina ..... 2 <a href="http://www.grandmarina.com">www.grandmarina.com</a>	La Paz Cruisers Supply ..... 110 <a href="http://www.lapazcruiserssupply.com">www.lapazcruiserssupply.com</a>
Bay Area Marine Services..... 111 <a href="http://www.bayareamarineservices.com">www.bayareamarineservices.com</a>	DeWitt Studio ..... 111 <a href="http://www.jimdewitt.com">www.jimdewitt.com</a>	H&M Marine / Beta Marine Engines / Hirschfeld Yachts ..... 42 <a href="http://www.betamarinewest.com">www.betamarinewest.com</a>	Lind Marine ..... 33 <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>	Division of Boating & Waterways31 <a href="http://www.dbw.ca.gov/">www.dbw.ca.gov/</a>	Helmuth's Marine Service ..... 40 <a href="http://www.helmutsmarine.com">www.helmutsmarine.com</a>	List Marine Enterprises ..... 44 <a href="http://www.listmarine.com">www.listmarine.com</a>
Berkeley Marina ..... 18 <a href="http://www.berkeley-marina.com">www.berkeley-marina.com</a>	Downwind Marine ..... 71 <a href="http://www.downwindmarine.com">www.downwindmarine.com</a>	Heritage Marine Insurance ..... 37 <a href="http://www.heritagemarineinsurance.com">www.heritagemarineinsurance.com</a>	Makela Boatworks ..... 110 <a href="http://www.makelaboatworks.com">www.makelaboatworks.com</a>
Berkeley Marine Center ..... 78 <a href="http://www.berkeleymarine.com">www.berkeleymarine.com</a>	Doyle Sails ..... 60 <a href="http://www.doylesails.com">www.doylesails.com</a>	Hood Sails ..... 29 <a href="http://www.hoodsails.de/en/">www.hoodsails.de/en/</a>	Marina Bay Yacht Harbor ..... 40 <a href="http://www.marinabayyachtharbor.com">www.marinabayyachtharbor.com</a>
Boat Yard at Grand Marina, The 16 <a href="http://www.boatyardgm.com">www.boatyardgm.com</a>	Dream Yacht Charters..... 25 <a href="http://www.dreamyachtcharter.com">www.dreamyachtcharter.com</a>	Hotel Coral & Marina ..... 35 <a href="http://www.surfnet.com/coral/">www.surfnet.com/coral/</a>	Marina de La Paz ..... 101 <a href="http://www.marinadelapaz.com">www.marinadelapaz.com</a>
Brisbane Marina ..... 47 <a href="http://www.brisbaneca.org/marina">www.brisbaneca.org/marina</a>	Emery Cove Yacht Harbor ..... 37 <a href="http://www.emerycove.com">www.emerycove.com</a>	Hydrovane ..... 98 <a href="http://www.hydrovane.com">www.hydrovane.com</a>	Marina El Cid..... 90 <a href="http://www.elcid.com">www.elcid.com</a>



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www.marinarivieranayarit.com

Marina Village..... 30  
www.marinavillageharbor.com

Mariners Insurance..... 26  
www.marinersinsurance.com

The Moorings ..... 91  
www.moorings.com

Modern Sailing School & Club .. 39  
www.modernsailing.com

Napa Valley Marina ..... 14  
www.napavalleymarina.com

NAVTEC ..... 39  
www.navtechhydraulics.com

New Found Metals..... 79  
www.newfoundmetals.com

North Sails..... 23  
www.northsails.com

Outboard Motor Shop ..... 61  
www.outboardmotorshop.com

Passage Nautical ..... 5  
www.passagenautical.com

Port Of Redwood City..... 45  
www.redwoodcityport.com

Quantum Pacific ..... 87  
www.quantum.com

Raiatea Carenage Services ..... 100  
www.raiateacarenage.com

Rainman ..... 27  
www.rainmandesal.com

Richard Boland Yacht Sales ..... 114  
www.richardbolandyachts.com

Richardson Bay Marina ..... 79  
www.richardsonbaymarina.com

Richmond Boardwalk..... 43  
richmondboardwalk.com

Sailrite Kits ..... 15  
www.sailrite.com

Sailutions ..... 20  
sailutionsusa.com

San Francisco on the Bay..... 41  
www.sfonthebay.com/list-38

Schaefer Marine ..... 37  
www.schaefermarine.com

Seattle Yachts ..... 17  
www.seattleyachts.com

SAMS..... 78  
www.marinesurvey.org

South Beach Harbor ..... 22  
www.sfport.com/southbeachharbor

Spaulding Marine Center..... 47  
www.spauldingcenter.org/

Spectra Watermakers ..... 99  
www.spectrawatermakers.com

Sterling Associates ..... 39  
www.dimenmarine.com

Sun Powered Yachts ..... 98  
www.sunpoweredyachts.com

Svendsen's Bay Maritime Group 21  
www.bay-ship.com

Swiftsure Yachts ..... 28  
www.swiftsureyachts.com

The Canvas Works ..... 32  
www.thecanvasworks.com

TMM Yacht Charters..... 34  
www.sailtmm.com

Treasure Island Sailing Center ... 35  
www.tisailing.org

Trident Funding ..... 4  
www.tridentfunding.com

Twin Rivers Marine Insurance... 118  
www.boatinsuranceonly.com

UK Sailmakers ..... 65  
www.uksailmakers.com

Ullman Sails San Francisco  
& Monterey Bay..... 36  
www.ullmansails.com

Vallejo Marina..... 74  
www.vallejomarina.com

Ventura Harbor Boatyard ..... 110  
www.vhby.com

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www.westcoastmultihulls.com

Westwind Precision Details..... 74  
www.boatdetailing.com

Whale Point Marine Supply ..... 6  
www.aceretailer.com/whalepoint

Whiting and Associates ..... 110  
www.norcalmarinesurveyors.com

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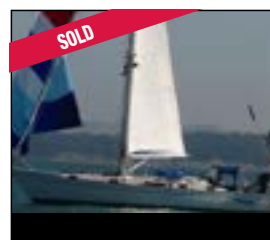
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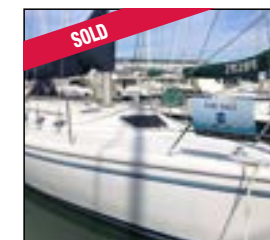
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