

Latitude 38

VOLUME 544 October 2022

WE GO WHERE THE WIND BLOWS

*Rolex Big Boat Series
Baja Ha-Ha Snapshot
Delta Doo Dah 14
Max Ebb: Climate Regression*



GRAND MARINA



Photo Credit: Lupe Molina

**YOUR
OCTOBER
WATER
SANCTUARY
IS HERE!**

GRAND MARINA HAS
the finest facilities, the cleanest docks,
and services that are unmatched.
Stop by our office today and see what
we can do for you.



GRAND MARINA
THE BAY AREA'S PREMIER BOATING COMMUNITY

510.865.1200

Leasing Office Open Monday thru Saturday, 9 a.m. – 5 p.m.
2099 Grand Street, Alameda, CA 94501

www.grandmarina.com

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

And much more...

Directory of Grand Marina Tenants

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



IT'S TAKING SHAPE...



Tri-Coastal Marine



ROWLAND
MARINE ELECTRICS INC.

Cover Craft



Maritime
TECHNICAL
SERVICES L.L.C.



MARITIME CENTRE

For information, email: geli@maritimecentre.org

BOAT LOANS

from



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

Please contact

JOAN BURLEIGH
(800) 690-7770

(510) 749-0050

jburleigh@tridentfunding.com
(Northern California)

JIM WESTON

949-278-9467

jweston@tridentfunding.com
(Southern California)

www.tridentfunding.com

CONTENTS

subscriptions	6
calendar	10
letters	20
loose lips	50
sightings	52
rolex big boat series	64
baja ha-ha snapshot	70
delta doo dah 14	74
max ebb: climate regression	78
racing sheet	82
charter	90
changes in latitudes	94
classy classifieds	104
advertisers index	112
brokerage	112

Cover: Shark attack! *Niuhi* sails her way to a win in the 29-boat J/105 fleet at Rolex Big Boat Series. Randy Hecht and crew Maggie Bacon, Spencer Cole, Russ Silvestri, Juliana Testa and Ryan Treais show the attention that kept them out front.

Credit: Daniel Forster / Rolex

Copyright 2022 Latitude 38 Media, LLC

Since 1977

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

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

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

GREAT BROKERAGE BUYS AT OUR DOCK

2020 BENETEAU OCEANIS 30.1



\$169,000

- 24 Hours on Engine
- Furling Main
- Self Tacking Jib
- Full B&G & Autopilot



2015 LAGOON 380



\$345,000

This very well maintained Lagoon is the perfect small cruiser for a family and also a great charter boat for income



CLICK ON THE QR CODE FOR INFO

NEW BOATS 2023 MODELS AT 2021 PRICES



2022 OCEANIS 38.1

Save over \$15,000 on this new stock boat over a new order. This boat is very well equipped and ready for a great sailing season ahead.

The supply chain issue has been a burden to us all, but there is a BIG silver lining. We are finally receiving our orders from last year. All the boats are 2023 models and at 2021 pricing.

This makes for some incredible new boat buying opportunities.



This fast and fun little boat has finally arrived! Check it out at our Pt. Richmond office. Save over \$10,000 on this stock boat over a new order.

- New Yacht Sales
- Brokerage Services
- Yacht Charters

- Charter Placement
- Boating Club
- Private Lessons

www.passagenautical.com

510-236-2633



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

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

WHALE POINT MARINE & HARDWARE CO

ACE MONTHLY SPECIALS ACE Hardware Hardware

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

COIL HOSE by Seachoice

25 feet
with Sprayer
by Seachoice

#79691:
\$37⁹⁹



MARINE TOILET by Jabsco

Manual &
compact
#29090
List \$299.99
NOW \$229⁹⁹



CLEANING TOOLS by Swobbit System



Hook **NOW \$12⁹⁹**
Deck Brush **NOW \$29⁹⁹**
Handle **NOW \$21⁹⁹ +up**

FLARE GUN by Orion

#6963
NOW \$59⁹⁹
Replacement
Flares, 4-pack
#21450
NOW \$34⁹⁹



DOCK LINES by Goldbraid

Nylon with approx 12" loop in 1 end.



3/8" x 15'..... \$9⁹⁹	1/2" x 20'..... \$18⁹⁹
3/8" x 20'..... \$10⁹⁹	5/8" x 20'..... \$26⁹⁹
1/2" x 15'..... \$14⁴⁵	5/8" x 25'..... \$39⁹⁹

AIR-DRYER 1000 by David

Handles up to 1000 cu. ft.
Safe for marine use.
#255424: **Now \$69⁹⁹**



WATER FILTER by Camco



Inline RV / Marine Water Filter with flexible hose.
Protects against bacteria, reduces bad taste,
odors, chlorine and sediment in drinking water.
NOW \$29⁹⁹

BOAT HOOK by Davis

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



List \$42.99: **Now \$32⁹⁹**

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

Mon-Sat: 8:30am-5pm & closed Sundays • FAX 510-233-1989
whalepointmarine@yahoo.com • www.WholePointMarine.com

HOW WOULD YOU LIKE IT IF WE DELIVERED LATITUDE 38 TO YOUR HOME?



SUBSCRIBE ONLINE AT
WWW.LATITUDE38.COM

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



Women-Gray



Men-Red

Latitude 38

we go where the wind blows

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

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

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





FEATURED CATALINA YACHTS



2009 38' CATALINA 375, \$185,000

EMERY COVE (510) 601-5010



2005 36' CATALINA MK II, \$94,000

EMERY COVE (510) 601-5010



1999 36' CATALINA MK II, \$89,000

SAN RAFAEL (415)453-4770



EMERY COVE • 3300 POWELL STREET, SUITE 105 • EMERYVILLE, CA 94608 • (510) 601-5010

ALAMEDA • 1150 BALLEN A BLVD., SUITE 121, ALAMEDA, CA 94501 • (510) 838-1800

SAN RAFAEL • 25 THIRD STREET • SAN RAFAEL, CA 94901 • (415) 453-4770



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



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



52' TAYANA CENTER COCKPIT CUTTER, 1987
\$165,000
Emery Cove (510) 601-5010



42' CHEOY LEE CLIPPER KETCH, 1974
\$45,000
Emery Cove (510) 601-5010



42' CONTEST KETCH, 1982
\$119,000
Emery Cove (510) 601-5010



42' CATALINA MK I SLOOP, 1991
\$70,000
San Rafael (415) 453-4770



41' JEANNEAU 419, 2019
\$299,000
Emery Cove (510) 601-5010



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



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



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



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



35' ORION SPARKMAN & STEPHENS, 1979
\$49,500
Alameda (510) 838-1800





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



45' SPARKMAN & STEPHENS SLOOP, 1982
\$65,000
Emery Cove (510) 601-5010



44' HYLAS CENTER COCKPIT, 1987
\$120,000
San Rafael (415) 453-4770



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



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



41' HUNTER DECK SALON, 2008
\$159,000
Emery Cove (510) 601-5010



37' CATALINA 375, 2009
\$185,000
Emery Cove (510) 601-5010



36' CATALINA MK II, 1999
\$89,000
San Rafael (415) 686-5665



36' CATALINA MKII, 2005
\$94,000
Emery Cove (510) 601-5010



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



32' BENETEAU 321, 1999
\$59,000
San Rafael (415) 453-4770



31' BOMBAY CLIPPER SLOOP, 1978
\$18,700
Isleton (415) 244-0293



VISIT OUR WEBSITE:
www.boatyardgm.com

We're just a 'click' away.



NO MATTER HOW YOU SPELL IT:

Call Shawn or Sean and you can't go wrong!



IT'S SIMPLE!

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

~ THE ONLY BOAT YARD IN ALAMEDA ~

Interlux
yachtpaint.com

CALL OR EMAIL US FOR AN APPOINTMENT

**(510) 521-6100 • crew@boatyardgm.com
2021 Alaska Packer Place, Alameda**

CALENDAR

Non-Race

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.

Oct. 1 — Shipwrecks of the Golden Gate with Brian Crawford. 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 Whaleboat Regatta, Lucky Ducky Derby, car show, live music, arts & crafts, more. Info, www.vallejowaterfrontweekend.com.

Oct. 2, Nov. 13 — 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.

Oct. 2-30 — Keelboat Sailing, South Beach Harbor, San Francisco, noon-5 p.m. Sundays, weather permitting; RSVP in advance. Free. BAADS, www.baads.org/sailing.

Oct. 3-11 — San Francisco Fleet Week. Parade of Ships, 10/7, 11 a.m.; Ship Tours, Piers 19, 30/32 & 35, 10/5, 10/6, 10/8, 10/9, 10 a.m.-4 p.m., 10/10, 9 a.m.-noon; Air Show featuring the Blue Angels and Navy Leap Frogs Parachute Team, 10/7-9; much more. Info, <https://fleetweeksf.org>.

Oct. 5-26 — Wednesday Yachting Luncheon, via YouTube, noon. StFYC, www.stfyc.com.

Oct. 5-Nov. 5 — Marine Flare Collection, West Contra Costa County Hazardous Waste Facility, Richmond, during working hours. Info, www.parks.ca.gov.

Oct. 8 — USCG Boat America Zoom Class. \$30. Doug, (510) 295-7430 or 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. 9 — Full Hunter's Moon on a Sunday.

Oct. 13 — The Afrofuturism of Moby-Dick, S.F. Maritime Museum, 7 p.m. Lecture by Sharad Chari. Free. Info, www.maritime.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.

Oct. 17 — Speaker Series, Downwind Marine, San Diego, 6-8 p.m. Sailmaker Tim Gaub on Downwind Sailing Tips, Sail Selection for Boat Speed, and Sail Repair at Sea. \$3. Info, www.sandiegomarine.com.

Oct. 18 — Speaker Series, Downwind Marine, San Diego, 6-8 p.m. Bruce Brown on Basics for Safety on Board — Essentials for Cruising. \$3. Info, www.sandiegomarine.com.

Oct. 18 — Whale-Eye Fantasies Across the History of Film, S.F. Maritime Museum, 7 p.m. Lecture by Margaret Cohen. Free. Info, www.maritime.org.

Oct. 19 — Speaker Series, Downwind Marine, San Diego, 6-8 p.m. Shipwright/mechanic CF Koehler on Making Friends with Your Boat's Diesel. \$3. Info, www.sandiegomarine.com.

Oct. 20 — Speaker Series, Downwind Marine, San Diego, 6-8 p.m. Tom Teevin on Maintaining Your Outboard Motor While Cruising in Mexico. \$3. Info, www.sandiegomarine.com.

Oct. 21 — Speaker Series, Downwind Marine, San Diego, 6-8 p.m. Capt. Dietmar Petutschnig on the Panama Posse: Its Past, Present & Future in Cruising the American Tropics. \$3. Info, www.sandiegomarine.com.

Oct. 21 — Call of the Sea Fall Event, Spinnaker Restaurant, Sausalito, 6-9 p.m. Heavy hors d'oeuvres, wine & beer, music, video, student testimonials, auction. Fundraiser for

Defender.com | 800-628-8225

Defender®
Marine Outfitters of Choice Since 1938

ROCNA
ANCHORS // ROCK SOLID

Rocna Original Anchor



- Instant Set
- Self-Launching
- Rock Solid Holding Power
- Resistant to Wind and Tide Shifts
- Lifetime Warranty

Multi-Purpose Anchors That Set and Hold in All Types of Bottoms

Rocna Vulcan Anchor



- Fits Wide Range of Bows
- Exceptional Holding Power
- Self-Righting with Roll-Palm™
- Self-Launching & Self-Stowing

**Check Out Defender.com
for Boat Show Specials**

October 6th - 18th, 2022



TRIDENT MARINE SYSTEMS

Defender^{1st}

Discounts for Members Available at Defender.com/def1stfaq

Follow Us
@DefenderMarine





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



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



For Reservations:
415.495.4911
www.sfport.com/maritime

CALENDAR

scholarships. \$150. Info, www.callofthesea.org.

Oct. 21 — Rope Splicing Class, Spaulding Marine Center, Sausalito, 6-7:30 p.m. With instructor Jeff Zarwell. Info, www.spauldingcenter.org.

Oct. 22 — Cruisers' Welcome Party, Downwind Marine, San Diego, 8:30 a.m.-5 p.m. Vendor fair and storewide wholesale discount sale. Meet product reps, authors and other experts. Info, www.sandiegomarine.com.

Oct. 22 — Bird Boat 100th Anniversary Celebration, SFYC, Belvedere, 2-6 p.m. Finger food and wine on the house, guest speakers, videos. RSVP to Jock at jock@kkm.com.

Oct. 22-23 — Moby Dick Marathon, S.F. Maritime Museum, noon to noon. 24-hour reading marathon. Free, but pre-register. Info, www.maritime.org.

Oct. 24 — Speaker Series, Downwind Marine, San Diego, 6-8 p.m. Chef Melanie D. Cady reviews Essential Galley Tools & Healthy Cooking Techniques — Save Time & Stove Fuel. \$3. Info, www.sandiegomarine.com.

Oct. 25 — Speaker Series, Downwind Marine, San Diego, 6-8 p.m. Capt. Ann Kinner on the Cruiser's Library with an Update on NOAA & International Navigation Charts. \$3. Info, www.sandiegomarine.com.

Oct. 26 — Speaker Series, Downwind Marine, San Diego, 6-8 p.m. Capt. Pat Rains on Mexico Cruising: Try the Little Loop — Simple Circuit of the Lower Sea of Cortez. \$3. Info, www.sandiegomarine.com.

Oct. 27 — Speaker Series, Downwind Marine, San Diego, 6-8 p.m. Arno Chrispeels of Health Is International on International Health & Evac Insurance Options for Cruisers. \$3. Info, www.sandiegomarine.com.

Oct. 28 — Speaker Series, Downwind Marine, San Diego, 6-8 p.m. Harbormaster Dick & Gina Markie of Paradise Village give an Annual Update on Cruising Mexico — Everything You Need to Know and More. \$3. Info, www.sandiegomarine.com.

Oct. 29 — Search and Rescue Specialist Douglas Samp will give a presentation on emergencies at sea and how to get help from the Coast Guard, West Marine, San Diego, late afternoon. Info, www.baja-haha.com.

Oct. 29 — Pacific Puddle Jump presentation by Andy Turpin, West Marine, San Diego, 5-7 p.m. Long-stay visas, bond exemptions, events, restrictions. Info, www.baja-haha.com.

Oct. 30 — Baja Ha-Ha mandatory skippers' check-in, West Marine, San Diego, 8:30-9:15 a.m. Followed by mandatory skippers' meeting, 9:30-11 a.m.; and Kick-Off Costume Party with BBQ and drinks, 1 p.m. Info, www.baja-haha.com.

Oct. 31 — Halloween.

Oct. 31 — Baja Ha-Ha Kick-Off Parade, 10 a.m., southwest corner of Shelter Island, San Diego. Info, www.baja-haha.com.

Oct. 31 — Baja Ha-Ha Start, 11 a.m., outside San Diego Bay off Point Loma. Info, www.baja-haha.com.

Nov. 3 — Baja Ha-Ha Cruisers and Mexicans Baseball Game, Turtle Bay, Baja California Sur, 3 p.m. Info, www.baja-haha.com.

Nov. 4 — Celestial Navigation Noon Sight Clinic, Celestial Rock Plaza, Turtle Bay, Baja California Sur, 11:30 a.m. Info, www.baja-haha.com.

Nov. 4 — Baja Ha-Ha Beach Picnic Party, Turtle Bay, Baja California Sur, 1 p.m.-sundown. Hot dogs for sale for charity, beer and maybe other food and drinks for sale by locals. Info, www.baja-haha.com.

Nov. 5 — Start of Leg 2 of the Baja Ha-Ha, Turtle Bay to Bahia Santa Maria, 9 a.m. Info, www.baja-haha.com.

Nov. 5 — Marine Flare Collection for Del Norte and Humboldt Counties, Solid Waste Management Authority, Crescent City, 10 a.m.-2 p.m. Info, www.parks.ca.gov.

Back on the water faster



At the Bay Area's premier boatyard, we thoroughly plan and schedule your project before your boat even hits our slings – resulting in fewer delays and a faster turnaround – getting your boat back where it belongs faster.



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

310 West Cutting Blvd., Pt. Richmond
510-237-0140 • office@baymaritime.com
sbm.baymaritime.com

Serving the
Bay Area
over 70 years.
1-415-332-3179



Full Service Boat Yard

- Haul-out
- Bottom painting
- Engine service
- Fiberglass
- Thru-hull
- Custom work
- Gel-Coat
- Rigging
- Electrical
- Detailing
- Woodworking
- Fabrication
- Electric motors
- So much more.....

Marine Tech Apprenticeships

– Training the next generation of technicians –

- 12 month paid nationally accredited program
- Apprentices work alongside tradesmen
- Funded through the Boatyard
- Each haul out supports this worthwhile program



Marine Technical Classes

- Marine Diesel Service
- Marine Electrical
- Marine Corrosion
- Rope Splicing
- Paint & Varnish

Boat Building Classes

- Prams
- SUP Boards
- Kayaks
- Teardrop Camper
- CLC Classes
- Sailboats
- Rowboats
- More.....



Classes scheduled throughout the year – Check calendar online



Youth Programs / Camps

- Summer Sailing Camps
- Homeschool Programs
- Youth Woodworking Classes
- Youth Scholarships available

Community

- Family Sailing on SF Pelicans
- Music in the boat house
- Old school Movie nights
- Volunteers welcome
- Host your special event at Spaulding's boathouse



Spaulding Marine Center
600 Gate 5 Road
Sausalito, CA 94965

Office: 1-415-332-3179
www.Spauldingcenter.org

CALENDAR

Nov. 5 — Sail a Small Boat Day, Richmond YC, 10:30 a.m.-3:30 p.m. Free boat rides on a wide variety of small craft, free hot dog lunch. Open to all. Be prepared to get wet. RYC, www.richmondyc.org.

Nov. 5-6 — Sea Glass & Ocean Art Festival, Cocanut Grove, Santa Cruz, 10 a.m.-5 p.m. Artists, full bar, food, fundraiser for Monterey Bay Sanctuary. \$5 at the door; kids free. Info, www.facebook.com/SantaCruzSeaGlassFestival.

Nov. 6 — Daylight Saving Time ends. Fall back one hour for Standard Time, 2 a.m.

Nov. 6 — Marine Flare Collection, East Contra Costa County Hazardous Waste Facility, Pittsburg, 8-11 a.m. Info, www.parks.ca.gov.

Nov. 6 — Marine Flare Collection, Alameda County, by appointment. Info, www.stopwaste.org/marineflares.

Nov. 7-8 — Baja Ha-Ha in Bahia Santa Maria, Baja California Sur. Rock 'n' Roll Party on the bluff overlooking the bay, 11/8. Info, www.baja-haha.com.

Nov. 9 — Start of Leg 3 in the Baja Ha-Ha, Bahia Santa Maria to Cabo San Lucas. Info, www.baja-haha.com.

Nov. 10 — Can't Believe We Cheated Death Again dance party madness, Squid Roe, Cabo San Lucas, Baja California Sur, 8 p.m. Baja Ha-Ha, www.baja-haha.com.

Nov. 11 — Veterans Day.

Nov. 11 — Baja Ha-Ha Beach Party featuring the *From Here to Eternity* Kissing Contest, Cabo San Lucas, noon. Info, www.baja-haha.com.

Nov. 12 — Baja Ha-Ha Awards Presentation hosted by Marina Cabo San Lucas, 6 p.m. Free soft drinks and beer. Info, www.baja-haha.com.

Nov. 20 — La Paz Beach Party, La Paz, Baja California Sur, 4-7 p.m. Mexican folk dancing, live music, food, drinks, door prizes, more. Free for the first 50 Baja Ha-Ha participants; everyone is welcome. Info, www.baja-haha.com.

Racing

Sept. 26-Oct. 2 — J/105 North Americans. SFYC, www.sfyf.org.

Sept. 30-Oct. 2 — Express 37 Nationals. BYC, www.berkeleyyc.org.

Oct. 1 — Twin Island #3 completes the series. SYC, www.sausalitoyachtclub.org.

Oct. 1 — Vice Commodore's Race. HMBYC, www.hmbyc.org.

Oct. 1 — Champions Race. BenYC, www.beniciayachtclub.org.

Oct. 1, Nov. 5 — Fall Races. SSC, www.stocktonsc.org.

Oct. 1-2 — Calvin Paige Regatta for Moore 24s. StFYC, www.stfyf.com.

Oct. 1-2 — Mercury PCCs. LAYC, www.layc.org.

Oct. 2 — Singlehanded/Doublehanded #5/Commodore's Cup. SeqYC, www.sequoiayc.org.

Oct. 2, 16, Nov. 6 — Fun Sail Fall Series. ElkYC, www.elkhornyachtclub.org.

Oct. 7-9 — Olson 25 Nationals. Long-distance race Friday, buoy races Saturday and Sunday. SFYC, www.sfyf.org.

Oct. 8 — Moonlight Marathon. SeqYC, www.sequoiayc.org.

Oct. 8 — S.F. Pelican Races at HMBYC. Fleet 1, www.sfpelicanfleet1.com.

Oct. 8, 22, Nov. 12 — Gap Series. CYC, www.cyc.org.

Oct. 8, Nov. 12 — Santana 22 Team Races. SCYC, www.scyf.org.

Oct. 8-9 — Fall Classic. SFYC, www.sfyf.org.

Oct. 8-9 — Match Race Invitational. SDYC, www.sdyf.org.

Oct. 9 — El Toro Stampede. RYC, www.richmondyc.org.

Oct. 9, 16, 23, 30, Nov. 6 — Berkeley Chowder Series. BYC, www.berkeleyyc.org.

SEATTLE YACHTS

LIVE THE ADVENTURE
SEA BEYOND

WASHINGTON • CALIFORNIA • FLORIDA • MARYLAND • CANADA • PHILIPPINES



1995 Oyster 485 \$450,000
Tom Mowbray 415.497.3366



IN STOCK

2023 Hanse 460
Seattle Yachts 844.692.24878



IN STOCK

2022 Hanse 458
Seattle Yachts 844.692.24878



IN BUILD

2023 Tartan 455
Seattle Yachts 844.692.2487



2015 Hanse 455 \$409,000
Tom Mowbray 415.497.3366



IN BUILD

2023 Moody 41DS
Seattle Yachts 844.692.2487



2021 Hanse 388 \$410,000
Tom Mowbray 415.497.3366



2023 Tartan 365
Seattle Yachts 844.692.2487



Seattle Yachts 844.692.2487



LOS ANGELES
(310) 827-2567



SAN FRANCISCO BAY AREA
(510) 227-2100



SAN DIEGO
(619) 523-1745



844.692.2487 SEATTLEYACHTS.COM

Dry Storage Available Power and Sail

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



CALL FOR RESERVATIONS

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

Come visit us – let's talk!

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

NAPA VALLEY MARINA

1200 Milton Road • Napa, CA 94559
(707) 252-8011 • Fax (707) 252-0851
www.napavalleymarina.com

Marina • Boatyard • Chandlery • Brokerage

Dealers for
YANMAR

Interlux
yachtpaint.com

Distributors for *Brownell*
Boat Stands

CALENDAR

Oct. 15 — Jessica Cup for classic wooden boats. StFYC, www.stfyc.com.

Oct. 15 — Champion of Champions. BVBC, www.bvbc.org.

Oct. 15 — Barth Regatta. CPYC, www.cpyc.com.

Oct. 15 — Fall Shorteez Regatta. CPYC, www.cpyc.com.

Oct. 15 — Oktoberfest. OYC, www.oaklandyachtclub.net.

Oct. 15 — Chowder Cup. ElkYC, www.elkhornyachtclub.org.

Oct. 15-16 — Vallejo 1-2. Race to Vallejo YC singlehanded on Saturday; pick up one crew and race from VYC to RYC doublehanded on Sunday. SSS, www.sfbaysss.org.

Oct. 16 — Joe Logan/Fall Invitational Regatta for Mercurys and other invited classes. StFYC, www.stfyc.com.

Oct. 21-23 — International Masters Regatta. SDYC, www.sdy.org.

Oct. 22 — Joan Storer Regatta. TYC, www.tyc.org.

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

Oct. 22 — Round the Island Race. SFYC, www.sfy.org.

Oct. 22 — El Toro Corkscrew Slough Regatta in Redwood City. SeqYC, www.sequoiayc.org.

Oct. 22-23 — Fall Dinghy. StFYC, www.stfyc.com.

Oct. 23 — Fall One Design #3. SCYC, www.scyc.org.

Oct. 27-29 — Grandmasters Team Race. StFYC, www.stfyc.com.

Oct. 28-30 — San Diego Lipton Cup. SDYC, www.sdy.org.

Oct. 29 — Red Rock Regatta and Halloween party. TYC, www.tyc.org.

Oct. 29 — Halloween Regatta in Long Beach. ABYC, www.abyc.org.

Oct. 29-30 — Great Pumpkin Regatta, with buoy racing on Saturday, a pursuit race on Sunday, and a Halloween party in between. Theme: Dia de los Muertos. RYC, www.richmondyc.org.

Oct. 30, Nov. 9, 13, 20 — J/22 Fall Series. StFYC, www.stfyc.com.

Nov. 5 — Midwinters #1. VYC, www.vyc.org.

Nov. 5 — Seaweed Soup Midwinter Series #1. GGYC, www.ggyc.org.

Nov. 5 — Jack Frost Series #1. EYC, www.encinalyc.org.

Nov. 5 — Commodore's Cup. CPYC, www.cpyc.com.

Nov. 5 — Winter Series #1. SeqYC, www.sequoiayc.org.

Nov. 5 — Last Gasp Regatta. HMBYC, www.hmbyc.org.

Nov. 5 — Hot Rum Series #1. SDYC, www.sdy.org.

Nov. 5 — S.F. Pelican Races at Benicia. Fleet 1, www.sfpelicanfleet1.com.

Nov. 5-6 — BAYS High School NorCal Regatta. EYC, www.encinal.org.

Nov. 5-6 — Ullman/Frost, San Diego. MBYC, www.mbyc.org.

Nov. 6 — Midwinter #1. SYC, www.sausalitoyachtclub.org.

Nov. 12 — RegattaPRO Winter One Design. SYC, www.sausalitoyachtclub.org.

Nov. 12 — Frost Bite #1. BenYC, www.beniciayachtclub.org.

Nov. 12-13 — Berkeley Midwinters begin, with separate series on Saturday and Sunday. BYC, www.berkeleyyc.org.

Nov. 13 — Island Days #1. IYC, www.iyc.org.

Remaining Beer Can Series

BAY VIEW BOAT CLUB — Monday Night Madness: 10/3 (make-up). BVBC, www.bvbc.org.

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

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

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

LAKE WASHINGTON SC — Every Thursday night through



red**dot** award
product design 2022

H57



HYLAS YACHTS

US DANIA BEACH FL | +1 954 866 0750 | INFO@HYLASYACHTS.COM
EUROPE LONDON UK | +44(0)845 680 3000 | ROGER@HYLASYACHTS.CO.UK

HYLASYACHTS.COM

Hylas



Learn to Sail For Only \$1895!

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

clubnautique.net

Alameda
510-865-4700

Sausalito
415-332-8001

CALENDAR

10/27. Info, www.lwsailing.org.

SANTA CRUZ YC — Every Tuesday through 10/25 & Wednesday through 11/2. SCYC, www.scyc.org.

SEQUOIA YC — Sunset Series every Wednesday night through 10/5. Info, www.sequoiayc.org.

SOUTH LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 10/12. Steve, sdkatzman@yahoo.com or www.sltwyyc.com.

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

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

October Weekend Tides

Predictions for Station 9414290, San Francisco (Golden Gate)

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
10/01Sat	0506/4.3	0916/3.2	1540/5.9	2249/0.0
10/02Sun	0637/4.3	1031/3.5	1645/5.8	
	LOW	HIGH	LOW	HIGH
10/08Sat	0440/0.1	1125/5.8	1710/0.9	2329/5.7
10/09Sun	0519/0.5	1156/6.0	1754/0.4	
	HIGH	LOW	HIGH	LOW
10/10Mon	0021/5.4	0556/1.0	1226/6.1	1836/0.2
	HIGH	LOW	HIGH	LOW
10/15Sat	0522/4.3	0932/3.5	1513/5.3	2232/0.5
10/16Sun	0643/4.4	1056/3.7	1608/5.0	2339/0.6
	LOW	HIGH	LOW	HIGH
10/22Sat	0345/0.7	1031/5.4	1621/1.3	2225/5.0
10/23Sun	0417/0.9	1055/5.6	1656/0.8	2315/5.0
	HIGH	LOW	HIGH	LOW
10/29Sat	0359/4.6	0808/3.3	1421/6.2	2126/-0.7
10/30Sun	0511/4.6	0913/3.5	1518/5.9	2231/-0.5

October Weekend Currents

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

date/day	slack	max	slack	max
10/01Sat		0236/1.9F	0642	0836/0.8E
	1048	1418/2.1F	1706	2000/1.8E
	2354			
10/02Sun		0400/1.9F	0806	0948/0.6E
	1154	1518/1.9F	1812	2106/1.7E
10/08Sat	0006	0300/2.0E	0624	0936/3.2F
	1248	1536/2.1E	1848	2148/2.8F
10/09Sun	0100	0348/1.9E	0700	1012/3.2F
	1324	1606/2.2E	1936	2236/2.8F
10/10Mon	0154	0430/1.8E	0736	1048/3.1F
	1400	1642/2.2E	2018	2324/2.7F
10/15Sat		0318/1.9F	0706	0900/0.7E
	1112	1406/1.5F	1706	1954/1.2E
10/16Sun	0012	0442/1.9F	0812	1006/0.6E
	1218	1500/1.3F	1806	2048/1.0E
10/22Sat		0154/1.2E	0506	0836/2.4F
	1200	1430/1.6E	1748	2048/2.0F
10/23Sun	0006	0230/1.3E	0536	0900/2.6F
	1218	1500/1.8E	1824	2130/2.2F
10/29Sat		0130/2.4F	0530	0730/0.9E
	0942	1300/2.3F	1548	1848/2.2E
	2242			
10/30Sun		0236/2.3F	0642	0830/0.7E
	1042	1400/2.0F	1642	1948/2.0E

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

New at:



SVENDSEN'S MARINE & INDUSTRIAL SUPPLY

BAY MARITIME GROUP

BALMAR



NOW
INCLUDES
LiFePO₄



EXPION360



GENERAC



THETFORD Marine TECMA



Visit us at:

2900 Main Street #1900

Alameda, CA 94501



Phone: (510) 522-2886

Huge Savings! Jeanneau 410, 440 & 490 Sailing Yachts

Purchase any of these three boats and get a **free state of the art drop down bow thruster!**

Available for delivery now.
Call for details.



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



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



New 2023 Jeanneau SO 490 - 3 cabins, 2 heads, electric winches, inverter, and more



2020 Dealer of the Year



Alameda
510-865-4700
clubnautique.net

LETTERS

↑↓ A LOVE LETTER TO MY CORONADO 25, AND TAPPING BACK INTO A POPULAR THREAD

I've been enjoying *Latitude 38* forever, and it necessitates monthly visits to West Marine or Spinnaker Sailing to pick up a copy, and a spare to pass around. It's good for West Marine, as it is hard to walk in there without coming out with some new part, gizmo or gadget.

I have had my good ole Coronado 25, *Redwing*, since 1978, and thought that it was an old boat back then. Whew! I still love it! I have liked the design, though could use another inch of headroom. On a broad reach, I can tie off the tiller and walk around, or sit on the bow pulpit, steering as needed by shifting my weight — good fun.

It has put in many good years and trips around the Bay and into the Delta, and I can attest to being able to accommodate up to seven over a couple of nights. This included some extra-good friends from Marseille, sailing around the Bay from Oyster Point by night to Sausalito, and slightly out the Gate the next day. Home for *Redwing* is now at the Rusty Porthole at Bethel Island.

She also serves well for just "sitting on the water," which I feel is not rated quite highly enough as a boating activity, so I started sailing her around the Bay from Oyster Point, and later to Jack London Square. I have stayed in the Delta after a second trip up there, taken in by the warm summer and fall — not to mention warm summer swimming.

I thought that somewhere in my stacks of old *Latitudes*, I had seen a bow-on photo of a Coronado 25 in *Letters*, with a caption saying that a yacht designer had used one for his personal daysailer. I am having trouble locating that particular issue, and wondering if anyone can help.

Thanks for many years and seasons of sailing and reading enjoyment.

Joe Svitek
Redwing, Coronado 25
Bethel Island

Joe — We're pretty sure you're referring to the June 4, 2021, 'Lectronic *Latitude*: Ron Holland Keeps Sailing Because He Keeps It Simple — the first letters from that story appeared in the July 2021 issue. We revisited Holland's love for simplicity in the October 15, 2021, 'Lectronic, and the letters from both threads have made appearances over the past year.

↑↓ HALF MOON BAY YACHT CLUB

Latitude — So glad you and all the racers had a great time at Half Moon Bay Yacht Club! We love our all-volunteer club, with more than 20 club-owned boats that members can sail any time they want.

We sure enjoyed hosting the OYRA Race to Half Moon Bay



RON HOLLAND

Yes, the prolific designer of many a megayacht enjoys the simple pleasures of tooling around on his Coronado 25. Ron Holland can be found sailing in the waters around Vancouver, BC. Here's 'Kia Aura' racing in the 2021 Leukemia Cup Regatta, just north of the border.



The World Awaits

As we turn the calendar to a new year, we look forward to new opportunities and a renewed optimism for the future.

Now is the time to break free, set sail, and enjoy the world in all her splendor once again.

Your next yacht charter escape awaits.

MOORINGS.COM | 800 669 6529



Waves of Improvement

New roads, docks, boater amenities and more.

Call or click
for a free slip
day pass.



**Berkeley
Marina**
CALIFORNIA

(510) 981-6740
www.berkeley-marina.com

LETTERS

and seeing everyone have a great time.

Please come visit again soon!

Karen Allanson

Rear Commodore, HMBYC

↑↓ THE DIFFERENCES BETWEEN OFFSHORE RACING AND CRUISING

I participated in the 2011 Baja Ha-Ha on my boat *Island Time*. The Ha-Ha was fun, and commuter cruising outta La Paz for the next year was even better. I never even made it to the mainland — too much to see and do on the Baja side!

After selling my Pacific Seacraft 37 in 2014, I've been race-oriented, with some 25,000+ miles of Atlantic and Pacific offshore racing. But I have just rediscovered the joys of cruising, as opposed to racing, to a destination.

Racing and cruising sailors aren't necessarily mutually exclusive, but we sure have a completely different mentality and approach.

Here's a list of differences I've noticed. I'm guessing readers may have other input:

— Hot bunking vs. my own bunk. (Why did bunkies crawl in the sleeping bag with salty foulies and wet boots?)

— Watches are 3 hours on and off vs. 4.5 on and 7.5 off. Tired vs. relaxed and well-slept.

— Watches that are speed-focused vs. a watch looking out for shipping while reading a Kindle or listening to music.



JWORLD

That's a lot of people to be sharing one head, but such are the rigors of offshore racing. The crew of the Santa Cruz 50 'Hula Girl' — of which the author of this letter was a member — had some low-comfort, high-adrenaline fun in the 2021 Transpac.

— Hand-steering thousands of miles vs. autopilot. (I remember driving downwind with a no-light horizon.)

— Trimming and tweaking sails for an extra quarter knot of speed vs. "The sails seem happy, and the boat is mostly balanced. Leave 'em alone."

— Sail for speed vs. comfort and less rolling motion.

— Sail changes at all hours vs. "Let's talk about a sail change or tacking for a couple days before we do anything. Maybe tomorrow."

— Freeze-dried meals (shovel in with a spoon with hot sauce) vs. a fresh-cooked meal and needing a knife, fork, spoon and condiments.

— Mini candy bars and hard candy vs. fresh guacamole and chips for watch snacks.

— Shower every four days vs. unlimited. (When racing, we all stink at the same level, so no one notices.)

THE FINEST SAILS BEGIN WITH THE BEST SAILCLOTH

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

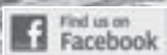
Our patented woven Vectran® sailcloth performs like the laminates with the durability of Dacron®, especially in roller furling applications. In fact, Vectran® is lighter, lower stretch, and retains its shape over a longer life than any sailcloth we've ever offered to cruising sailors. That's because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

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

PHOTO COURTESY
TIM HENRY/LATITUDE 38



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



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



QUALITY YACHTS FROM
SWIFTSUREYACHTS.COM

FEATURED LISTING

Gray Eagle
2019 Beneteau 41.1
\$309,000



Gray Eagle is a lightly used 2019 Beneteau Oceanis 41.1 with less than 275 hours on the 45 hp Yanmar diesel. This popular cruising sailboat features the two-cabin, one-head layout with additional crew capacity on the double-berth salon conversion. This particular model has the coveted "garage," perfect for storing the new Doyle Sails AP A2 asymmetrical spinnaker and other toys. Optimized for comfort and safety, **Gray Eagle** has all the features to make your time on the water fun and memorable. Factory heat, microwave, electric head, extra water tank, cockpit cushions, complete B&G electronics, bow thruster, and electric windlass are a few of her highlights.

— KEN MONAGHAN



Saga 48 • 2003 • \$325,000



Amel 55 • 2018 • \$1.2 million



Brewer Cutter 35 • 2005 • \$199,000



Caliber LRC 40 • 2003 • \$225,000

80 ChuckPaine/KellyArcher	2003	\$2.6 million	42 Baltic	1982	\$155,000
53 Gorbon PH	2008	INQUIRE	42 Outremer	2008	\$359,000
48 Monk	1964	\$165,000	42 Passport	1980	\$150,000
47 Tayana	1990	\$115,000	41 X-Yachts 412	1997	\$150,000
46 Hershine	1987	\$99,000	40 Ellis Custom	1990	INQUIRE
46 Dream Boat	1928	\$149,000	36 Pearson 36-2	1986	\$55,000
46 Swan	1984	\$165,000	35 Island Packet 350	1999	181,900 CDN
46 Ker	2006	\$249,000	34 Sabre 34	1987	\$49,950
46 Cal 2-46	1976	\$160,000	32 Catalina 320 MK II	2007	INQUIRE
45 Jeanneau DS	2010	\$279,000	32 Beneteau 323	2006	\$72,000
45 Allures 45.9	2022	€770,000	32 Nordic Tug	2003	\$189,000
44 Outbound	2005	\$415,000	30 Henderson	1997	\$29,000
44 Swan 441	1979	\$125,000	25 Ranger Tug	2014	\$119,500
44 Swan 441	1979	\$179,000			

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



SwiftsureYachts

www.swiftsureyachts.com
206.378.1110
info@swiftsureyachts.com
facebook.com/swiftsureyachts

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

LETTERS

- Head for nine people vs. a head for three. 'Nuff said.
- Racing kinda sucks, but it sure is fun.
- Cruising is kinda boring, but it sure is fun.

Jimmy Peter
Currently Boatless
Malibu

↑↓ SPEAKING OF SOME LOCAL RACES . . .

The Jazz Cup is one of our top three San Francisco Bay racing events of the year! The other two are the Rolex Big Boat Series and the Three Bridge Fiasco. These are three totally different racing events, but each is unique and has a very different purpose and vibe.

Benicia is a wonderful destination for Jazz Cup, and both South Beach YC and Benicia YC do a great job creating a great experience each year. See you all there!

South Beach Yacht Club

↑↓ WHEN SPEAKING OF THE FASTEST TIMES IN THE RONSTAN BRIDGE TO BRIDGE, MIND THE DETAILS

If you're going to compare our old skiff times with the current times, or compare records, you might want to mention that the early races included rounding the inner St. Francis start mark on the way down south to the Bay Bridge.

Trevor Baylis

Trevor was commenting on the August 26 'Electronic Latitude: 2022 Ronstan Bridge to Bridge — a Wild Ride.



LATITUDE / JOHN

Summer on San Francisco Bay can be nuking, socked-in and freezing-cold, as in this year's Ronstan Bridge to Bridge race, which looked like a demo of the watersports du jour.

↑↓ AFTER WRITING ABOUT MARINE INSURANCE (IN THE JULY ISSUE), SEVERAL PEOPLE HAVE TOLD US THAT FINDING COVERAGE IS A GROWING PROBLEM

I have an Olson 25, and even with new electronics and a new genoa, Geico would only add \$2,000 to the base rate of \$10,000, because it's an "older" boat. (It's a 1984.) I only operate in the Bay; heaven knows what they would do if I wanted to go to Bodega or Monterey.

David Henry

↑↓ AND DON'T EVEN TALK ABOUT WOOD

Anyone complaining about insurance options hasn't seen nuttin' till you try insuring a woody these days.

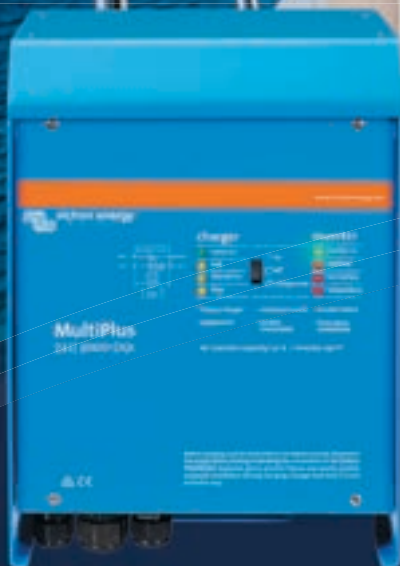
I'm insuring a 1941 Stephens Brothers Sedan, the last boat delivered by the Stockton yard before the outbreak of WWII. There are no sisters.

[The boat has been] in and out of the water and surveyed within five years, with a résumé confirming experience (got

ROWLAND

MARINE ELECTRICS INC

Your 'Go To' Bay Area Resource
For Victron Power
And Marine Navigation Systems



We help you leverage cutting edge technologies. We are a full-service shop with 40 years of marine electronics and electrical engineering experience.

We know where and when it makes best sense to upgrade or keep what's working for you.

580 W. Cutting Blvd. Richmond, CA 94804 (We are located inside the KKMI Boatyard)

www.rowlandelectrics.com

(510) 301 - 9005

Raymarine B&G SIMRAD GARMIN FURUNO

SAILING INSTRUMENTATION
AND TECHNICAL SUPPORT

TAILORED TO YOUR BOAT

nke
MARINE ELECTRONICS
nke-marine-electronics.com

**BEST IN CLASS FOR
INSHORE AND OFFSHORE
RACING OR CRUISING**

Sailutions – sailutionsusa.com • 510-665-6991

LETTERS

to back your b.s.), and confirmation of slip location.

Gas engines are now being frowned upon.

Grandfathered deficiencies, like draining fuel tanks (as opposed to siphon), gate valves, and *Frankenstein* movie-style knife switches are no longer tolerable.

Some require the full annual premium up front. It's a regular marine colonoscopy.

Add to that: Yards want as much as a \$5,000 deposit to haul a wooden hull — understandable, but I lost the key to the room where I keep my \$5,000 bills. Many marinas flat out will not accept your wood boat. "Hull material?" If the answer is wood, the next thing you hear is, "Adios!"

So you lie, a little. You insure a boat for what?

1. To get a slip in a marina.

2. Bodily injury, death/dismemberment, theft, fire, damage from weather — things not inherent solely to wood hulls.

Sinking? That's another thing. Collision repair? Yeah, they'll catch that too. Insurance inspectors nowadays don't know the pointy end from where the name goes. If you have a claim outside of the realm caused by wooden construction, they don't even look.

Radar damaged? You hit a low bridge. The wood didn't cause that! They broke in and stole your Rolex and Malibu Stacey collection? Not wood-related. Seam opened up and you flooded? Now you got a problem.

Of course, I'm being foolish in suggesting such measures, sort of, but it's the kind of thinking that will get you a piece of paper that says you're insured, to present to your marina for entry, which is hopefully all you'll ever need. Hopefully.

Capt. Dan Payne

Buffalo Beach, Santa Catalina Island

↑↓ HAS PETALUMA RIVER BEEN DREDGED FOR THE LAST TIME?

It's great that the Petaluma River was dredged. Unfortunately, the US Corps of Engineers made it clear to Petaluma residents that this would be the last time there would be dredging, as there is no commercial traffic on the river at this time.

Vince Casalaina

Snipe

Berkeley

Vince was commenting on the August 5 'Lectronic: Speak Up to Allocate Available Federal Dredging Funds.



GARY RYAN

Though it may seem pretty user-friendly here, many people have told us that parts of Ayala Cove have become quite shallow.

↑↓ THE QUESTION OF ANGEL ISLAND IS ASKED AGAIN

Our previous boat drew 4.75 feet, and Ayala Cove, on Angel Island, was a joy to visit on a daysail or overnight on the



HIGH GLOSS — DURABLE AND REPAIRABLE — TRUE COLOR

NEXT GENERATION TOPCOAT



awlgrip.com



facebook.com/awlgripfinishes



twitter.com/awlgrip



instagram.com/awlgripfinishes



RACING, CRUSING, ONE-DESIGN



Mayan, Winning beauty and speed

Ullman Sails San Francisco & Monterey Bay

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

Synthia Petroka
510.205.9412
spetroka@ullmansails.com

Ullman Sails Sausalito

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

LETTERS

moorings. Our current boat draws 6.5 feet, and Ayala Cove is now impossible to visit.

Thanks to Jim Haussener for a wonderful public communication. [Haussener, a member of the California Marine Affairs and Navigation Conference (CMANC), ran an ad in the August issue of *Latitude*, encouraging communities to speak up for dredging projects.] I can certainly write a letter to congressional representatives, such as Jared Huffman, requesting their support, but some of the information required in a proposal to the Corps of Engineers is difficult to come by for the average boater.

Does anyone know if any such proposal has already been submitted for either Ayala Cove or Clipper Cove?

George DeVore

George — There has not been any such proposal at Ayala Cove. We have been promising more information on that score for months now, and it will be coming soon.

↑↓ **AN EXTREME SOLUTION TO SHALLOWNESS**

For all the dredging versus non-dredging out there — one word: Hovercrafts!

Vikas Kapur

↑↓ **THE WAR AGAINST TRASH**

"Fishing for Trash" is a part of my personal War Against Trash campaign in Puerto Vallarta. We collect tons of trash so that it never reaches the Pacific. This includes cleaning up the rivers, vacant lots and canals that lead to the ocean, plus an educational program for all ages.

Thank you, Mary Crowley of Ocean Voyages Institute, Captain Maclean and crew.

John Benus

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

↑↓ **THE WAR IN SEARCHING FOR THE RIGHT METHOD TO EFFECTIVELY COMBAT TRASH**

Some news platforms like Vox need to make it controversial. They wrote a long article [about the nonprofit The Ocean Cleanup] called *Oops, Cleaning the Great Pacific Garbage Patch Was Probably a Bad Idea*, citing "scientists." It's just plain vandalism to sell words that detract from honest efforts to face the right direction.

Andy Stock



THE OCEAN CLEANUP

A video posted by The Ocean Cleanup in February caused some controversy when several marine scientists said that the plastic looked "too clean to have been floating for a while in the ocean," Vox reported. "The Ocean Cleanup explained that water in the garbage patch lacks nutrients that marine life needs to grow and shared other reasons why the plastic looked so clean, which some biologists again rebuffed."

BORN TO DREDGE

MARINAS | HOMEOWNERS | MUNICIPALITIES

OFFERING
UPLAND AND
IN BAY
DISPOSAL



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

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

Lind Marine Added Capabilities

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



LindMarine

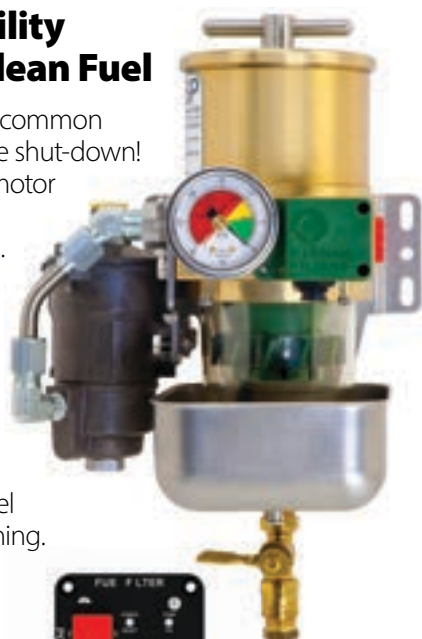
Please call 707-762-7251 for all dredging inquiries or email us at: chris@lindmarine.com

LIND MARINE SHIPYARD | 1250 Nimitz Avenue, Vallejo, CA 94592 | www.lindmarine.com

Is Fuel Your Dirty Little Secret?

Motor Reliability Starts With Clean Fuel

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



MK60SP



Cleans



Warns



Tests



Primes



Saves

Systems Include Remote Mounted Warning Panel With Alarm Mute

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



Is Your Fuel Keenan Clean?

KEENAN FILTERS®

By KTI Systems, Inc.

For Fall Show Discounts

Shop Online or Call - Use Discount Code - 9382

LETTERS

Andy — On the surface, it would seem ridiculous, even cynical, to criticize any efforts to remove plastic from the ocean. The Vox article did not mention the Sausalito-based Ocean Voyages Institute, which focuses on discarded commercial fishing nets and gear, which are large concentrations of decaying plastic, as well as navigation hazards, especially for smaller vessels. We applaud OVI for their work, and feel reassured that it will continue.

Vox's article referred to The Ocean Cleanup, which has been scrutinized by at least a few news platforms, and of whom we've always been a bit suspicious. We're not skeptical of the company itself, but rather, the idea that plastic — such as the everyday small-scale packaging that is central in our lives — can truly be removed by Ocean Cleanup's massive, ambitious machines. For decades, plastic has been (and is currently) decaying in the ocean, and exists in micro-concentrations even in remote regions of the planet, both in water and in the air. There is probably some amount of plastic coursing through your veins as you read this. (Seriously, though.)

With that in mind, does a cleanup pull our focus away from the real problem that seems far easier to solve, which is prevention, such as campaigns like John's in Puerto Vallarta?

We have often cited a 2019 New Yorker article titled A Grand Plan to Clean the Great Pacific Garbage Patch, profiling The Ocean Cleanup's CEO Boyan Slat, and often quoted this line: "[Ocean Cleanup] is a distraction from the real solutions that the entire global movement is now working on. The priority of governments, N.G.O.s, and the public ought to be preventing plastic from entering the ocean in the first place."



LOCKY MACLEAN / OCEAN VOYAGES INSTITUTE

'SV Kwai' fills her deck with nets, somewhere in the Pacific Ocean.

Ocean Voyages Institute upcycles the spoils into "long-life-span" materials for construction or infrastructure, such as UV-resistant benches. (Some of these proceeds are used to fund operations.) Captain Locky MacLean, campaign coordinator for OVI, said they flatly reject the pressure to create the kind of brand-identifying products made by The Ocean Cleanup, with their sunglasses, 4ocean, and their bracelets. "We don't want to produce anything that could potentially end up on a second go-around in the ocean," MacLean told us, adding that OVI is a shoestring-budget, boots-on-the-ground operation.

The Ocean Cleanup, by contrast, is a large-scale, multi-million-dollar nonprofit operation partnering with shipping giant Maersk for on-the-water operations. Boyan Slat has that bro-y, stylish shabbiness, high-level startup CEO charm, and all-around charisma to fundraise millions of dollars, and to sell the idea — which sometimes feels romantic, maybe even righteous — of a cleanup. "We always love the idea of cleanups more than we love the idea of prevention, or mitigation," the New Yorker quoted one scientist as saying. "Our affinity

YOUR #1 DIY RESOURCE

EVERYTHING YOU NEED. *All in one place.*

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

sunbrella®

TOPNOTCH®

TOPGUN®

Odyssey®

EverSoft®

PHIFERTEX®

STAMOID®

STRATAGLASS®

NAUGAHYDE®

Dura+Wax®

CHYRON®

Ultraleather®

CORDURA®

Marbern®

Sea®

EDGE®

SnapRite®

YKK®

DOT®

LOXX®

Tenara®

COATS®

A&E®

EDMINGTON®

Autolife®

& MORE!

 **SAILRITE®**
Est. 1969

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

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

©2022 Sailrite Enterprises, Inc.

SERENE SAILING FROM MARINA VILLAGE



CALL TO ASK ABOUT
OUR DISCOUNTS!

**Call now to experience
resort-caliber amenities
all year long.**

510-521-0905

www.marinavillageharbor.com



**1030 Marina Village Parkway
Alameda, Ca 94501**

LETTERS

for simplistic solutions isn't innate; they're narratives we've been sold." Surely, there must be some kind of easy-to-compute metric of how much time, money and energy is worth removing plastic, and where resources can be best placed.

And surely it starts on land. The vast majority of people mistakenly try to recycle up to 90% of plastic that is not, in any way, recyclable — it's pure landfill, which is the best way to ensure it doesn't end up in the water.

"When you read the statistics about plastic going into the ocean, it's alarming, whether it's one or several million tons," said Captain MacLean. "But when you bring a big pile of plastic back to the dock, it's a measurable quantity. You've got to start somewhere. You've got to start chipping away at it."

↑↓ SOME BILL LEE DEE-TAILS (WITH A SAD ENDING)

Minor correction to the statement, "134 of the Bill Lee-designed Santa Cruz 27s were built." [Nathan is commenting on the August 8 'Lectronic: The Santa Cruz 27 Renaissance and the King Harbor Race.]

My boat *Medusa* is hull #145 and was built in Santa Cruz in April 1982. The molds at that time were owned by

Elaine Patterson, who was operating under the business name of "Bill Lee of Sausalito," but I'm told Bill Lee's crew of builders in Santa Cruz continued to make the boats — or, at least, made mine.

The last hull number I know of is #162, built in August 1990 by Alar Yachts in Duluth. Its name is *Abide*, and it's sailed by Michael Aisenberg out of Chicago.

Alar Yachts was the last builder to own the SC27 molds, and I'm told they made three boats between 1988 and 1990. The

molds then went to Madison, WI, around 2010, where they sat unused on the property of Jim Fahey. I found them last year through Eric Thomas at Barker's Island Marina (which helped build the second Alar/Duluth boat), and they were offered to the class — but transport and storage was simply not feasible.

We were told they would be disposed of/destroyed, so I suspect that's what happened to them.

Nathan de Vries
Medusa, Santa Cruz 27
Alameda

↑↓ IS THIS A LINE FROM CAPTAIN RON?

We bought our first keelboat in the '90s from a broker in Channel Islands Harbor — the broker had been a long time liveaboard/cruiser including spending some time in New Zealand. He and his wife named their son Crew.



HILARIE DEGRUIT

The Santa Cruz 27 'Dynaflo' sailing at Santa Cruz Yacht Club's Buoy Fiasco in March.

SEWage

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



For more information visit
BoatCalifornia.com/pumpout





ATTENTION CRUISERS! MEXICAN LIABILITY INSURANCE ONLINE

MARINERS Insurance

Since 1959

Insuring Personal/ Commercial Vessels, Marinas & Shipyards

Retail and Wholesale Divisions

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

www.Marinersins.com

San Diego, CA
Newport Beach, CA
Bradenton, FL

 **Ins. Lic. #0D36887**

LETTERS

I was wondering about navigating out of the harbor and the best way to cross the shipping lanes to go south to Catalina, once we got to know the boat. So I asked him about navigating to Catalina. He kinda stopped, looked at me funny, and said:

"Go out of the harbor and turn left."

Roger Briggs

Roger — If anything's gonna happen, well, it's gonna happen out there.

↑↓ **THE LOWDOWN ON THE DOWN UNDER**

G'day! There are some great sailing-relevant sites if you're visiting Perth. [Rusty is commenting on the August 8 'LL: *Searching for the America's Cup, Down Under*.]

We were fortunate to live there for three years, and were members of Royal Perth YC while there. The facility you saw locked up in Fremantle was only the club annex. The main facilities are up the Swan River, in Perth itself. It really is a beautiful facility with much history. You will find much about the Cup on display there, including the starting cannon, and a nice wall display with the match brackets of the RPYC Cup activities, with half-hulls representing each boat.



LATITUDE / MONICA

'Australia II', the boat that broke the longest winning streak in sport's history, is on display at the Western Australia Maritime Museum.

Additionally, the flag poles at both the main clubhouse and the Freo Annex are former masts from *Australia II*. Finally, the gourmet market we used to shop in sometimes, named The Boatshed, is in the building where *Australia II* was built (between Fremantle and Perth), and has photographs, etc. commemorating this. RPYC is a fabulous club with much history, beautiful facilities and location, and many wonderful people.

Rusty B.

↑↓ **WE'RE OFF TO SEE THE WONDERFUL MARITIME MUSEUMS OF OZ**

In 2019, I visited Perth and Fremantle, including the Western Australia Maritime Museum. There's also the National Museum in Sydney, and the Bass Strait Museum in Tasmania, as well as the Western Australia Shipwreck Museum, which is a major highlight of the two maritime museums in Fremantle.

I spent hours in the Shipwreck Museum with the docents

WORLD *class* MARINA



Discover the history of Banderas Bay
and enjoy **Paradise Village Marina.**

Awarded **best marina** in Mexico!

**Cruising Mexico & Puddle Jump Seminars
At Downwind Marine, San Diego**

PROGRAM

- Safety
- Provisioning
- Timing
- Paperwork
- Route
- Fishing
- Weather
- Health Care
- Events
- Navigation

Friday, October 28th 2022 | 6:00 - 8:00 pm

Hosted by: **Dick and Gina Markie**



paradisevillagemarina.com



322 226 6728



The Marina Dock is located within the facilities of Paradise Village Resort.

RIPS, TEARS & CRACKS GOT YOU IN TEARS?



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



Call or stop by our shop

415.331.6527

thecanvasworks.com



The Canvas Works™
SAUSALITO, CA

LETTERS

and staff, learning the history of Western Australia. There is even part of the ship *Batavia*, a Dutch East Indies merchant ship that wrecked north of Perth. (Look up the 1628 *Batavia*; her replica is in the Netherlands.) The stories about her are blood-chilling tales of skullduggery, greed, mutiny, larceny, murder and more.

The *Batavia* story is part of the early lore of Australia. Many were hanged and two of the mutineers were left in Australia, becoming probably the first Europeans on the continent hundreds of years before the convicts in Sydney.

They were never heard from again!

John deCastro

⚡ THE FIRST SPOTTING OF A BIRD

The winds were blowing 50 knots against the outgoing tide, the waves were treacherous at 12-15 feet, and our 20-ft sloop had its main reefed, with no jib.

This was a scene for a disaster. But instead, there was a vision. Pax Davis, my dad, Packy, my 15-year-old brother, and I, age 14, decided to complete the second leg of the Vallejo Race on Sunday, May 3, 1947.

Our yacht, *Squali*, was designed for San Francisco Bay in 1937 and had a sistership called *Aweigh*. We raced in handicap Division 15, and won the season championship twice. We were constantly in the top three boats out of a group of 20 to 25.

Dad decided to take on the storm, which was much more than a squall, and he asked us if we were game. We had sailed in gestation, and we were willing to take on any challenge. There were only four boats at the starting line that morning, and we quickly jumped into first place — that was in the Mare Island Channel in front of the Vallejo YC.

But when we came to San Pablo Bay, the scene changed, and all we saw was water that was marked with danger.

A couple of our competitors dropped out, and we were alone in the deep troughs and out of sight. Dad was having trouble maneuvering *Squali* as the waves overcame our boat and were knocking us around like a cork without a sail. Dad then realized that we had made a mistake by not putting up the jib. He asked us if we were willing to do it in the middle of these tremendous waves and deep swells.

Of course we were.

We decided that I would go to the bow and clamp my legs around it, and Packy would hold onto the mast and hand me the jib, one clip at a time. Before I got started, a 12-ft wave came over the boat, and I was under water for a few seconds. Luckily, I stayed aboard and put on one clip. Then another wave came, and I was under water again. (I never asked Dad if he was worried that I might not be able to hold on to the bow, and when the water receded, that I might not be there.)

Wave after wave, the big swells never stopped pounding



BENSON LEE

We imagine that Porter Davis's first vision of the infamous Bird class 75 years ago might have looked something like this. (On theme, this boat is named 'Cuckoo'.)

Easy Access

EMERY COVE YACHT HARBOR

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

BUY OR RENT A SLIP

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

AMENITIES

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

ON PREMISES

- Emeryville Yacht Club
- Rubicon Yachts
- SailTime
- Webosolar

Certified

Clean Marine

BoatUS
cooperating marina

CALL FOR AN INFORMATION PACKET | 510-428-0505

3300 Powell Street, Emeryville, CA 94608 | www.emerycove.com | Email: info@emerycove.com

LOVE YOUR SAILBOAT?

...the maintenance... not so much?



Explore Professional Yacht
Management Services by

MODERN SAILING SCHOOL & CLUB!

We're recruiting sailboats 30-32'
or 38-44' LOA and less than 5
years old to join our charter fleet.

OUR BOAT OWNERS ENJOY:

- A share of charter revenue to offset the costs of ownership
- Berth in a friendly, beautiful marina within easy reach of the Golden Gate Bridge
- All maintenance, cleaning, and repair services managed and provided by our skilled fleet technicians and locally outsourced experts
- Discounted member pricing on our ASA Courses, Sailing Clinics, and Local Destinations.



(415) 331-8250
office@modernsailing.com
www.modernsailing.com



HUTCHISON PORTS
ECV Marina

WE ARE READY FOR THE

BAJA HA-HA 2022

COME, STAY & ENJOY!

WE ARE LOCATED IN
ENSENADA'S DOWNTOWN

SPECIAL RATE: \$2 USD PER FOOT
+ EXCLUSIVE PROMOTIONS FOR PARTICIPANTS!

OUR FACILITIES

Double breakwater / Walking distance downtown
Dock box / Parking / BBQ area / Laundry room
24 hours security

If you have all the documents as required, we can help you
with your paperwork for arrival, departure and TIP
FOR FREE!!

RESERVATIONS

www.Marina.HutchisonPortsECV.com
reservations@HutchisonPortsECV.com
TOLL FREE +1(877) 219 5822 | +52 646 173 4141



DOCK &... DINE DRINK SMOKE STAY PLAY SHOP

Home of the Trail Guide!

Experience the best of
SF ON THE BAY Cities
sfonthebay.com/list-38



EMERYVILLE



RICHMOND



SAN PABLO



RICHMOND



EMERYVILLE



OAKLAND



ALAMEDA



ALAMEDA



BERKELEY



OAKLAND



RICHMOND



EMERYVILLE



SAUSALITO



HERCULES



SAUSALITO



The Bay...
it brings us together

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

www.sfonthebay.com/subscribe

LETTERS

Squali. Clip after clip, I put on the 20 clips, and weathered the 20 swells. My fingers were freezing, and when I was done, I could barely move my hands. They felt frozen.

Packy pulled up the jib. Dad set the sail. Packy grabbed me and helped me into the cabin below. He turned into a great nurse. He got me clean and warm clothes, helped me dress, and got me some warm soup. As I recall that moment, 75 years ago, I was proud of my dad and thankful for such a caring brother. What a team! No wonder we won that race and more season championships in the future.

There was another major event that day that would come to fruition 20 years later.

As I was going under water and clipping on the jib, I would come up and see these large yachts going past us. They had full sail, and they pointed 10 to 20 degrees higher into the wind than *Squali*. They went through the waves like a submarine. The harder it blew, the higher they would point into the wind. I was dumbfounded. How could they do that and have full sail?

When we finished the race, I asked Dad, and he said they were Bird Boats. Then he explained that they were designed for San Francisco Bay in 1922 by the famous yacht designer John Alden, and that they were beautifully designed to sail in heavy weather.

It was then that I made the decision to buy one of them some day.

That day came in 1968. I had recently sold the Mercury sailboat that I had built, for \$3,000. Then I started calling all the owners of Bird Boats — I called the owner of the *Oriole* and told him I wanted to buy a Bird. He said he was Gerry Rumsey, the co-owner with his brother, John, and they would like to sell her for \$3,000. Well, I was taken aback about how easy it seemed to make this purchase happen to make my dream come true.

Oh!, for the Vallejo Race of 1947.

Porter Davis
Larkspur

⬆️⬆️ EXPIRED FLARES ARE STILL DIFFICULT TO THROW AWAY, BUT THERE ARE SOME UPCOMING EVENTS

Too bad the Coast Guard RCC does not accept expired flares when they take your expired EPIRBs. There seem to be limited to zero resources to assist disposing of these hazmats.

Skip Allan
Capitola

Skip — I agree! Expired flares being hazmat complicates disposal. Fortunately, California State Parks has a program and is very proactive in holding multiple events throughout the state for mariners to dispose of expired flares. They actually just held a collection event this last weekend [in late August] at Dana Point Harbor.

Go to www.calpsc.org/cpsc-marine-flare-projects for more information.

Douglas Samp
Alameda



It's an issue that often flares up in the sailing community: what to do with expired flares?

BOAT US

Readers — Please check this issue's Calender for a list of

SAIL A SMALL BOAT DAY

RICHMOND YACHT CLUB
351 BRICKYARD COVE ROAD
PT. RICHMOND, CA
65109 237-2821



**FREE
RIDES
AND
FREE
HOTDOG
LUNCH**

**N
O
V
E
M
B
E
R
5**
SATURDAY 10:30 AM TO 3:30 PM

"The small-boat sailor is the real sailor."
— Jack London, 1912

This event is open to everyone - yes, EVERYONE! You could get wet, so bring warm water repellent clothing. More info at www.richmondyc.org




Richmond BoardWalk

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

<p>RENT WATER SLIPS 21' to 44' Foot Slips Available Sail or powerboats 24 Hour Camera Facility Security Card Key Dock Security</p>	<p>RENT INDOOR STORAGE Secure storage for extra gear Ask about 1st Month Free!</p>
<p>RENT DRY SLIPS Up to 30' sailboats Self-service hoist Free use of electric cart for towing</p>	<p>LEASE PERSONAL OFFICE SPACE 160 sf. up to 5000 sf. Beautiful Water View High Speed WiFi Safe and Secure</p>

510-236-1933
1160 Brickyard Cove Rd., Suite 200
Point Richmond, CA 94801
info@richmondboardwalk.com • www.richmondboardwalk.com



COMPASS CANVAS



Compass Canvas specializes in the design and fabrication of:

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

**1150 BRICKYARD COVE ROAD
POINT RICHMOND, CA**
415.299.3415
www.compass-canvas.com


Compass Canvas
@Compasscanvas




BERKELEY MARINE CENTER



THE BAY AREA'S FULL SERVICE BOAT YARD

www.berkeleymarine.com
(510) 843-8195

Sea Hawk
PREMIUM YACHT FINISHES



NEIL PRYDE SAILS

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



Seattle
Scott Pitroff
206 284-9004

Oregon
Derek Hardy
Glen Hughes
541 515-7443

S.F. Bay
John Amen
707 762-9711

Newport Beach
Bob & Alec Kettenhofen
949 645-5388

Serving the West coast with professional, quality work and consultations. Since 1970

Contact us today

neilprydesails.com

LETTERS

upcoming expired-flare-collection events this fall.

↑↓ **WEBB CHILES, AND WHAT COMES NEXT AFTER LIVING AN EPIC LIFE**

While my solo sailing life couldn't compare to Webb Chiles', it was still *mine*. It started at 48, after hanging up my Italian racing bike, on which I rode 100-mile days. (I had raised five teenage daughters who'd joined the family, but left it to solo in 1986.) I completed two passages (crewed), raced in the San Francisco Singlehanded Sailing Society, and lived in a floating home.

What came next for me? Organic farming. And volunteer farming in France and Italy over the past 10 years, until I was 80! (Did I mention that in 2012 I moved to Tel Aviv and became an Israeli citizen?) Now, I live 'aboard' my 1968 Airstream, with an organic contained farm surrounding it, close to the Bay and filled with memories. [I will be] back in France at 82, this time retracing my Riviera steps, as well as visiting Paris, where I lived for five months.

Next? What next? More gardening and who-knows-what. "What is life? If it isn't adventure, it is nothing at all." I think that's a quote from Herbie Hancock, jazz pianist, whose signature piece is *Maiden Voyage*. (Actually, it was



PHOTOS COURTESY WEBB CHILES

Webb Chiles being Webb Chiles through the ages.

the trumpeter Wynton Marsalis! I guess I loved the notion of a maiden voyage. PS: In the mix, I played cello.)

I once wrote a very sophomoric blog. I ended each episode with, "It's a life, and it's enough." When people ask me why I don't write now, I am quick to answer, "I'm still gathering information."

I love your story, Webb, and I really understand "What comes next?" Have you considered farming? Farming is as challenging as the sea, just more *éléments*, where one must always be mindful of the wind direction.

Blanche Lenine-cruz

Blanche was commenting on the August 31 'Electronic Latitude with the same name as this letter.

↑↓ **THE DOORS**

Webb — Life is like a hall of doors. Many doors are partially open and inviting us to step through. One issue is that



Fisheries Supply

Marine Supplies Since 1928

Samson & Polyform Winterizing Sale

Secure Your Boat with Up to 20% Off Samson Anchor & Dock Lines Along with Polyform Fenders

Featuring pre-cut lengths and spools on HarborMaster Dock Lines and Pro-Set 3 Anchor Lines.

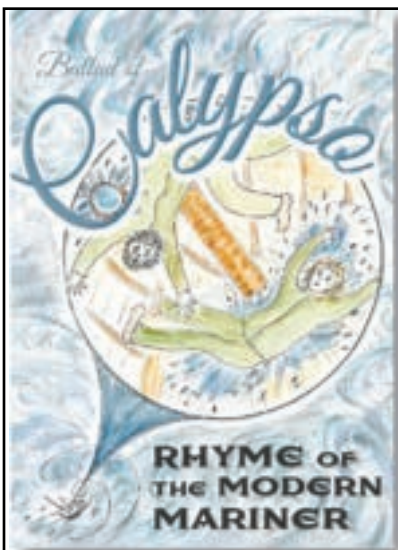
And individual and case discounts on Polyform F-Series, G-Series and HTM Series Fenders.



SAMSON
THE STRONGEST NAME IN ROPE

Now through October 31
fisheriessupply.com

Polyform
U.S.



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



By Dennis McGuire



www.balladofcalypso.com

MARINA DE LA PAZ
Your Home in the Sea of Cortez
www.marinadelapaz.com



Official
Sponsor
2022
BAJA
HA-HA

Join us for the
BAJA HA-HA BEACH PARTY
Sunday, November 20
4-7 p.m.

TEL: 01152 612 122 1646
email: marinalapaz@prodigy.net.mx
www.marinadelapaz.com

Apdo. Postal 290, La Paz, 23000
Baja California Sur, Mexico

SAIL WITH US!

HIRING SAILING INSTRUCTORS

- Flexible scheduling
- Competitive pay rates
- Club-owned boat use



OPENINGS FOR SAILBOATS

- 30' - 40' cruisers or racers
- Revenue sharing
- Full service yacht management
- More sailing, less fixing!

INQUIRE@INSPIRESAILING.COM

WWW.INSPIRESAILING.COM



School & Club at the Berkeley Marina

LETTERS

opening one door closes others.

Having suddenly found my plans for the rest of my life changed by the death of my wife of 50 years, I find myself trying to decide which doors I can go through. Too many options make it hard to choose. So I started closing doors.

There were those things that fit into a category of, "It would be a good idea to..." but not really. I had a friend who taught guitar lessons — he had 20 students at a time, about 18 of whom "thought it would be cool to learn how to play guitar," but wouldn't do the work. Then there was that one who caught the passion and could not be held back. I don't want to engage in, "It would be nice to."

I want to live with passion.

Then there are those things that are no longer available. I've aged out of some doors, or wised up.

So the question of what's next is being narrowed down to a more manageable number of doors.

It is interesting to me that while you have lived that life of engaging in the thing for which you have a passion and because of that "being" (to use your term), you have become a role model for many; having completed some amazing missions (and adventures, like drifting through a large part of the South Pacific in a liferaft tied to your swamped boat) you find yourself wondering what's next.

I do, too.

Daniel J. Irwin

↑↓ A WORD FROM THE WORLD WIDE WEBB

Evening here, and I am sitting on the screened porch overlooking Skull Creek not long before what will be a dim sunset. It is very quiet here. A pleasant temperature of 77 caused by overcast sky and a rainy day.

I don't know that I have been seduced by comfort. It is indeed possible. I do live in comfort. I am sitting here surrounded by beauty, listening to the soundtrack of *The Hours*, sipping Plymouth gin in a place that most of the eight billion of us on this planet could not afford. I am here due to Carol's success. But as you may know from my journal, in which I have posted a photo of her taken not long after we first met, I did not marry her for her money. By myself, I would be knowing equal beauty and serenity on *Gannet* at sea or some distant anchorage.

But I believe I am more — and I paused at that. More what? More troubled by meaning? Or perhaps lack of it.

When I understood what I believed I ought to do during the "being" part of my life, I did it, although with inevitable missteps, I believe I would do whatever I thought I ought to do today, however uncomfortable. But I don't understand beyond my commitment to 2026, which will be satisfyingly uncomfortable to others if I am up to it.

In the meantime, I am going to enjoy what beauty and joy I can at an age I never remotely expected to achieve.

Webb Chiles
Gannet, Moore 24
Hilton Head, SC

Webb — Always a pleasure to hear from you. We hope that you and your wife Carol are enjoying Hilton Head.

Readers — In our August 31 'LL, we wrote, "Chiles has also been subdued by that most ruthless of adversaries to epic plans and adventure: comfort." Regarding the word adventure, Chiles wrote us: "I have often been called an adventurer, but have never myself claimed to be. One of my lines is: Amateurs seek adventure; professionals seek to avoid them. I have always sought to avoid them. They happen anyway —

www.hydrovane.com

FEEL THE FREEDOM

With Hydrovane: Your Independent Self Steering Windvane AND Emergency Rudder

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

"I made it from San Diego to Hawaii and loved using the Hydrovane (her name is Ruby!)"

- OLIVIA, SINGLEHANDED SAILOR
SV JUNIPER, PANDA 34 @wildernessofwaves



Photo
@joshmunoz



★ HYDROVANE ★
STEERING THE DREAM



BALI
CATAMARANS

BAVARIA
YACHTS

Catalina Yachts

CATANA
YACHTS

TRUE NORTH

www.CruisingYachts.net



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

DOZENS OF NEW BOATS COMING! QUALITY LISTINGS NEEDED!

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



'22 CATALINA 315 - IN STOCK!



'23 CATALINA 425 - IN STOCK!



'22 BAVARIA C42 - IN STOCK



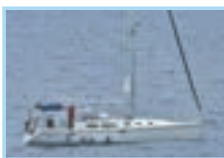
'22 BAVARIA C45 - IN STOCK



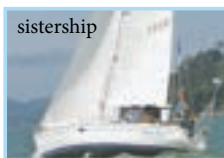
'22 BAVARIA C38 - IN STOCK



'88 CAMARGUE 48 - \$99,000



'07 CATALINA 42 - \$207,000



'96 CATALINA 36 \$69,000



'94 CATALINA 36 - \$65,000



'92 CATALINA 34 - \$43,000



'03 BENETEAU 361 - \$89,000



'09 R. PERRY 20 \$45,000



CALL US TODAY
401-847-7960



Gain a full
knot of speed

GORI PROPELLER
experience the difference

Lowest drag, 100% reverse thrust.
Unique Overdrive pitch.



Best rope & line cutter there is!
Two piece, simple underwater
install. No prop removal.



Now 2X
More
Teeth!



New! VARIPROP GP

Feathering Profile Blade. 10% greater performance.
outstanding reverse, extraordinary thrust.

New Symmetric high-tech Gawn Profile blade

MOONLIGHT HATCHES High quality
hatches & portlights. Flush, compact, elegant design.



sales@ab-marine.com | ab-marine.com

HARDWARE SAIL

ROBUST **BATTSLIDE**

TUFF LUFF RELIABILITY

BOOM FURLING

INNOVATION

JIB FURLING SOLUTIONS

LIFESTYLE

IDEAL WINDLASS

PERFORMANCE

SCHAEFER
LEGENDARY STRENGTH

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

WWW.SCHAEFERMARINE.COM

BETA MARINE

REPOWER SOLUTIONS

WHAT WE OFFER

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

WHAT SETS US APART

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



Beta Marine West (Distributor)

400 Harbor Dr., Sausalito, CA 94965 • (415) 332-3507
www.betamarinewest.com • info@betamarinewest.com

BOAT LOANS

Rates as low as 4.30%*

Unbeatable rates.

Call Sally Kraft today
for a free quote.

(925) 963-2926



\$100K+ loan amount. Rate fixed for 3 years, then adjusts to WSJ prime + .50%
Rates subject to change. Call for complete details.



www.seacoastbank.com

A division of Seacoast National Bank.

LETTERS

but planning and preparation keep them to a minimum."

↑↓ **THE ORMA 60 TRIMARAN DEFIANT RAN AGROUND ON ANACAPA ISLAND NEAR THE CONCLUSION OF HER WEST COAST TOUR. OUR READERS DEBATED ANCHORING TECHNIQUES.**

In my experience, the twin flukes of a Danforth-style anchor tend to snag a wad of kelp, preventing them from digging into the bottom. A plow is much better at cutting through to the ground. If the lighter-weight anchor is preferred, avoid anchoring around kelp. I have a horror story on that subject.

To avoid the yawing and lunging of a race-horse kind of boat, you almost have to have two bow anchors at an angle of at least 60 degrees. But to avoid doing a complete flip, which it sounds as if this boat might want to do, you would probably need a third stern anchor — with short scope so it can drag if the wind shifts. It's a lot of work.

Maybe a stern sea anchor/drogue would do it?

Marc Hughston of Newport has made studies of these anchoring quirks.

Pulling into Anacapa at night, I liked dropping the hook(s) south of the lighthouse in 50 feet of water. This is outside the kelp with lots of sand, no rocks. But with a plow, your boat likes to sail circles around the anchor all night.

Mark Howe
Adrenalin, Santa Cruz 50
Richmond

These comments stem from the September 7 'Lectronic: Defiant's West Coast Tour Meets Rocky Conclusion.



TOWBOATUS VENTURA & CHANNEL ISLANDS

On the way to Los Angeles, the ORMA 60 trimaran 'Defiant' (formerly 'Mighty Merloe') anchored at Anacapa Island, but dragged, and was wedged into this cove. Captain Donald Lawson lowered one of 'Defiant's' daggerboards to try to stave off some of the damage to the outer hulls. The trimaran was eventually towed to Ventura Harbor.

↑↓ **ONE TIP, THE WHOLE SITUATION**

There are *not* often good anchoring conditions out there. I went down the anchor line of our dive boat one morning and found just *one* tip of the huge Bruce caught on a rock. Just one! I wondered if the boat would be there when we got back.

I *don't* like to criticize folks as you never know their whole situation.

Riki Garbanzo

↑↓ **ASKING, NOT CRITICIZING**

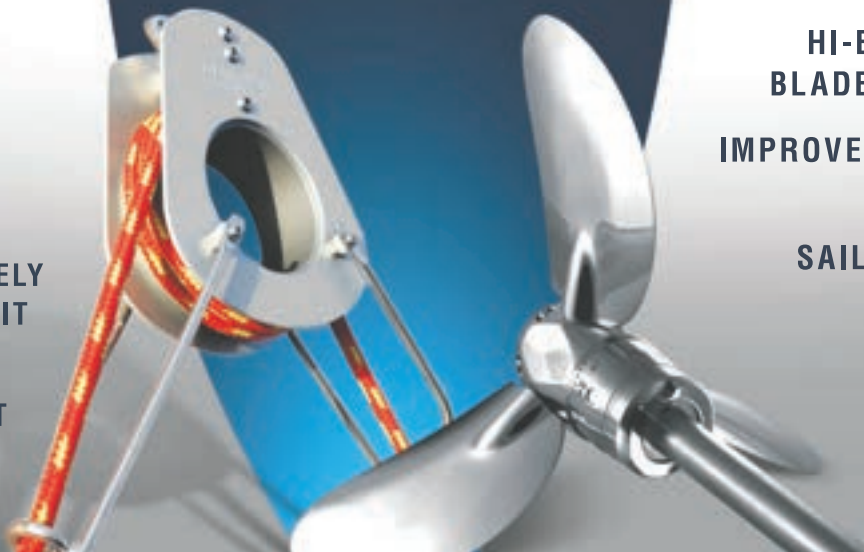
Would a stern anchor have helped? Or two stern anchors? I'm guessing as she sailed toward the bow anchor, it

www.boom-brake-walder.com



- FOR SAFE AND SMOOTH JIBING
- NO MORE NEED FOR PREVENTER
- EASY TO INSTALL
- ADJUSTABLE SAFELY FROM THE COCKPIT
- FOR MAINSAIL UP TO 1180 SQ.FT

SAILING EQUIPMENT YOU CAN TRUST



www.ewol-propellers.com



- HI-EFFICIENCY •
- BLADES PROFILE
- IMPROVES DOCKING •
- IMPROVES •
- SAILING SPEED
- IMPROVES •
- MOTERING SPEED

BRISBANE MARINA - It's All About Location



FRIENDLY STAFF & LOCATION

When you arrive, you feel at home, away from home

GENEROUS ROOM TO NAVIGATE

75 foot wide fairways and channel access

SPECTACULAR ACCOMMODATIONS

Convenient parking, Bay Trail access, picnic areas, private showers & laundry, Wi-Fi, and Sierra Pt. Y.C.

COMPETITIVE RATES

Starting at \$8.67/foot

Stop by to see what we can do for you & your boat



From Hwy 101, take the Sierra Point Pkwy exit and follow the signs to the marina.

400 Sierra Point Parkway
Brisbane, CA 94005

www.brisbaneca.org

(650) 583-6975

harbormaster@brisbaneca.org

AIRX
SPINNAKER FABRICS

watt&sea

PLASTIMO

HSX
HYBRID TECHNO SAILCLOTH

KARVER
sailing experience

**The Best In Top Quality
Marine Products. Since 1917.**

15242 Transistor Lane, Huntington Bch, CA 92649
800.433.0101 www.bainbridgeintusa.com

MARINA BAY YACHT HARBOR

RICHMOND CALIFORNIA

Great Location Deep Draft

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

LETTERS

was unable to hold, and turned the boat toward the anchor point.

Would it have been safer to just stay out in open water? I'm not criticizing but asking; I am planning to get down to the islands sometime later this year.

Seems there are very unusual weather events happening this year all over.

George J. Shea

↑↓ LET'S TALK ABOUT CARBON FIBER

There is a lot to be said about how strong modern boats are today. I watch the SailGP boats collide, and instead of sailors being crushed mid-torso, the foils completely fend off the other boat. The SailGP boats are big, heavy things, and to see the foils stop them is amazing. I doubt marine-grade plywood would have taken being aground in that cove as well as carbon. In this case, he actually lowered the daggerboard to try to stave off some of the damage!

Brad Smith

↑↓ THE TAX MAN COMETH

Bay Area tax assessors have gone crazy in the last few years, especially in Alameda, as well as one of the assessors in Marin. (The other assessors in Marin, and the Assessor herself, are great, and very reasonable and understanding.)

As a Sausalito-based yacht broker, I have been fighting with several assessors for years — especially in Alameda, which has had a long history of questionable and very aggressive conduct with regard to assessing boats, and often act as if they don't have to answer to anyone.

If you want to challenge the assessment, you can contact a yacht broker for "boats sold" information; it will show what the boats actually sold for, *not* for the listing prices. Most boat owners can get their assessments reduced; you just need to get a Vessel Statement of Value (not a survey or appraisal) from a yacht broker.

Also, check with your insurance: If your assessed value is now \$300,000, but your insurance value is \$200,000 and it's on your bill, that is sufficient proof and can get your value adjusted. If none of these gets your value reduced and your assessor is ignoring you, then you can easily contact Lisa Thompson at the California Taxpayers' Rights Advocate Office [a branch of the State Board of Equalization (BOE)].

And be sure to keep all your correspondence with assessors, BOE or any government agency by email, not phone, so you have a written record of it. Correspondence by phone or mail won't give you proof of sending it. Email is best, and all assessors have email addresses. You have to get the right department. You need the assessor, not the tax collector, which is where the bills come from. And in most assessors' offices I have dealt with, one hand (office) does not know what the other hand (office) is doing.

John 'Woody' Skoriak
Sausalito

Woody is commenting on the September 12 'LL: Property Tax Increases: Are Sailboats the Best Investment of the Past Two Years?

↑↓ THE PRINCIPLE IS ABSURD

I own a 37-year-old Santa Cruz-built boat. In 2021, it was assessed at \$7,812. That was not unreasonable. This year, it went up to \$9,687. That's only a \$21 increase in my actual tax, so not a big hit on me.

But the principle is absurd.

It's hard to understand how a boat that old could just

WE ARE
CELEBRATING
THE ONE-YEAR
ANNIVERSARY
OF OUR
**GOOD
JIBES**
PODCAST



SPRACHT

SPRACHT
BONEHEAD SPORT™ Bone Conduction Headset
Model BH-500



Features of Bonehead Sport™

- 01. Bone conduction technology allows you to hear your music and take calls without blocking your ears.
- 02. IP67 waterproof rating allows you to use the headset in the pool or at the beach.
- 03. 16mm drivers provide clear, crisp sound.
- 04. 16mm drivers provide clear, crisp sound.
- 05. 16mm drivers provide clear, crisp sound.
- 06. 16mm drivers provide clear, crisp sound.
- 07. 16mm drivers provide clear, crisp sound.

Model: BH-500
Color: Black
Weight: 15g

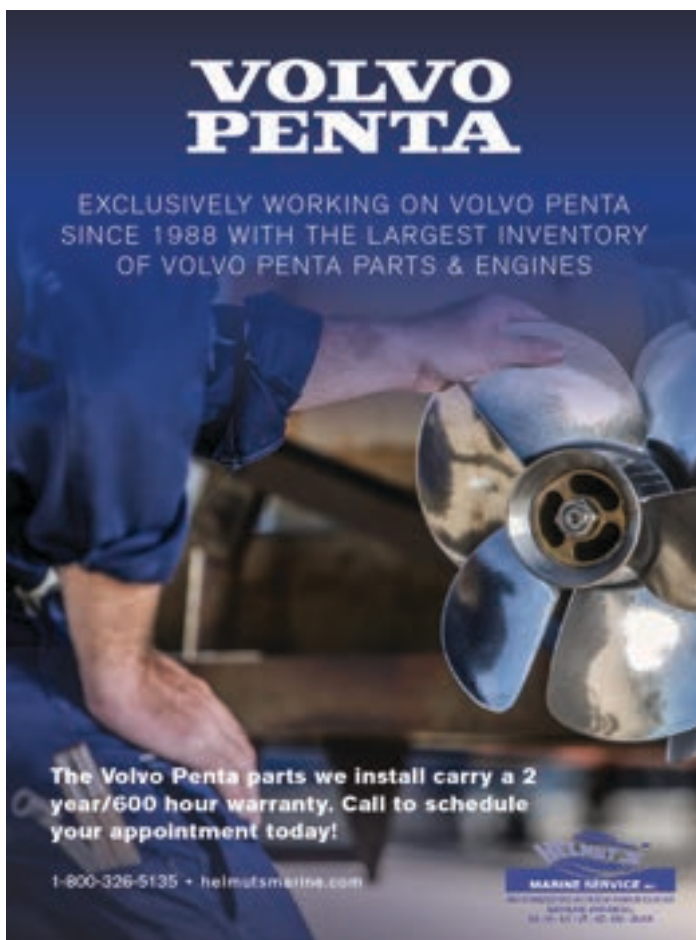


TO CELEBRATE THE ONE-YEAR
ANNIVERSARY OF GOOD JIBES
WE ARE GIVING AWAY FIVE SETS
OF SPRACHT BONEHEAD HEADSETS

**Signup
to WIN!**



www.latitude38.com/goodjibes



VOLVO PENTA

EXCLUSIVELY WORKING ON VOLVO PENTA
SINCE 1988 WITH THE LARGEST INVENTORY
OF VOLVO PENTA PARTS & ENGINES

The Volvo Penta parts we install carry a 2
year/600 hour warranty. Call to schedule
your appointment today!

1-800-326-5135 • helmutsmarine.com

MAKING SERVICE
REPAIRS • OIL CHANGES • TUNING
SPECIAL PRICING
10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100



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

www.marinesurvey.org

1.800.344.9077

Like us on
Facebook

**SOCIETY OF
ACCREDITED MARINE SURVEYORS**

LETTERS

jump in value like that in 12 months. Maybe an assessor saw us varnishing the wood bits or servicing the winches?

David J. Gruver
Sketch, Olson 25
Marin County

↑↓ A LITTLE WORK TO ARRIVE AT FAIR VALUE

I had Marin County pump up the value on my boat. It took some effort, but I got them to reassess and drop the assessment by over 30%, which was fair value.

Charles Pick
Box of Rain, J/105
San Rafael

↑↓ APPEALING TO A SENSE OF LOGIC

The 2016 valuation for my boat was \$25,3348. The 2022 valuation is now \$42,6676. Not really justifiable, so I have appealed. Thanks for the article. The BOE info is interesting inasmuch as the Marin Assessor *completely* ignored it.

Peter Le Lievre
Nauticat 331
Sausalito

↑↓ PARTIAL SUCCESS

I had the same arbitrary issue in Marin County. I appealed with a copy of a *Yacht World* ad for a boat in similar condition as mine with partial success. The assessor lowered the value, albeit not to the level I think is correct.

Rod
Marin County

↑↓ A TAX ALCHEMIST

A few years ago, I got a junk/parts boat for \$100, a MacGregor 25. The county argued for a long time that it was worth over \$5,000. In the end they agreed with me, but it took effort. I told them if they could get \$5,000 for it, I would split the profit. They must think I am an alchemist. Everyone should demand realistic valuations, not their sight-unseen values.

Joseph F. Maciorowski

↑↓ A TAX FROM A BYGONE ERA

The government wants to decrease inflation, yet county assessors increase taxes by 20-30%. Go figure.

Taxes on boats and planes are arbitrary luxury taxes from a bygone era. When I'm sailing or cruising, I see families and friends from all walks of life enjoying the experience. Why would you want to tax that away?

The letter from the State BOE is certainly telling: The state is telling counties when and how to raise taxes on boats, because everyone who has a boat must be rich and can afford inflationary expenses. My impression is that most boat owners in places like Eureka, Monterey or the Delta are not rich.

The letter is an insult to taxpayers, and the 20-30% tax increase is a money grab. I'm fighting my increase.

Michael Carey

↑↓ A SLIGHT CORRECTION, AND AN UNUSUAL CREW DEALING WITH AN UNEXPECTED CRISIS

Latitude's September article was well balanced, but I want to correct an important statement.

After Andy Schwenk was safely aboard the tanker, we calmed down, took stock (over 1,000 miles from land, no mainsail, our resources) and decided on a watch schedule.

LETTERS

We purposely did not select a "captain" because, with vastly different skills to contribute, it would take equal contributions to get *Spindrift V* safely ashore. [In our September-issue story, we had said that Peter English, the author of this letter, had taken over as captain.]

We decided that major course and sail selections would entail input from all three of us. Sleep was hard to come by, so we would not awaken anyone unless it was urgent. With full buy-ins and contributions consistent with skill levels, giving orders was unnecessary. Unusual, but it worked.

Destry Lewis, who proved that he could fix anything and everything that came apart, became our humorist. Paul David, besides handling the daily shoreside link for weather info, proved he could take any three cans of food and quickly turn them into three attractive dinners. We shared the helm equally.

For the next six days, a crummy sea state and northeasterly winds that prevented our laying the Gate were our companions. (Gorgeous sunsets and catching one tuna were the exceptions.) Paul also became our "squirrel," by finding 14 gallons of precious water to ease our rationing. And finally, for two days the wind direction lifted, whales spouted, and some dolphins paid a visit.

The six Richmond YC boats that came to meet us surprised us at Point Bonita just after midnight, and escorted us all the way to RYC's guest dock. On the way, Ian Rogers jumped aboard from a RIB with three silver goblets of a liquid we hadn't seen in 19 days, saying, "Welcome home!" We were speechless and very grateful. It was one hell of a late night! RYC takes very impressive care of their own, as Andy will find when Stanford Hospital lets him out.

Peter English
Sausalito

↑↓ JUST GO!

If you're on the fence because of the list of things yet to complete, here's some great advice we got in 2006: "Just go!" Some of the items on the 'to-do list' were still on the list after we got back, when we sold the boat in 2008.

Pat McIntosh
ex-Espiritu, Hunter 430
2006 Baja Ha-Ha
Carmichael

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



ANDY SCHWENK

After Andy Schwenk was forced to step off his Express 37 'Spindrift V' during a Hawaii-San Francisco passage in July, his remaining crew was forced to redefine their roles and get the boat safely back to shore.



WEST COAST
MULTIHULLS

619.365.4326

Charter a Seawind 1260 in the Sea of Cortez!



Catamaran Sailing Lessons and Charters
www.charter-catamaran.com



SPECIALISTS

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

We Insure:

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

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

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

www.heritagemarineinsurance.com

800-959-3047

Fax 860-572-5919

info@heritagemarineinsurance.com

SAUSALITO



LIST MARINE INC.

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



YANMAR

69 LIBERTY SHIP WAY • SAUSALITO, CA 94965
Adjacent to Schoonmaker Pt. Marina

415-332-5478

www.listmarine.com

LOOSE LIPS

Did someone say "submarine"? That idea got the most traction in last month's Caption Contest(!). Sailors around the Bay have now been spotted trying to perfect Ethan's feat and create the perfect sailing-sub. "Take 'er down, Virgil!" — John.A.Glynn. "Give me a ping, Vasili. One ping only, please." — 805maker. Beni Bacon commented, "The Navy's new sailing submarine makes its appearance." But then added, "With that said, impressive sailing." And we agree! Well done on an outstanding performance, and for creating such a fun photo for us to play with. Check below for the winner and top ten captions.



© JACK BARTON

The winner: "Ethan wisely avoided the crowd at the leeward mark by going under it." — John Callahan.

"Boy, the front brakes on this thing are really grabby." — William Willcox.

"Captain, I told you we could sneak into the Bay disguised as a Laser racer!" — David N Henry.

"Work continues on the development of the revolutionary Anti-Foiling mechanism." — Mark Erdrich.

"All ahead 2° down-bubble." — @mr_dinneenio.

"Trying out the new Laser depthfinder." — @redtim.

"Who put that Class I rapids here?" — Chris Lippi.

"Vang ON! Nope. Vang OFF! Dang, something's gone amiss..." — Eben Kermit.

"Hey! Wait a minute! Didn't we have someone on fore-deck?" — Ron Harben.

"Rudder's clean, check." — Stanly Martin.

"See, I told you I could make a sailing submarine!" — Scott Henry.

"The sail, the play of its pulse so like our own lives: so thin and yet so full of life, so noiseless when it labors hardest, so noisy and impatient when least effective." — Henry David Thoreau.



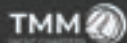
DISCOVER THE TMM DIFFERENCE

TMM Yacht Charters is a premier charter yacht company delivering the finest sailing experiences in the British Virgin Islands. You can expect meticulously maintained yachts and first-class customer service. Our diverse, modern fleet consists of Lagoon, Fountain Pajot and Nautitech catamarans.

For Reservations:
Call 1-800-633-0155 or
email charter@sailtmm.com



For Yacht Sales &
Management Programs:
email don@sailtmm.com



1-800-633-0155

www.sailtmm.com

Yachtfinders/Windseakers

in the heart of
San Diego's boating community



2330 Shelter Island Dr. # 207, San Diego, CA 92106
info@yachtfinders.biz
www.yachtfinders.biz
(619) 224-2349
Toll Free (866) 341-6189

A LEADER IN
BROKERAGE
SALES
ON THE
WEST COAST!



70' SANTA CRUZ '85 \$598,000
Turnkey Subchapter T vessel ready for charter business. Great opportunity to obtain a swift sailing passengers-for-hire boat



58' CUSTOM YAWL '38 \$299,500
Jada. All-wooden historical yacht certified for Charter for up to 38 passengers. Completely restored Performs with speed and grace.



38' CUSTOM BLOCK ISLAND BOAT '60 \$39,500
Scrimshaw. This wide beamed double-ender with great handling qualities is a natural for short-handed sailing. Impeccably maintained.



54' CUSTOM SCHOONER '84 \$399,000
Frank Edmund. A truly custom yacht! Built by the owner, a shipwright since 1957. Cold molded hull. Bow and stern thrusters for maneuverability.



37' BANJER 37 '70 \$99,000
Knockabout. Very capable boat that has been cruised extensively. With her blue water gear she's ready to carry on in comfort and safety.



33' FLYING TIGER 33 '06 \$29,900
Occam's Razor. Well-maintained and outfitted. Light weight, no frills boat intended to race. Sail inventory from training to performance sails



30' CATALINA 30 '79 \$32,000
Kolohe. The cleanest Catalina 30 you will find on the water today. Meticulously maintained cosmetically and mechanically. A must see!



31' PEARSON 31-2 '89 \$38,000
Satva. A fast boat with ample sail area proportioned into a powerful rig. Contemporary hull Almost no wear and tear; very clean vessel.

THINKING OF SELLING YOUR BOAT?

LET US HELP!

Power or Sail, we have buyers waiting. Call us at 619.224.2349 or email: info@yachtfinders.biz

NAVTEC HYDRAULICS



Supplying smooth and reliable hydraulic systems for over 50 years



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

NavtechHydraulics.com

SIGHTINGS

nonstop sailing: the pacific cup detour

In the September 2021 issue of *Latitude 38*, Kelly Gregory was in Fiji as one of three women in the "unmanned circumnavigation" aboard *SV Islander*. Starting with a crew of two, Kelly and Barbara, they sailed the 34-ft sloop from San Francisco Bay to the Galápagos Islands, picked up a third crewmember, Cristina, and crossed the Pacific. It was in Fiji where the voyage took a pandemic break.

By February 2022, after a few additional Pacific adventures, Kelly was back in California in full prep mode for the Pacific Cup with her partner, Patrick Haesloop. Together they own Moore 24 #62 *Puffin*, and they made plans to race the 24-ft sloop from San Francisco Bay to Hawaii double-handed.

Kelly and Patrick posted this log entry for her qualifying sail: "Slipped out the Gate in a mystical mass of foggy air on May 6, two souls on board, Kelly and Patrick. The canceled Blue Water Bash was modified into the *Puffin* Blue Water Shred. Light westerlies carried us up to Drake's Bay;

continued on outside column of next sightings page

phasing out

The UK Hydrographic Office (UKHO) has announced that it will stop producing paper nautical navigational charts. The organization, which provides hydrographic and marine geospatial data to mariners and maritime organizations around the world, says the move is in response to "more marine, naval and leisure users primarily using digital products and services for navigation."

Sailor Tom Cunliffe wrote in *Yachts & Yachting*, "As a man whose navigation pre-dates GPS by decades, I suppose my knee-jerk reaction to this was predictable."

"My first call when passage planning is the paper chart. It's big. I can see where I'm going and make sensible decisions



paper nav charts

regarding routing. If I want detail it doesn't deliver, I can resort to the plotter for specific areas, and when I'm executing the passage both are in use for the same reasons. Paper chart and plotter used together intelligently create a marriage made in heaven. It gives us all any pilot has wanted since Noah ran ashore on Mount Ararat."

Cunliffe has sailed thousands of miles and across almost every ocean. After learning to sail as a teenager, he quit college and embarked on a sailing career, much of which he has recorded in journals and books that span his decades on the water. We get the feeling his opinion is valid,

continued in middle column of next sightings page

the pac cup detour — continued

we tacked seaward in the shroud of darkness as the northwesterlies filled in. Jibed at first light outside the Farallones and surfed the 60 miles back under the Golden Gate. Total nautical miles: 151."

"People say the doublehanded division is the heart and soul of the Pac Cup," Kelly suggests. There were three 24-ft boats in the race this year, all Moores, and all three with women skippers. Kelly added, "Pretty badass."

Crossing the Pacific with only two people is a round-the-clock exercise. "It's a real feat; it's just so tiring. You often have to wake up to change a sail at night, and you're just up a lot. I never got more than two hours of sleep at a time," Kelly recounted the sleepless nights on the water. "I even tried taping my eyes open. I read about this years ago in a race where they would tape their eyes open. I thought, 'That's insanity, you have to be off your rocker.' Sure enough, I found myself saying, 'Hand me some tape; I'm going to try this out.'"

Little *Puffin* found itself puffin' along in light winds many times during the race. "It was a really light-wind year. The Pacific High was a little

farther north, then migrated south, and there was no wind there. We could get stuck out there." Kelly recalled that the light winds "in a certain way made things easier, but you also had to be more strategic. We had to change our sails constantly."

Kelly credits *Puffin*'s progress in the light winds to Hogin Sails, which made them an asymmetrical spinnaker. "Because of materials shortages, we didn't get it until three days before departure. We didn't even know how to jibe our asymm, but we just went for it," said Kelly. "Steve makes beautiful sails; it was awesome. If we didn't have it, we would still be stuck in that Pacific High."

Despite the light winds, *Puffin* still managed to produce exhilarating moments. "The boat was designed by sailor-surfers, so the thing just surfs," Kelly insists. "It will go 14 knots surfing down a wave."

How do you keep crew morale high on a 24-ft sloop crossing an ocean, with only two-hour shifts for sleep? With food. Kelly's shipboard culinary talents and panache for shortcuts have been improving steadily, especially since her time aboard *Islander*. She still managed to prepare healthy vegetarian meals despite cooking in a galley area the size of a steamer trunk.

"We never cooked like this before, and you're cooking where you sleep and go to the bathroom," Kelly added. Her secret to preparing tasty, quick meals? Freeze-dried foods heated with boiling water on a Jetboil. "We even had freeze-dried cheesecake and rum for our halfway party."

The boat has no watermaker, and the light winds and added passage time brought Kelly and Patrick close to exhausting their freshwater supply. "We actually ran out of water the very last day," Kelly admits. "Luckily, the race organizers require you to carry extra emergency water in a sealed container. We didn't end up needing to use it, but it was close."

Just shy of a 16-day passage, *Puffin* arrived to a party in Kaneohe. "Oh my God, it's so cool! No matter what time you get there, a launch comes out to greet you with leis and trays, a mobile tiki bar — each person has a mai tai and fresh pineapple," Kelly shared. "It's the coolest entry after being at sea I've ever experienced. I'm pretty sure I was crying. And it was a party all week, as people kept rolling in."

Puffin is now on a container ship returning to California. Kelly is already lining up more adventures on the high seas. "I have a number of sailing opportunities in the hopper now that I'm pretty excited about," Kelly hints. "I feel lucky."

— tony gilbert

Left page: 'Puffin' arrives in Kaneohe, Oahu. This page: Kelly celebrates reaching the halfway point.



PATRICK HAESLOOP

SIGHTINGS

folkboats forever

"Everybody on three... One, two three — Folkboats forever!"

Sean Svendsen led the chant: "Folkboats forever! Folkboats forever!"

On Labor Day weekend, the most stalwart San Francisco Bay Folkboat Association members assembled on the Richmond Yacht Club patio to celebrate the 80th anniversary of the Folkboat design. In addition to Sean, the son of sailing legend Svend Svendsen, the list of attendees read like a Who's Who of the Bay Area Folkboat hall of fame. Sean was far from the only second-generation Folkboat champion in attendance. As the *www.SFBayFolkboats.org* site notes, "The Nordic Folkboat has been sailed and raced on San Francisco Bay for 65 years, making it one of the oldest continuously active one-design fleets on the Bay."

The celebration packed three races into the main day of events: a singlehanders race (won by the president of the association, James Vernon), a woman-helmed race, and finally an old-timers' race, in which any

continued on outside column of next sightings page

paper nav charts

and likely shared by mariners around the world. So why, then, are paper charts being phased out?

UKHO's statement added that the phasing out of paper charts will take place over a number of years, with an anticipated conclusion in 2026. They write that the "Admiralty Maritime Data Solutions digital navigation portfolio can be updated in near real-time, greatly enhancing safety of life at sea (SOLAS)."

But as Cunliffe wrote, "The world of litigation is full of sailors who hit rocks 'not on the chart.' The bricks were there all right, but the casualty didn't zoom in tightly



— continued

enough for the layering arrangements to reveal them." Again, he makes a valid point.

We expect all sailors have used electronic charts. How many have experienced the lack of nuance available on the screen? To fully see everything within the range that the boat may veer to port or starboard, depending on the variations in wind and currents, one needs to zoom out, thereby losing detail, and to see the detail, one needs to zoom in, thereby losing the bigger picture. A paper chart will show everything, all at the same time.

UKHO has stated that as it phases out

continued in middle column of next sightings page

Spread: Folkboat racing in the windy Richmond Harbor on Labor Day Weekend. **Inset:** Charlie Deist enjoyed a brief wooden Folkboat flirtation with 'Waylon', #US 77.



folkboats forever — continued

previous owner of a Folkboat was allowed to race. Here, Sean Svendsen went up against old friendly rivals in his dad's old Folkboat F120, *Calypso*. Bill DuMoulin (F112) won the race by a hair.

Calypso's current owner, Chris Larsson, relayed his boat's pedigree as the last fiberglass Folkboat built by Svend Svendsen himself. The elder Svendsen actually suffered a heart attack aboard *Calypso* on the last race of a multi-day San Francisco Folkboat International Regatta — and still won the race!

Humbled to be in the midst of so many sailing legends, and even multi-generational sailing dynasties, I was happy to place second to last in the singlehanded race with my own recent acquisition, F77. Her sails were yellow in comparison to the crisp white sails of the other Bristol boats in the fleet, but she held her own and, ultimately, went out in style. My hopes of restoring the old sinker were dashed the following week after taking on Berkeley's beer can races with a five-man crew in 20-knot winds. Returning to the slip with a host of new leaks from the keel bolts, I ended up surrendering the boat.

Although my affair with F77 was short-lived, the experience of joining the Folkboat Association gave me an appreciation for the long-standing sailing traditions embodied by its members. The Folkboat community represents an unbroken chain of sailors who have cared enough about their boats to pass them along to the next owner, often from one generation to the next.

"I think I'm the only third-generation Folkboat sailor here," noted Kate Andersen, whose father, Fred Andersen of the eponymous Boat and Woodworks, was also in attendance, along with her maternal grandfather, Michael Weber — another pioneer of San Francisco Folkboat racing. Kate's parents, Fred and Hilary, met at a Folkboat regatta (where else?), making the boats a part of her DNA. Fred was another crucial source of wisdom and community support in the free advice he gave me after I showed up unannounced a few weeks earlier at his shop, based out of KKMI in Richmond. He patiently answered my questions about what kinds of epoxy to use, whether to caulk the seams, and what kind of primer to apply to the keel before applying bottom paint. Regrettably, I failed to ask about the keel bolts.

RYC members and former Folkboat owners Dave Thompson and Evie Ashcroft hosted the anniversary, but the event was truly a grassroots effort, with little centralized planning. The most important thing was that people showed up and brought their boats with them.

After a brief awards ceremony, Sean Svendsen regaled the crowd with a story from his childhood in which he and his dad set out in their Folkboat for the Great Vallejo Race. At one point Sean felt the floorboards starting to float, and Svend instructed the crew to get the pump ready.

"What pump?" the crew asked.

Thus, Sean remembers being given a job in the bucket brigade, and crying for much of the way there.

Thumbing through Sean's thick folder of racing programs, news clippings and other memorabilia, I saw a handful of names repeating over the years. Svend Svendsen was the initiator of most of the correspondence between the San Francisco Folkboaters and the international delegations — Folkboat associations and governing bodies of sailing in Sweden, Denmark, Germany, England and elsewhere. One letter in the folder requested then-Mayor Dianne Feinstein's attendance at an international race hosted at St. Francis YC. Sean recalls that she did, in fact, attend.

Tom Reed, the reigning race champion within the Association, estimates that there are more Folkboats in San Francisco Bay outside the fleet than there are in it, and there are some 30 boats in the fleet. That means that somewhere out there, there might just be a Folkboat waiting for your rescue. With the right care, these elegant monuments to sailing tradition could last another 80 years. If I ever go into another Folkboat restoration project, however, I'll do it with eyes wide open.

Folkboats forever, indeed!

— charlie deist

aborted delivery — red flag return

"This is sandwich bread," Ursula said in her typical condescending tone. "OK," I replied. "Sandwich bread is meant for sandwiches," she informed me. "OK," I said as I kept eating. "I shouldn't have left you to serve lunch. I should have put the bread away so you wouldn't mess it up. The bread was meant for tomorrow." This was one of many verbal tantrums Ursula hoisted my way, and I knew from having been in the corporate world that one-word answers were all I could give.

I was relieved we had already turned back toward Hawaii. I had optimistically signed on as paid crew for a delivery to Seattle on a poorly prepared boat with challenging skipper and crew dynamics. The boat had too many serious issues and it was not safe to continue the 2,000+ miles we still had to go. Out of nowhere, the normally calm Lt. Dan demanded to know if I was going to pump the water out of the bilge or do dishes, because I had to choose one. I was only lying down because my watch was starting in 30 minutes.

I informed him I had already pumped the bilge and there was no more water to get. I also said I wasn't touching the dishes because in Ursula's tirade she had very specific instructions about her pressure cooker, so I knew if I touched it, I would get lectured. I could hear Ursula's rebuttal up in the cockpit yelling incoherently, *"I'm sorry! OK?! I was upset about the bread, but I'm not upset anymore, OK?!"* I just replied that she sounded upset to me and I couldn't take her apology seriously.

Magically, they were both quiet for a couple of hours. I lathered up in sunblock and got my harness and tether on to start my watch. Eventually, Lt. Dan apologized without prompting. While there was more to

his verbal attack, it was clear at the time that he thought he was still in the Navy, he was my commanding officer, and I was a very dumb and spoiled woman. I wasn't entirely sure he knew that we were just on a poorly maintained sailboat in the middle of the Pacific, and that maybe it was more than just his hearing that was starting to go.

The days went on, and the problems continued, but I was able to achieve something that day. Ursula and Lt. Dan stopped shutting me out of everything. I brought up the fact that they kept talking among

each other about what needed to be done, but they'd plan these things together and not involve me. It felt as if they waited until I was sleeping or on watch to make plans. Finally, they started including me. In the upcoming weather, the routing, and coordination of refilling the water and fuel tanks.

Once, I was even able to coax Ursula into a controlled jibe without waking up Lt. Dan in the middle of the night. Classic male/female dynamics prevailed as Ursula saved all the broken stuff for him to fix, even running to him every time something else broke. Flirtation was Ursula's way to get what she wanted, and Lt. Dan ate it up. It may sound as if they were a couple and that Lt. Dan was the captain. Lt. Dan is married and Ursula, a single woman, was the captain. Ursula only once tried to be handy underway, and gave up after 20 minutes.

Everything we needed to sail safely and avoid sinking was breaking daily. To add insult to injury, the weather was the worst I'd ever seen. We had 10-ft seas every six seconds in 28-knot winds. Lt. Dan and I both asked separately to heave to. Ursula said no. "It wouldn't change anything; we have to keep running with the storm." I'd been having headaches in the rough weather, but after the fourth night of this torture, I got a migraine. I

continued on outside column of next sightings page

paper charts — cont.

the paper charts, it will "focus on providing digital alternatives to meet demand..." giving users "ample time and support as they switch to those digital alternatives."

The Royal Yachting Association, renowned for training sailors the world over, says in *Sailing Today* that while it is hopeful the new digital charts will improve navigation for recreational boaters and looks forward to working with and supporting the UKHO in their plan, it will continue to teach using both digital and traditional navigation techniques. Eventually, however, it expects the emphasis will shift toward more electronic-based techniques.

In 2019, NOAA announced it would phase out nautical paper charts starting in 2021, with the process expected to be complete by January 2025.

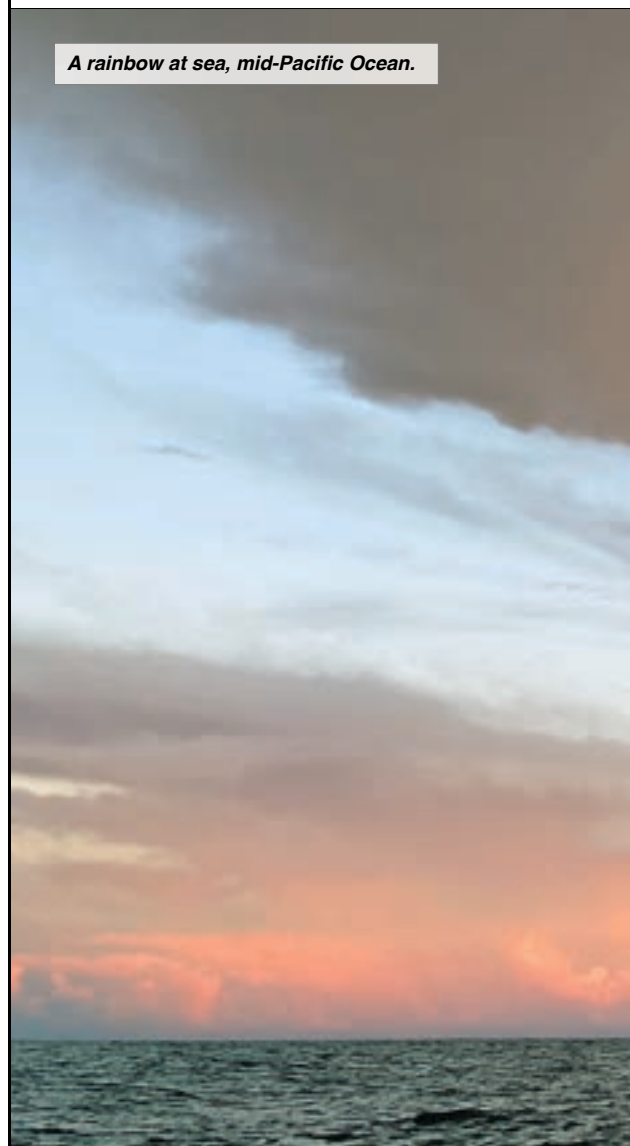
— monica

A rainbow at sea, mid-Pacific Ocean.



RACHEL BELLE

There were sunny moments during a stormy delivery.



good jibes anniversary

To celebrate the one-year anniversary of our weekly *Good Jibes* podcast, we are giving away five sets of Spracht BoneHead Sport™ bone conduction headsets to winners drawn at random from among those who sign up on our *Good Jibes* email list at www.latitude38.com/goodjibes.

We hope you've been listening. If not, you're missing the boat! We thought about it for a couple of years before SoCal Cal 34 owner, sailing friend and ally Ryan Foland stepped forward to help us crystallize and activate our vague dreams. Then he connected us with our all-star producer Max Branstetter. It all started coming together.

Next, we had the good fortune of finding some great hosts, including Nicki Bennett, Christine Weaver, Moe Roddy, Ryan Foland and Ross Tibbits, who connected with a

continued in middle column of next sightings page

red flag return — continued

suffered a concussion last year and thought I was healed because I hadn't had headaches in several months. I also don't normally bang my head against the wall for days at a time, so how was I to know this would happen?

While I voiced my concern that I felt unsafe standing watch, I was lectured and told I shouldn't be sailing anymore and that I'm just not cut out for ocean passages. Previously, Ursula had apologized many times for bringing Lt. Dan and me into this mess. As soon as the tiller effortlessly popped out hours after our having left shore, I knew the boat was not seaworthy. Ursula had been aboard for over a month and had rearranged the entire boat. She knew how few tools were on board, that there were no charts or chartplotter, no spares for the watermaker, hardly any fuel and water storage, and not enough jerry cans, etc.

In the end, Ursula did not pay me for the 14 days we were offshore. When I asked why, she stated the only reason they'd turned around was because of me. Ursula claims to teach people how to sail, and claims she has been sailing for 40 years. Yet she couldn't find one person who wanted to do this paid delivery with her and had to pay to find crew? Red Flag Return.

— *rachel belle*



RACHEL BELLE

making peace with my yanmar

Since people were asking why I hadn't been racing, I had to admit that I'd had a falling out with the Yanmar diesel aboard my Hunter 320, *Playpen II*. I'm happy to report that we have now made peace, and she promises that if I do better, she will forgive me this time.

One of my least favorite sayings is the one we all know: A boat is a hole in the water that you throw money into. This is not entirely accurate. In fact, a boat is a series of systems that must be maintained, and you must pay each system the proper amount of attention. If you neglect any of her systems, it will cost you a significant sum, as would any neglected lover. Apparently, my Yanmar felt neglected and just wasn't going to take it any more. For that I apologize. I am sincerely sorry.

It all started the week before the Great Vallejo Race. I thought I would take her out for a romp, and as I motored out the Benicia Marina entrance, the RPMs began to vary wildly, usually meaning there is air in the line. I managed to coax her back to the fuel dock, where she stopped completely. As I secured her to the gas dock, a large powerboat was fueling for delivery to Discovery Bay. The captain asked me if I needed some help. I initially said no, but when he told me he was a mechanic, I said hell, yes. It turned out that there was air in the filter, but the tank was half full. He managed to get enough fuel into the line to get me started and back into my slip, and then she stopped completely again. Rats.



BOTH PHOTOS PLAYPEN II

The engine's going out was especially troubling because we had a full crew signed up for the Vallejo Race, and it would be a four-hour motor to get her to the Central Bay for the long downwind sail on Saturday. The next day, I called the fellow who services the engine, and, like a champ, he was down on the boat the next day. After a lot of chasing down possibilities, we changed the fuel filters, primed her, and she started up again. Whew!

I left early the next morning for the four-hour motor with my sisters, Nina Jones and Audrey Dale Escarzaga, to spend the evening at Richmond YC. We motored perfectly up San Pablo Bay before turning off the engine under the San Rafael Bridge for a beautiful sail around Angel Island. Rounding the island, we hit a rough patch and started the engine to head to RYC. The RPMs varied from 1,500 RPM to 2,800 RPM and back again. I slowed down, and we limped into port and secured her for the evening.

In the morning, we started the engine, heading to a light-wind start, and ended with 35 mph gusts and challenging swells. We managed to finish — I believe third from last. We started the engine to drop the main and sailed downwind with the jib back to Benicia. When we restarted the engine, it stalled again and we ended up tied to the guest dock. Clearly, my fuel problem was not resolved. Time for a certified Yanmar mechanic. I called Chuck at Chuck's Diesel, who said he would get to it, but in high season, it would be a couple of weeks. No big surprise.

Honestly, my major concern at this point is not being able to race, but

continued on outside column of next sightings page

good jibes anniversary

fantastic list of guests, including Lin Pardey, Peter Isler, Alex Blue and Brady Trautman, Roy Disney, Dawn Riley and more than 50 others. We thought it might be hard to find 52 West Coast sailing guests a year, but, as with the magazine, we find there's a story in every slip.

Our most recent episodes have included Rolex Yachtswoman of the Year and kiteboarding world champion Daniela Moroz, blind match-racing winner Walt Raineri, Cruising Club of America commodore Chris Otorowski, fellow podcaster Ben Shaw, and local charter captain Paul Dines. The variety will amaze you, the life lessons gained from their combined thousands of miles of racing, cruising and kiting will inspire you, and the sailing lessons will add to your understanding of sailing and the sea.

Daniela Moroz won her first Rolex



— continued

Yachtswoman of the Year Award at age 15. Walt Raineri didn't start sailing until after he went blind at age 45. Both seem like impossible feats, until you listen to them tell their stories to host Moe Roddy. It wasn't easy, but it becomes clear why they've been able to achieve all they have.

As we start our second year of podcasts, we have a potential guest list that stretches out months ahead. Yet maybe we've missed someone you'd like to hear from. If you have podcast guest suggestions, please email them to editorial@latitude38.com.

If you haven't yet listened to *Good Jibes*, it's time to tune in. If you'd potentially like to listen on a new Spracht BoneHead headset, add your name to our mailing list at www.latitude38.com/goodjibes for a chance to win a pair.

— john

making peace — continued

we used the RIB and missed no races. At least so far. In the meantime, Chuck did arrive and we spent four hours digging through the engine. He managed to locate the problem: algae in the fuel — crap. This is likely because of water in the fuel, which becomes a medium to grow algae and clog up the fuel system. Using algicide is an easy fix to prevent growth, but it was too late, so I needed to have the fuel polished. Chuck gave me an impressive list of things that need attention and will do his best to work on it in a couple of weeks.

Fuel polishing is a process where a service comes and removes the fuel and runs it through a series of filters. They will also clean the tank. A few ounces of algicide when I fueled up each time would have prevented all of this.

Sailing is a relationship between the skipper and his vessel. She has many systems, each of them essential for your vessel to be fully operational. I now see that I took my fuel system for granted, and *Playpen II* has been quite clear that if I don't make her a higher priority, we could have some serious problems. My darling, I hear you loud and clear.

So for all of us, I bid you fair winds and following seas, and may your diesel be free of algae.

— steve dale



Spread: The crew of the Hunter 320 'Playpen II' at RYC ahead of the Great Vallejo Race, left to right: Fred Gibson, Gary Johnson, Benicia YC director Randy Norman, Steve Dale, BenYC commodore Andy Zinkevich, and DJ Wood. Inset left: Just because the engine isn't working doesn't mean you can't be overpowered.

wooden boats for veterans

Five years ago, we were invited to sail on the Bay with Wooden Boats for Veterans, then a nascent organization led by Navy veteran Terry Moran. The crew that day included a Vietnam veteran and lawyer, a veteran's court prosecutor, and a veteran who had served briefly, and who'd had some trouble with the law. Terry and I were the only sailors on-board, and he asked me to helm his 45-ft Sparkman & Stephens *Valiant* while he trimmed the main on a snotty summer day in July. It was one of the best sails of my life, but at the time, I didn't realize why.

After we returned to Sausalito, Terry's father Fergus joined us in *Valiant*'s cockpit. The elder Moran had just begun working on *Clover*, the 68-ft gaff-rigged topsail cutter that would become WBFV's flagship and "magnum opus." (*Clover* is currently midway through a major refit.) Whatever was on his mind, the lyrical Fergus Moran, speaking in a thick Irish brogue, had a special kind of zeal for boats. It was obvious that this was a unique group with a special mission.

"I credit my father," Terry told me recently. "He was a big part of taking this project on, and guided the restoration of *Clover*. His idea was that restoring a boat is metaphorical for restoring one's soul and the souls of others. Wooden boats carry all the hands and hearts of people who have sailed and worked on them."

Since 2017, Wooden Boats for Veterans has grown in size and vision, with four wooden boats now in the fleet, dozens of corporate and nonprofit partners, and a board of talented, dedicated members helping to grow WBFV's mission. "Why not think big?" Terry asked. "Our main strategy is to establish a program here in the Bay extending down south and out to Hawaii, and to have a triangle between those three points. We'd like to get veterans involved with taking kids out for educational purposes, or taking vets out to clean up the ocean — anything where we can capture the imagination of folks and elevate what we're doing."

In August, I visited *Clover* on the hard in Richmond. Her spars were lying horizontal at the other end of the yard; she's being restored to her original gaff rig. In World War II, *Clover* was impounded by the British Royal Navy, and served as the floating office of the ship's assessor, rendezvousing with ships limping back into port that had been attacked by German U-boats. "If you're like me," Terry said, "then you love imagining what kind of vessels were next to her."

Clover was a charter boat in the Caribbean in the 1970s, then on San Francisco Bay in the '90s before "falling on hard times and lying dormant," Terry said. She was sinking when we found her — the pumps were going constantly — and probably just a few weeks from being broken up."



Clockwise from top left: The late, great Fergus Moran on 'Clover' in 2019; Vets Rob and Jason round the Farallon Islands earlier this year; 'Clover' in the yard; Vets sail under the Gate earlier this year; Inset: WBFV board member James Johnson; SF Bay Master Mariners classic 'Sunda' was recently donated to WBFV; also recently added was the 1954 Philip Rhodes-designed yawl 'Ocean Queen V', which Terry Moran hopes to race on the Bay, and sail to Hawaii with a vet crew; top photo: 'Sunda'; bottom photo: veterans Leslie, Sue and Rita raced 'Sunda' out of Sausalito in September; 'Clover' in one of her earlier iterations.

TIM HENRY

grows its fleet and grows its mission

At the yard in August, project manager and shipwright Jody Watt described the dizzying list of projects planned for *Clover*. Among Watt's many managerial duties, he assesses volunteer veterans' abilities and supervises them on the considerable work to be done.

This is what makes WBFV unique: Veterans are given a task, a sense of purpose, and a goal to accomplish — or a "mission" in the parlance of the military.

Charlie Hart, who serves on the Wooden Boats for Veterans' board of directors, said that he was interested in the restoration aspect of the organization. "When I was approached about helping out, I researched veterans and sailing from Ireland to Australia; most are into sail training on plastic boats. What I was intrigued with was the restoration process, and bonds it creates, and the camaraderie to go sailing on a boat that vets have worked on." Hart served in the Air Force, was the director of development at Cal Maritime and an executive at SF Maritime, and was CEO and a director of Call of the Sea for seven years, helping to build the *Matthew Turner*.

"It's almost like you become part of the boat, as opposed to just bolting pieces together," Hart told me. "It takes on a little more personal attachment."

Matt Cline was hired as WBFV's documentarian, and was recently involved with acquiring the *Seneca Lee*, a 22-ft

Halsey Chase Herreshoff catboat currently in the Midwest. An accomplished carpenter and boat-restoration expert, Cline explained that wooden boats and veterans are a perfect fit. "It's almost like these boats and veterans need each other. They're wounded and tired, and trying to build back to what they were. There's something relaxing and peaceful about sailing, but there's something very therapeutic about taking your hands and mind and focusing on something that can be restored." Cline is not a veteran himself, but his father was a marine, and his daughter recently earned a commission from the Coast Guard Academy. "I'm proud to have it before and after me," he said of the armed services. "I know what these people are going through. I'd like to help them out and teach them whatever skills I can pass along."

James Johnson, who went to the Naval Academy in Annapolis the same year as Terry Moran, is WBFV's sailing program director, and sits on the board. Johnson's South Bay-based Catalina 36 *Rascal* (yes, it's fiberglass, not wood) is used as a sail training vessel. "I'm kind of the guy herding cats," Johnson said of his role. "When you can experience time out on the water, and ideally on a wooden boat, your problems diminish to their proportionate size. The sea can have a very calming effect and you feel like you can handle things. Every time I get new vets out on the water, I know I might change someone's life. One guy was living out of a van and totally reliant on the VA. Suddenly, we've connected through WBFV, and he's having the time of his life."

Frank DeSimone, a veteran and WBFV board member, told me about some of the challenges facing veterans. "The military does well in preparing us to go to war. What the military and government don't do well is to prepare us to come back to civilian life and reintegrate us into the community. [WBFV] helps to create a community of like-minded people, because when you're sailing, you have a mission, a goal."

Statistics about veterans are often grim. "A conservative estimate is that 15 veterans commit suicide every day," Terry Moran told me. "That means there's a segment of the population that's in crisis. The VA system is a good system; it's providing benefits such as health care, education and housing. But you've got to be in the system, and the majority of veterans aren't. For the vets who come to us, we make it a point to help get them into the system, and help them navigate it."

"But we're not psychologists," Terry was careful to say. His motto is "Just add saltwater," which becomes a salve.

Before that all-time sail I took with WBFV in 2017, no one on board really knew one another. Like so many great crews before us, we were motley. We were people of varying abilities who had come together and have differing experiences. The veteran who'd had some trouble with the law told me he wanted to spend time with the judge whom he had stood before, in court, on several occasions. The Vietnam veteran and lawyer, Mike Hogan, had little sailing experience, but has since become a dear friend of Terry's. (Though I'm not a veteran, I realize now that I needed a mission on that day, too. I needed to feel a sense of responsibility and agency. I needed to feel capable, and to feel a sense of accomplishment.)

In 2020, Fergus Moran passed away.

As this issue goes to print, Terry, along with his two sons — his eldest now a marine — and his daughter, will take Fergus's ashes to Ireland. "He still talks to me," Terry said of his father. "He reminds me about all of the things to do on *Clover*. I wouldn't have attempted to restore her without him."

— tim henry



ALL PHOTOS COURTESY WWW.VETBOATS.ORG EXCEPT AS NOTED

ROLEX BIG BOAT SERIES —

ALL PHOTOS LATITUDE / CHRIS
EXCEPT AS NOTED

San Francisco emerged from under the "heat dome" in time for rollicking rides in the Rolex Big Boat Series on September 15-18. Even the morning races had good breeze, and racers found themselves galloping along in gusts that nuzzled the low 30s at various times during the seven-race regatta.

The big news on the weather front was the storm predicted to arrive on Saturday night, impacting Sunday's final Bay Tour race. After Sunday's race, Beau Vrolyk of the schooner *Mayan* explained, "We have a small low-pressure system sitting over us, and it's spinning off rain squalls. That's why we're all sopping wet. The wind was extremely variable. It would go from 22-28 down to 8-10. It was almost always from the south, somewhere between south-southeast and almost southwest."

Thanks to the rain, heavy at times, host St. Francis Yacht Club moved the awards ceremony indoors from the tent outside on the patch of dirt and dead grass called the East Lawn. Unlike last year, the club (and the City) no longer required proof of COVID vaccination for entry.



DANIEL FORSTER / ROLEX

Above: 'Eight Ball'. Below: 'Adjudicator'. Inset left: Paul Dorsey.

ORC A

New to the series this year was the ORC rating rule for non-one-design

boats. (The club had used ORR previously.) Organizers split the ORC

boats more along the lines of their characteristics than their size. ORC A comprised the planing boats. Paul Dorsey's Fast 40 *Adjudicator* kept ahead of the competition throughout. Five points back, the J/125 *Arsenal* and Melges 32 *Kuai* tied for points, with *Arsenal* winning the tiebreaker and taking second place.

"We've got crazy competition. It's been exciting," said Paul Dorsey. In breeze reaching 30 knots, the slick green boat got up to 22 knots. "We were smokin'."

Adjudicator spent her first two years in the Bay Area, then a year in SoCal. "We'll probably leave it in San Diego for one more year." Paul has revived his Soto 30 *Gentoo* too. "It's the same color as *Adjudicator* now. We have the same snake-8 logo on the bow. It's a hybrid, one part tribute to Scott Easom and his *Eight Ball* boats and part from our rose-and-dagger design with the snakes."

Paul's crew is 50/50 pro-am, and, at this regatta, 50/50 from San Diego and Northern California: Chris Busch, Rodney Daniel, Melissa Denman, Alex Higby, Leland Hubble, Ryan Mazzella, Ben Mitchell, Brad Rodi, Neil Stapleton, Chris Welch and Kaya Wilson. "We're a



Scott Easom



DANIEL FORSTER / ROLEX

RIDERS ON THE STORM

DANIEL FORSTER / ROLEX



Above: Don Jesberg.
Left: 'Viva'.

family program," Paul told us. "You can see they all came down, kids, dogs..."

While the regatta went smoothly for *Adjudicator*, such was not the case for *Merlin*. In the first race, the crew found that the forestay on the 1977 Bill Lee 68 sled was down to three strands — they could have lost the rig!

"We started calling around and got hold of KKMI. They were just amazing," Brian Malone, *Merlin's* boat captain, told

us on Day 2. "They could take care of it this morning first thing." *Merlin* motored over to the boatyard in Point Richmond in the dark. "They were waiting for us and put us right through, built us a new headstay, and took care of us second to none. We did not make the first start. We might have been able to had we had the whole crew with us and gone straight there [to the starting area], but we had to get back here [to StFYC]. It had been

scanning the boat — built all new sails, and went through everything to make sure nothing would break. That's the recipe for success — and surrounding myself with a bunch of really good people whom I trust. We've sailed together for years. I had two wonderful ladies on the bow of my boat doing all that hard work, being underwater, and they did a phenomenal job. We laughed even when it got tense; we could still laugh and joke, and we kept working the whole time."

We asked Scott how he liked ORC. "I get to travel around and do a lot of regattas around the world," he responded. "I really like the boats that are winning the ORC events, because they're Beneteaus and Grand Soleils — and J/Boats. If we're going to build this sport, we've got to have a rule that is accepted worldwide, just like we did in the old IOR days, where people from all over the world could bring their boats to a series like this and know how their boat's going to rate. We won last year under ORR. We went into this not knowing how this was going to turn out for us. After the first day, we felt confident that if we sailed smart we would get a result that would reflect what we did out on the water."

Christine Bletzer, Dave Gruver, Brian Janney, Kim Krogstad and Ben Mercer sailed with Scott.

Below: 'Spindrift V'. Right: The freshly shorn Andy Schwenk and Bart Hackworth.



kind of hectic and crazy, obviously, and we decided it was better to go to the second race prepared and make sure the boat was tuned up right with the new headstay."

ORC B

As he did last year, Scott Eason won his division with the well-prepared J/100 *Eight Ball*. "These things are won weeks and months before the actual event," Scott says. "We went through the entire measurement program of ORC — weighing, inclining, and

DANIEL FORSTER / ROLEX

"We just tried to keep the sails in the air and the keel in the water."

Cal 40

Bob Walden's Cal 39 joined four Cal 40s to make up a one-design division. No one could touch Don Jesberg's *Viva* — the SFYC-based boat's scoreline showed

ROLEX BIG BOAT SERIES —

a perfect picket fence. They could have blown off Sunday's rainy race, but they didn't.

"We know how to sail up the Cityfront," explained Don, "when it comes to short-tacking up the Cityfront, because we do it every Wednesday night in the Knarrs. We have a little advantage there." On Day 2, their division sailed on the north course, with a windward mark by Yellow Bluff. "We race Knarrs between Knox Buoy and Yellow Bluff, so it was just picking the same old wind patterns that we've been racing — literally 10 races over the last three weeks over there. Get us an even start and an even upwind leg and then get into the tricky parts and we have enough practice that we come out a little bit ahead. Four of us race the Knarr together — five of us because we only sail with four but we switch off."

On Thursday, they sailed with seven on the Cal 40, but on Friday, "a friend of mine I'd sailed a couple of Transpacs with was sitting at the top of the dock, and he said, 'Hey, do you need any help?'"

Below: Randy Hecht and 'Niuhi'.



DANIEL FORSTER / ROLEX

'Split Water'

and I said, 'You're on board!' So we sailed with eight. Tim Cordray turned out to be a big asset to us."

The Cal 40 crews don't have a weight limit like some of the other fleets. "One of the reasons we went with another person was because the other boats have more crew weight. It doesn't hurt, and having the extra hands worked out well."

Viva's other crew were John Bonds, Ethan Doyle, Jimmy Franzone, Matt Frymier, Steve Marsh and Larry Swift.

Express 37

Because owner Andy Schwenk was still recovering from a dire foot infection and surgery (see last month's *Latitude 38* and numerous *'Lectronic Latitude* posts for that story), Bart Hackworth took over as skipper of *Spindrift V*. Bart and crew scored a nearly perfect regatta, with only one second place. Their chief competition



Mark Howe

was Bartz Schneider's *Expeditious*.

Bart said of Sunday's race in the storm, "The last race

started in 29 knots." They don't have reef points in their mains, but, "You can blade 'em out pretty good: max backstay, runner just enough to let it bend and still be able to point, and trav way down. Mainsheet on so it's not floggin', but we're just charging along footin'."

Sailing with Bart were Samuel Gorsz, Conrad Holbrook, Jason McCormack, Ward Naviaux, Eric Ochs, Victor Piltch, Eric Rimkus, Mike Schiltz and Jeff Vernon.

Due to Andy's need to use a wheelchair or walker, StFYC gave *Spindrift V* a position on their docks such that he could easily access the boat after each day's racing. The other Expresses, and many other entries, were scattered throughout the San Francisco Marina.

J/105

With the J/105 North Americans coming to SFYC at the end of September, the class fielded 29 entries. The new shark in town quickly swam up to the top of the food chain in the massive fleet. *Niuhi's* skipper, Randy Hecht, like Don Jesberg, attributes his success to Knarr racing. "Four of the people who sail with me have sailed with me in the Knarr for the last five years. So we know how to sail. I have Russ Silvestri aboard, who I would say is the best sailor on the West Coast as an amateur. We brought two ladies onto the team; they both sailed in college at Tufts University. Scott Easom prepared the boat for us. We learned quickly and had really good sails. We used Quantum. They have a guide you use for tuning your rig. We followed all the numbers on that. We sailed clean. Tim Russell won three races; we won one, but we never finished worse than fourth, so we were consistent."

We wondered about the name and the shark logo on the main and



DANIEL FORSTER / ROLEX





'Adjudicator's cool jacket design.

spinnaker. In Hawaii, "Niuhi means big, dangerous shark in the water. All my boats are named Niuhi. We have a shark fin on the mains'l, really so my wife can see where we are in the fleet. All this is supposed to be fun, so we play music when we're going in and out of the harbor and get ourselves relaxed."

Sailing with Randy and Russ were Maggie Bacon, Spencer Cole, Juliana Testa and Ryan Treais.

J/88

Another new program dominated its division. Mark Howe bought *Split Water* from David Britt earlier this year. Now the J/88 has won RBBS twice under different owners.

"I really like the boat. It's very similar to *War Pony* [a Farr 36 Mark used to own] — another really overpowered asymm boat. The J/88 is more controllable, but the behavior is similar to the Farr 36.

"Jeff Thorpe had a lot to do with putting the crew together." The crew were Raffi Baumann, Alan Field, Parker Mitchell, Jack Toland and Jenn Virskus. "He selected our coach, Ben Mercer. Because I retired I could take some time, and I have the money to do what they recommended we do, which was practicing, getting the rigging done by Scott Easom — Ben Mercer basically — and getting sails and going through a more



DANIEL FORSTER / ROLEX

rigorous preparation campaign with the crew, with the boat. It was an experiment to see if you do that, are you going to do better than the friends-and-family programs that I had been running for 15 years? It worked.

"It's been kind of a tough season. I did the Pacific Cup on *Rufless*, and I feel like taking a break. I've done more sailing this year than ever." Mark looks forward to the next season with the J/88 though. "I love one design. I'm tired of handicap: too many rules, too much opportunity for cheating. One design's much simpler, a purer form of sailboat racing."

J/70

Scoring six bullets in the first six races was the highly successful *1FA*, which sailed with a rotating drove of crew. Co-owner Geoff McDonald explained that boat partner Scott Sellers sailed on Thursday, and would rejoin the crew on Sunday. "Crew work was fantastic. I'll

In the big breeze, not all maneuvers went smoothly.

give it to those guys," added co-owner/helmsman Harrison Turner. "We had a different cast every day, but everyone had sailed on the boat before and just absolutely crushed it. I'm the only constant." In addition to the three owners, crew in the rotation were Andrew Branagh, Adam Lowry, Mike Nunes and Doug Robbins.

"It's been a tricky regatta," said Geoff, "but we managed to come out ahead in hard-fought battles and very windy conditions. We found some good gears, and we had really good speed out there."

Harrison described Race 6 on Saturday afternoon: "It was flooding from the second start. We had to go up to Yellow



'1FA'



'1FA's Saturday crew: Geoff McDonald, Harrison Turner, Andrew Branagh, Mike Nunes.

Bluff from Berkeley Circle. Everyone was really close, and then we split right a little bit and had a huge gainer out of that. We were up 30 degrees of angle, and that was all she wrote on that one.

ROLEX BIG BOAT SERIES



'Mayan'

Downwind, we just tried to keep the sails in the air and the keel in the water. In the middle of the Bay, it was pretty windy. We were trying to make sure that we could depower the boat upwind and stay nice and clean downwind."



Winners of the new yacht club team trophy, the SFYC team of (left to right) Tad Lacey ('Peregrine'), Randy Hecht ('Niuhi') and Don Jesberg ('Viva').

Classics

Winning each of their four races was Beau and Stacey Vrolyk's Alden schooner *Mayan*, a 1947 vintage. After Sunday's final race, Beau told us, "What made it extraordinary is when we went into the race, *Yucca* still had a chance of catching us if we either fouled out or failed to finish, and if they won. So, despite the fact that we had some good results earlier in the regatta, it was imperative that we not hit anything that would cause us to have to withdraw. So we started very, very late behind everybody to make sure that we had a clean start. That meant that as we went around Blackaller Buoy, we were

all lined up in a big cluster. The huge pod of Classics raced almost all abeam, four abreast down to Harding Rock on a broad reach."

In the southerly, the Classics had a reaching start at their usual startline off the clubhouse race deck. "We raced

one of our normal courses. We're schooners and ketches and old, conservative boats, so we all agreed as a fleet that we would just use one of the courses that were already on the charts, and we had a beam-reach start."

The 60-ft Santa Cruz-based schooner sailed with a score of crew, including Aly Baze, Lance Berc, Burleigh Charlton, Hank Charlton, Matthew Coale, Nadine Franczyk, Rob Franks, Chuck Hawley, David Hodges, Liz Kroft, Jeff Lawson, Bill Lee, Tom Lewin, Christopher Lewis, Peter Mattsson, Greg Meagher, Synthia Petroka and Alex Richabaugh.

Beau Vrolyk is on track to be commodore of StFYC next year. "With the 2023 commodore an owner of a Classic, we look forward to a larger Classics fleet," says regatta chair Susan Ruhne. "We are also planning to partner with owners and crew this winter on recruiting boats that can sail in the ORC classes to grow the fleets and be able to have more fleets of similar boats. The best way to convince



Stacey & Beau Vrolyk

more owners to join the fun is for other owners to share their stories. The best way to have classes that are closer in size and rating is to have more boats enter the regatta.

"We'd like to see more clubs or the YRA offer dual scores in ORC and PHRF for those who have both ratings to get more understanding of how the ratings work."

Check out 'Electronic Latitude' at www.latitude38.com for more RBBS stories.

— **latitude/chris**

StFYC ROLEX BIG BOAT SERIES, 9/15-18 (7r, 0t)

ORC A — 1) **Adjudicator**, Fast 40, Paul Dors-ey, 13 points; 2) **Arsenal**, J/125, Andrew Picel, 18; 3) **Kuai**, Melges 32, Daniel Thielman, 18. (6 boats)

ORC B — 1) **Eight Ball**, J/100, Scott Easom, 11 points; 2) **Peregrine**, J/120, David Halliwill, 19; 3) **Chance**, J/120, Barry Lewis, 24. (10 boats)

CAL 40 — 1) **Viva**, Don Jesberg, 7 points; 2) **Azure**, Rodney Pimentel, 20; 3) **Sea Star**, Bob Walden, 24. (5 boats)

EXPRESS 37 — 1) **Spindrift V**, Andy Schwenk/Bart Hackworth, 8 points; 2) **Expeditions**, Bartz Schneider, 15; 3) **pHat Jack**, Robert Lugliani, 28. (5 boats)

J/105 — 1) **Niuhi**, Randy Hecht, 16 points; 2) **Blackhawk**, Ryan Simmons, 25; 3) **Ne*Ne**, Tim Russell, 28; 4) **Arbitrage**, Bruce Stone/Nicole Breault, 28; 5) **Peaches**, John & Michael Rivlin, 65. (29 boats)

J/88 — 1) **Split Water**, Mark Howe, 9 points; 2) **Pelagia**, Christos Karamanolis, 18; 3) **White Shadow**, Jim Hopp, 27. (7 boats)

J/70 — 1) **IFA**, Scott Sellers/Geoff McDonald/Harrison Turner, 15 points; 2) **Kangaroo Jockey**, Peter Cameron, 23; 3) **Orange You Glad**, Brian Mullen 28. (8 boats)

Classics (4r, 0t) — 1) **Mayan**, Alden schooner, Beau & Stacey Vrolyk, 4 points; 2) **Yucca**, 8-Meter sloop, Michael Zolezzi, 9; 3) **Hurrica V**, Nicholson ketch, Mark Sanders, 12. (5 boats)

Full results at www.rolexbigboatseries.com

PERPETUAL TROPHIES

ATLANTIC — **Eight Ball***

KEEFE-KILBORN — **Spindrift V**

RICHARD RHEEM — **Split Water**

ST. FRANCIS — **Adjudicator***

StFYC COMMODORE'S CUP — **Niuhi***

YACHT CLUB TEAM TROPHY (new) —

Peregrine, Niuhi, Viva (SFYC)

*Recipients of Rolex Submariner watches.



PAC CUP PODIUMS

This year's 2070-mile Pacific Cup offered a range of conditions from drifting to 40 knots. UK Sailmakers customers had the sails to excel in the whole range of winds.

Rodney Pimentel: Cal 40 AZURE, first in class and **first in PHRF Overall**. The Cal 40 DUENDE finished second in class.


Stuart and Joy Dahlgren, Santa Cruz 70 WESTERLY, second in class and **second in ORR overall**.

J/111 RAKU second in class & **second overall in doublehanded**

SAIL WITH CONFIDENCE



Northern Cal: 510-523-3966
Southern Cal: 310-822-1203
Pacific NW: 250-656-8843
www.uksailmakers.com




**LET US
HELP YOU
GET ON
THE WATER**

Sterling Associates is a financial services firm that provides financing, insurance and documentation services for many types of boats. We specialize in financing for new and used purchases and refinance loans.


We offer loans at the lowest possible rates while providing the expert, personalized service you deserve.

Rates as low as
4.50%




**West Coast Representative
with 25 years of Marine
Lending Experience**

Max Salvater
916-849-9070
Call us today for a quote




Contact the boat loan PROFESSIONALS • boatbanker.com



WESTWIND
YACHT MANAGEMENT


Washing, Waxing, Varnishing



*"Thanks for
years of service
and friendship."*


**P. Molakides
Sea Ray 350**

*'Genuine Draft'
South Beach Harbor*




(415) 999-4159

Serving the entire Bay Area for more than 30 years.



westwinddetailing@sonic.net
www.boatdetailing.com



Adjacent to South Beach Harbor and Oracle Park

BAJA HA-HA XXVIII FLEET

TITLE PARTNER

Latitude 38

The West's Premier Sailing & Marine Magazine

In print and online

www.latitude38.com



NO MAS FLOP!

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

www.flopstopper.com Essential cruising equipment



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

A Cruiser's Paradise!

www.elcid.com

marinaelcidmazatlan@elcid.com.mx

011-52 (669) 916-3468



011-52-322-226-6728 • www.paradisevillage.com
marina@paradisevillagegroup.com



It's About You, Our Client!

Providing Cruising and Racing Yacht Insurance Coverage Since 1987

U.S.A. - Call (206) 281-8144
or visit www.novamarinsurance.com

JOIN THE BAJA HA-HA 2022

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

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

Less than a week after registration opened this year, the number of paid entries was closing on 100. Visit www.baja-haha.com 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.

VISIT

Latitude 38

At the Kick-Off Party
in San Diego on
October 30
at West Marine.



STEERING THE DREAM

ECH,OTec
Watermakers

watt&sea

www.hydrovane.com

WEST COAST MULTIHULLS

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

www.charter-catamaran.com



La Paz Tourism Board
welcomes you to
La Paz!

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

(612) 122-4624 • info@golapaz.com • www.golapaz.com



ULLMAN SAILS

San Diego: 1.619.226.1133
sandiego.ullmansails.com

Cruise **RO** Water
Watermakers

TECHNAUTICS
CoolBlue Marine Refrigeration

www.cruiseROwater.com • (619) 609-3432

**Mexico is
Hot Baby!**

You need
water for
showers and
refrigeration
for **cold** beer

Best Marina in Banderas Bay



www.marinarivieranayarit.com

011-52-329-295-5526

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



Haul-outs up to 150 tons, Maximum Hurricane Safety
in the Sea of Cortez, 1 Hour South of the Border
Recinto Portuario 91-A Zona Astilleros
Puerto Peñasco, Sonora Mexico 83554
www.cabralboatyard.com



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

marinadelapaz@prodigy.net.mx
011-52 (612) 122-1646
www.marinadelapaz.com



www.marinapalmiratopolobampo.com
contacto_topolobampo@marinapalmira.com.mx

[marinapalmiratopolobampo](https://www.instagram.com/marinapalmiratopolobampo)



www.theCapeMarine.com
#1 Authorized
Distributor of
rainman
watermakers
in the U.S.
(888) 884-4220



*The easiest way to get Mexican
watercraft liability insurance!*
www.bajabound.com



Get A Quote

IMPORTANT DATES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Baja Ha-Ha, LLC

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

(Note: This is a mailing address only.)

WWW.BAJA-HAHA.COM

haharally@gmail.com



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

info@hylasyachts.com 954.866.0750

HYLASYACHTS.COM

*Serving Boatmen
Since 1959*



New Mexican Liability Program

Lower Rates Instant Coverage*
Short Term Policies Available

(800) 992-4443

www.marinersins.com

See Our Half-Page Ad In This Issue



Specialists in cruising-sailboat brokerage for 36 years
info@yachtfinders.biz • www.yachtfinders.biz

(619) 224-2349 • (866) 341-6189

Fax (619) 224-4692



Downwind Marine/Sailing Supply

The Cruiser's Chandlery/
Performance Sailing Gear
(619) 225-9411; (800) 532-3831

www.sandiegomarine.com



ENSENADA CRUISEPORT VILLAGE

OUR FACILITIES

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

RESERVE NOW!

TOLL FREE +1 (877) 219 5822



MEXICO MARINA
ASSOCIATION

Boating in Mexico

Everything you need
to know about

www.ammt.org

Boating in Mexico
by AMMT

BAJA HA-HA XXVIII

What's the difference between a race and a rally? In a rally there are no losers, and you can only "win" a rally when everybody wins. That doesn't mean all Baja Ha-Ha rally participants are only into cruising. Joining this year's rally is the extended ORMA 60 trimaran *Tritium*, and the Cal 40 *Azure*, which won its class in this year's Pacific Cup to Hawaii and took second in class in this year's Rolex Big Boat Series. For the Baja Ha-Ha, the racing rule book is put away and the BBQ goes on the stern rail.

Most of this year's class of Ha-Ha participants are looking to dial down, leave the digital world behind (mostly), and check out the stars and the full eclipse of a blood moon occurring on November 7-8. There are kids and grandparents, doublehanders and fully crewed boats with many first-time Baja Ha-Ha participants pushing off for their first long-range passage.

If you're reading this in the magazine, you'll have to hustle to get your boat ready and join the fleet, but if you make it, you'll meet some of the colorful characters and dreamers on these pages. There are more than 130 boats signed up to sail, promising a good time and warm welcome in every harbor of the Ha-Ha and beyond.

They'll all be connecting at the kickoff party in San Diego on October 30 and pushing off for the first stop in Turtle Bay on Halloween. Nothing scary about it. All fun.

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.



'Kokopelli' - Kate, Addie and Ben.

*Kokopelli — Hylas 46 Ben, Kate, and Addie (10) Davidson Vashon Island, WA

Ben, 48, is a firefighter, Kate is a teacher, and young Addie is a student of life.

"Ben became hooked on sailing after his parents chartered a sailboat for his brother's birthday," reports Kate. "He immediately went out and purchased a boat to live aboard while going to college. Then he went sailing every day, rain or shine, off Bellingham to teach himself how to sail. I know of at least seven boats he has owned, but I'm sure there have been more."

Ben hasn't always had boats as large and luxurious as the Hylas; in 2007, he sailed his diminutive Vancouver 27 from Washington to Zihuatanejo — and "had a blast." He met Kate in 2007, and they have been sailing together ever since, spending a few weeks most summers in the San Juan Islands. They plan to cross to the South Pacific in April 2023.

"Our daughter Addie is excited to get this cruising party started because she has been promised a horse when we return from our year at sea," says Kate.

OutRun — Ericson 36C Shane Engelman Berkeley

Shane, 33, is a lead software engineer for an augmented-reality headset company who hasn't retired yet. He will be doublehanding with Karina Durand, who is from Quebec.

"I've been sailing for six years and have only owned one boat, *OutRun*,



'OutRun' - This is the skipper, center, but not the crew. Dustin Johnson, left, and Lera Lankovich did the first leg of his circumnavigation from San Francisco to Ventura. Now Karina will be joining him for the Ha-Ha.

which I bought six years ago. My longest passage to date is San Francisco to Ventura, which we did nonstop in 66 hours.

"My goal after the Ha-Ha is to do the Puddle Jump to the South Pacific. I don't have a dream destination because, for me, 'the journey is the destination,' and I'm on it."

Since Shane is a software engineer, it's not surprising that he has not only an Iridium GO! but an Iridium satellite phone, Starlink, and a "fancy 4G-to-Wi-Fi thing I made." He also has an SSB-capable Icom UC-7300 hooked up to a 34-ft SSB antenna.

While his new watermaker is doing its thing, Shane wouldn't mind a little lemon sorbet.

"I don't drink, smoke, or party," says Shane. "The main reason for my going on the Ha-Ha is to meet fellow independent people and to kick-start the adventure of my lifetime, with my eventual goal being making it all the way around the world in about four years."



'Oz' - Steve and Susan.

Oz — Catana Bali 4.1 Cat (W) Steve and Susan Warner Seattle, WA

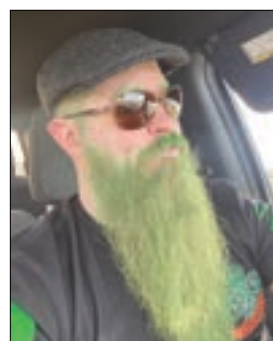
Steve, 57, is in marketing, while Susan is a "rover." But Steve has a lot of other skills. He's a former Navy diver/Special Operations lieutenant commander, and a former PJ (Pararescue). Pararescue team members risk their lives, often in dire situations, to save other lives. Ballsy stuff.

"Susan and I have been married for 27 years," reports Steve. "We've lived all over the USA as well as in Thailand, Korea and Romania. We have three daughters, the youngest of whom just graduated from college. So, we sold our home and are taking advantage of the opportunity to go on another adventure together. We're planning on taking a year, but we'll see how we feel after we winter over in Mexico. We might eventually go through the Canal and explore places such as Belize."

"I've been sailing off and on for 30 years, during which time I've owned two boats. We've owned our cat, a standard factory-issue Bali 4.1, since 2019. We like her, but she's not our ultimate dream boat. We'll know that when we see it. While in Mexico I'll be looking for opportunities to make some spending money to supplement our savings. I can dive, and am handy with basic repairs and maintenance."

Passing Wind — Hunter Passage 42 Shawn and Jennifer Goit Oceanside (2016)

Shawn didn't list an age or occupation. Jennifer works in customer service. Their crew will be Dan Goit, Shawn's brother, who is 63 and



'Passing Wind' - Corey.

retired from construction; another brother, Nick Goit, 53, who is the maintenance area manager at Amazon; Robert Temple, 63, who is both a plumber and Shawn's cousin; and

nephew Corey Goit, 32, who says he's "Master Chief Engineer and Facility Manager at Amazon. My day job includes running a team of techs that maintain the infrastructure of Data Centers that provide a multitude of internet services."

"I've been sailing for 20 years and had powerboats for 20 years before that," reports Shawn. "I've owned 15 boats in all, 12 of them power, three of them sail. We've had *Passing Wind* for eight years, and did the '16 Ha-Ha with my son in the year he graduated from high school."

"I owned my dream boat, but the Ha-Ha shattered my dream of sailing around the world. It made me realize

that it would actually be a lot of work to go all the way around.

"My son is my sailing hero, and I only wish he could make another Ha-Ha with us. I love ice cream, so if anybody has some in their freezer, I wouldn't mind an invitation. I go by Shawn, but have been called a Dick, possibly due to periodically having a less-than-ideal attitude."

Poobah Note: A lot of longtime cruisers will agree that cruising is never super-easy, but the first couple of long passages were their most trying. Once you get your boat and yourself dialed in, things become a lot easier.



'Resolute' - Scott and Nancy.

Resolute — J/122 Scott and Nancy Wildman Long Beach / Palos Verdes Peninsula (2017, 2018, 2019)

Scott, 67, is a retired aerospace mechanical engineer who has done three Ha-Ha's as crew. Nancy is a high school chemistry teacher who will be doing her first Ha-Ha. Their crew will be Louis 'Frank' Zankich, 61, an attorney; Stephanie Zankich, a teacher; and Dixie Yeck, an investment broker who races out of King Harbor.

"I started sailing after high school and haven't stopped," reports Scott. "My first sailboat was a trimaran on the hard in Wilmington. We fixed her up and sailed her to Catalina with a backpacking compass and an auto club map."

"We purchased *Resolute* just two weeks before we signed up for the Ha-Ha. The thing that stands out about this design is that she was the top American doublehander in the Bermuda 1-2 in 2014, and competed in Fastnet Race 2015."

"After my past three Ha-Ha's, I promised myself that I'd do the next one on my own boat. My longest passage to date is 17 days, helping deliver the Andrews 61 *Medicine Man* back from the Transpac in 2019."



'Salt Whistle' - Rob and Robbie.

Salt Whistle — Catalina 34 Rob Simonds and Dawn Wilson Richmond / Camino

Rob, 63, is retired from high tech sales, while spouse Dawn is a retired teacher. Son Robbie Simonds, 26, will be their crew.

Dawn has sailed since she was a kid, racing Lightnings with her dad on Long Island Sound and later on Lake Michigan. Wayne, Dawn's dad, once won the award for being the oldest participant in that year's Ha-Ha. Rob only started sailing when he and Dawn got together — it's a great story — nearly 15 years ago.

"We sail most weekends in the San Francisco Bay," the couple report, "and have bareboat chartered a half dozen times in the Caribbean. In fact, our *Salt Whistle* is named after the gorgeous bay at Mayreau Island in the Grenadines."

Dawn wants to sail to the Seychelles while Rob wants to sail to Greece. They'll have to work that out. No matter where they sail, they'd like to do it aboard a Hylas 46. But the reality is that after the Ha-Ha, they'll sail the Sea of Cortez for several months.



'Second Verse' - Bill, Sally, Jennifer and Michael.

Second Verse — Hylas 54 Bill and Sally Andrew Reno, NV / Galway, NY (2021)

Bill, 65, is retired after spending 30 years ashore working as a marine engineer with Chevron Shipping Company. Sally retired from purchasing at Bechtel Construction in 1986 to be a mom, a professional volunteer, and a dog walker. Both did last year's Ha-Ha with their

BAJA HA-HA XXVIII

crew for this year, Jennifer Cole, a fiduciary; and Michael Sitts, 64, a captain.

"My wife and I have been sailing most of our lives," reports Bill. "I grew up racing on San Francisco Bay, and Sally sailed small boats during the summers on a lake in upstate NY. We've owned our Hylas since 2018. After buying her in Vancouver, BC, we spent two summers cruising the San Juans. Then we did a year on San Francisco Bay, and another year traveling around Southern California before heading to Mexico on the Ha-Ha in 2021. Our Hylas has been great, being both very solid and very fast.

"We did our Bash in late April and had an uneventful but windy voyage north. We had one afternoon of 40-45 knots of wind and rough seas, but the boat held up great and we made it from Cabo to Ensenada in just under five days.

"After the Ha-Ha this year we want to work our way farther north in the Sea, then get over to the mainland, eventually ending up in Banderas Bay."



'The Irish Rose' - Derek and Rachael.

The Irish Rose — Catalina 34 (W) Derek Ohlson San Diego / Chula Vista

Derek, 24, is both a marine mechanic and the youngest entry in the Ha-Ha. His crew will be friend Rachel Mirth; and Bill Ohlson, who is "family."

Derek reports he's been sailing since "childhood," and has owned two boats, *The Irish Rose* for the last three years. He says the most unusual thing about her is that "I'm aboard."

His longest passage to date has been two days. After the Ha-Ha, the right-hander plans to continue cruising in the Sea of Cortez.

*****Tiamat — Fontaine Pajot Orana 44 Cat**

Owen and Stephanie Anderson, with Olivia (8), Archer (5) and Elena (9) San Francisco / San Jose

Owen, just 35, is a Software Engineer, as are so many of the young



'Tiamat' - Owen and Stephanie.

cruisers these days. Stephanie is also an Engineer. A Domestic Engineer, one of life's most important but least appreciated careers. Offspring Olivia and Archer are Students of Life.

The Anderson family has signed on two crew. Nine-year-old Elena Elliott and dad Adam, 41. Both are Bay Area sailors. Elena loves the sun, swimming, fishing, and adventure. Lemurs are her favorite animal. Dad likes sashimi, killer tacos, and is looking forward to a fun run south. Wait, one more crew on the big cat, Sandy Lazzari, a longtime Bay sailor.

The Anderson family has been sailing *Tiamat*, which has already done a circumnavigation, around San Francisco Bay since buying her in 2018. In addition, they've been refitting the cat, practicing homeschooling, and generally have been working toward the dream of "sailing away to a tropical location in pursuit of a grand family adventure." They plan to spend at least a year in Mexico, then hopefully continue on to the South Pacific, their dream destination.

The family's favorite quote is, "You can't direct the wind, but you can adjust your sails" — as read by Leonard Nimoy in the game *Civilization 4*.

Owen is hoping to make Ha-Ha history as the first concertina player to make the voyage. He's been practicing his sea shanties, so guard your ears!

Tiamat is a primordial Goddess of the Sea in Mesopotamian religion, who mates with Abzu, God of Groundwater, to produce younger gods. Mesopotamia is a historical region of Western Asia situated within the Tigris-Euphrates River system in the northern part of the Fertile Crescent. Some of the major Mesopotamian civilizations include the Sumerian, Assyrian, Akkadian, and Babylonian. Evidence shows extensive use of technology, literature, legal codes, philosophy, religion and architecture in these societies. But you knew that already.



'Tritium' - Scott and Vidi.

Tritium — Customized Orma 60/72 (W) Scott and Vidi Rhoads US Virgin Islands / St. Petersburg, FL

Scott, 57, is the director of the Ultimate Adventure Academy. Vidi is an attorney. Their crew will be Sage Epic, a 29-year-old male consultant; and Ian Moore, 17, a student of life. But there may be more crew, for as Scott wrote, "A couple of others may join us as we are open to friendly pickup crew. We have a large vessel and room for cool folks that add flavor without turning the flavor bitter.

"Vidi and I have been sailing together for 10 years around Hawaii, the Caribbean, California and the Med," reports Capt. Scott. "I have been a professional sailor/educator for nearly 30 years. With the school, we have owned over 250 boats all over the world that



range from Lightnings and Windmills that we build at the Academy, to a 110-ft schooner, and everything in between.

"We've owned *Tritium* for six months. First launched about 35 years ago as an ORMA 60, and constantly upgraded and lengthened by 12 feet, she is one of the fastest boats in the world. She was built to smash world records and did so before becoming a test boat for the America's Cup with foils for flying the hulls. But we're not using them. *Tritium* is a carbon fiber monster. Even the spokes on the wheel are carbon fiber.

"We are going to explore the Sea of Cortez after the Ha-Ha and then head for the Caribbean. My dream destination is always the next one. We have sailed all over the world and have loved almost everywhere.

"We are excited to pick up a boat in New Zealand that is being donated to our school, and then push her against the breeze to Fiji, Tahiti and then Hawaii. Our next big boat, which has been my dream boat all along, is a square rigger. I can't disclose any details until the paperwork is done."



'Willow' - Marin, Mae and Rose.

*****Willow — Cal 2-46
Brian, Carolyn, Marin (9), Mae (8),
and Rose (6) Kelley
Santa Cruz / Bucerias, Mexico**

Brian, 35, is a product manager, while Carolyn, 35, is a photographer. Their three children, who are students of life, will also be along. They are Marin, Mae, and Rose. Crewing for

them will be Michael Murray, 36, an IT professional; as well as Brendan Dugan, 35; and Ben Homnick, 36.

Brian has been sailing since 2005 and Carolyn since 2018. The couple bought *Willow*, their first boat, in 2018 and have been refitting her ever since. Their three children have been sailing most of their lives, and have been taking lessons at the Vallarta YC.

This will be their first time doing the Ha-Ha. They'd planned on doing it last year, but "an unfortunate accident involving an out-of-control powerboat and a five-figure repair bill" got in the way.

Brian and Carolyn have completed several coastal passages from the Santa Cruz area to the Santa Barbara, L.A., and San Diego areas. After the Ha-Ha, the family plans to continue on to Puerto Vallarta, where they have been living part-time since 2019.

"Fun fact: Our kids only know how to sail in Spanish, due to the fact that their instruction has been done at the Vallarta YC."

— richard spindler



MARINA RIVIERA NAYARIT
AT LA CRUZ

A DOOR OPENS...

2022/2023

Season



/MarinaRivieraNayarit.AtLaCruz



Our Sailing Community Awaits You

Marina La Cruz, an active nautical community.

A great way to experience our *authentic Mexican fishing village*.

Complete marine services for our clients, shipyard with professional contractors,

DIY options, fuel station, kids club, cruising seminars, sailing activities.

Beautiful Mexican atmosphere, close to restaurants, markets, and the airport.

Enjoy fishing, day sailing, surfing, snorkeling,
and scuba diving in the calm sea of Banderas Bay.

"mi casa es tu casa"

Tel. México 329 295 5526 | Tel. USA +521 329 295 5526

Located in a protected hurricane hole on the Pacific coast of Mexico.

DELTA DOO DAH 14 —

Just when we thought we were out of the COVID woods, the pandemic lurched out of hiding to mess up our plans. But more on that later.

For the first time since 2019, we were able to kick off our Delta Doo Dah cruising rally in person instead of via Zoom. Richmond Yacht Club graciously welcomed our sailors back, this year on the afternoon of Saturday, May 21. Craig and Ann Perez of the Express 34 *Marrakesh* presented their excellent Delta Cruising Seminar. It was spontaneously friendly, informal and interactive, with plenty of questions and comments from the participants. Part of the fun of this seminar is the show-and-tell aspect; Craig and Ann carted in a remarkable amount of gear and toys, and even demonstrated deploying an anchor right in the middle of RYC's dining room.

We handed out door prizes thanks to donations from Owl Harbor, the California Delta Chambers, author (and fleet member) Jackie Philpott and Summer Sailstice. New this year was a beach-themed gift basket from John Maroulis, an agent for the New York Life office in Stockton, just down the road from Stockton Sailing Club.

Another excellent — and particularly fast — Delta Ditch Run came next on our itinerary, with some of our DDD fleet members sailing in the racing or cruising divisions of DDR. The DDR sails from RYC to SSC, mostly downwind in narrowing, winding and gusty waterways. Sailed on June 11, this edition had plenty of breeze and remarkably (but not record-breaking) early finishes. All the more time to enjoy picnicking on the lawn at SSC along the San Joaquin River and quaffing Mount Gay Rum and other libations. Due to the pandemic's Omicron surge, the clubhouse was closed to the big crowd on Saturday evening, but it did open on Sunday morning for the more lightly attended awards.

The best-laid plans began to go awry when Owl Harbor Marina underwent a wave of COVID infections and had to postpone their tenant BBQ, this year with a Roaring '20s/casino theme. The big bash had been scheduled for July 30. The staff recovered, returned to work, and rescheduled the event for August 27.

Next up on the official itinerary was Delta Bay Marina's Delta Doo Dah weekend. Delta Bay, tucked behind tule berms along the San Joaquin River in Isleton, invited up to 20 of our fleet members to stay in their harbor for free on August 12-14. Unfortunately, earlier

that week, Doodette Chris came down with the dreaded disease herself, and no other members of *Latitude's* small staff were available to fill in. So the weekend went on without us, but with plenty of leadership from other quarters. Here's what we know:

Saturday was an action-packed day, starting with morning brunch. Vivian Matuk's team from the SF Estuary Partnership, the Division of Boating

and Waterways and California Coastal Commission then presented a talk about Clean Boating and the Pumpout Nav app. A BBQ lunch prepared by volunteers from Peninsula YC, who have a summer outpost at Delta Bay, followed. Demos of solar boats and propane outboards and paddleboard lessons were available. The afternoon included talks by Bill Wells of the California Delta Chambers; Delta Bay's harbormaster, Eric Chiu; and



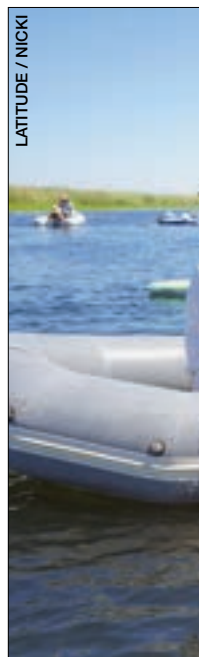
LATITUDE / CHRIS



LATITUDE / CHRIS



LATITUDE / NICKI



LATITUDE / NICKI

TAKE ME TO THE RIVER

veteran cruisers/authors Pat and Carole McIntosh, longtime DDD fleet members.

"It was one of the most enjoyable workshops we've ever done," reports Pat. "Everybody was there because they are planning on going cruising, and the discussions, questions and interaction with everyone were what we dream about as presenters. We passed out some good handouts, showed everyone the article in the August issue of *Latitude 38* (cruisers

talking about what they wished they'd known before they took off), and kept going for an hour and 45 minutes."

Sunday was market day on the shady lawn across the levee from the marina and included a hilarious doggy parade.

"I just wanted to write you a quick note of gratitude for organizing the event this past weekend," wrote Bill Vanderwaal of the MacGregor 26S *Areion*. "I'm sorry you weren't able to make it, but

maybe we'll meet you at the next one. We did enjoy meeting the folks who came to it and are looking forward to getting to know some of them better in the future. My wife, family and I are enjoying getting into the sailing world and look forward to many more happy days ahead."

Next up was the rescheduled Roaring Day on the Delta at Owl Harbor on Sevenmile Slough in Isleton, where DDD fleet members join the marina tenants.

Clockwise from top left: Craig Perez demos Delta style at RYC; Chris Gage's Express 27 'Ergo' is a recidivist Doo Dah Ditch Runner; Bill and Merrill, at Delta Bay, trailered 'Areion' from Willows; SUPping at Delta Bay's event; collecting cards at Owl Harbor's Dinghy Poker Run; blackjack at Owl Harbor's Roaring Day on the Delta.



LARRY WHITE / NAMASTE

ERIC CHIU / DELTA BAY

DELTA DOO DAH 14

LATITUDE / CHRIS

The crew at Owl Harbor had spent weeks preparing and setting up for the event. By Saturday morning, Owl Harbor was transformed into a different place. There were giant dice; oversized playing cards hung from twinkle lights, and hundreds of fake \$100 bills hung from the ceiling.

The afternoon kicked off with the annual Dinghy Poker Run at 1 p.m. Participants entered in dinghies, row boats, small sailboats, kayaks, canoes, WaveRunners, paddleboards, floaties and floating docks. Some were solo, some in couples and small groups, and many with their water-loving pets. Harbormaster Devery Stockton gave out prizes for both the best and worst hand, which were won by the same dinghy crew — DDD fleet members Diane and Donn of *Treasure Box*.

Afternoon activities included painting a giant mural below the marina office. At 4:30, guests started to arrive for Happy Half Hour dressed in the theme of the Roaring '20s. Each person got to spin the wheel to win a prize, including Owl Harbor swag and '20s accessories. The crowd was full of feathers,

sequins, hats and pin stripes. Trivia began to determine who would get to eat first. The questions were mostly from the '20s and Owl Harbor-themed. The dinner was a beautiful buffet of delicious food, complete with a dessert bar and chocolate fountain.

After dinner, casino night began. Each guest received a stack of funny money to get the evening started and could choose from roulette, craps, poker or blackjack. There was a table of costume items for the photo booth that resulted in some very funny photos. Devery gave out prizes for the biggest winners of the evening, but even those who didn't win left with smiles on their faces. It was truly a memorable evening.

Baylis and Sarah sailed the smallest boat in the fleet, an 11-ft lanteen-rigged Piccup Pram, from Ox-bow Marina on Georgiana Slough to Ephemerisle on Mildred Island — and back.



We look forward to more warm-weather sailing adventures in 2023 and hope that many of our readers will be able to join us. Keep track of plans for Delta Doo Dah 15 as they develop at www.latitude38.com/delta-doo-dah.

— **latitude**/chris & nicki

Delta Doo Dah 14 Fleet

After 50	Hunter 340	Gary Coverdale, Janice Hackett	Benicia	Kyra's Joy	Catalina 36 Mkl	Peter & Robin Pillsbury	Stockton
AirWave	Yamaha AR230	Steve & Kathleen Short	Lakeport	L'Chaim	Ericson 36 RH	Dean Hupp, Bob Farrell	Richmond
Areion	MacGregor 26S	William & Merrilee Vanderwaal	Willows	Lil' Sumptin	American Skier	Dennis & Siobhan Deisinger	Bethel Island
Balaena	Tartan 42	Richard & Wendy Van Gaasbeck	Alameda	Lina	Catalina 25	Richard & Carolyn Mason	Stockton
BeeZee	Catalina 36 Mkl	Bob & Zeldia Angus	Sausalito	Macushla	Bristol 35.5	Evan & Jimi Marks	Berkeley
Catch the Wind	Santana 22	Lloyd Ritchey	Alameda	Mas Tiempo	Islander 30	Dave Cowell	Owl Harbor
Cielo	Lagoon 380	Doug Jarmer, Jenn Mengel	Alameda	Miss Irene	Catalina 22	Kevin Clancy, Joanne Goodsell	Sacramento
Circe	Islander Freeport 36	Dave & Kelly Kendall	Transient	Nalu	Hunter Legend 37.5	Joshua & Candace Williams	Moss Landing
Crow's Nest	Catalina 445	Karen & Tim Crowe	Alameda	Namaste	O'Day 37	Larry White, Kathy Kennedy	Bethel Island
Dream Catcher	Pearson 36-2	Art Ewart, Kathleen O'Dea	Sausalito	Nepenthe	Pearson 30	Joseph Maciorowski, Katie Oltzinger	San Rafael
Dura Mater	Cal 2-27	Jackie Philpott	Richmond	Nimros	Ericson 29	Doug & Shanna Moler	San Rafael
Encore	Marlow Mainship Pilot 32	Brian & Terry Isaac	Emeryville	Odyssey	Bristol Channel Cutter	Wayne & Karen Edney	Richmond
Endless Summer	Catalina 42 Mkl	Dave & Michelle Opheim	Alameda	Olive	Pearson 303	Max Perez	Emeryville
Erewhon	Newport 30-2	William & Kathy Crowley	Vallejo	Owl's Nest	Patio Cruiser	Devery Stockton	Owl Harbor
Ergo	Express 27	Chris Gage	Richmond	Puffin	Columbia 24	Erik Engstrom, Zack Anderson	Richmond
Escapade	Dufour 44 Performance	Jim Painter, Karen Miller	Stockton	Raven	Pacific Seacraft 25	Timothy St. Pierre, Sundry Vongkhamsoomphou	Isleton
Evenstar	Ranger 23	Gregory Towers, Jillian Cripps	Emeryville	Send Me	Dufour 560	Sam Neustadt, Tammy Forrest	Richmond
Fantasy	Prout Quest 33CS	Nicholas Ratto, Andrea Cook	Alameda	Seven Bridges	Nordic Tug 42	Steve & Pat Stanley	Owl Harbor
Fats	Grand Banks 32	Vickie Gilmour	Richmond	Silas Clyde	Nordic 42	Scott Stanley, Krista Witte	Owl Harbor
Fiesta	Fleetwood 31	Pat & Carole McIntosh	Carmichael	Sir Leansalot	Hunter 40	Tom & Lynn Lueck	Stockton
Finistere	Sabre 38 Mkl	John & Leslie Arndt	Tiburon	Solo	Niagara 35	Adam Santaniello	Berkeley
Fiona	Pacific Seacraft 34	Kevin & Dorothy Mueller	Alameda	Sospiro	Ericson 32-2	Nicki Bennett	Owl Harbor
Goodspeed	Catalina 320	Lawrence & Evan Litvak	Sausalito	Sunshine	Islander Bahama 24	Sam Hunter	Rio Vista
Hiccup	Piccup Pram 11	Baylis Weaver	Berkeley	Survivor	Beneteau Oceanis 38	Kent Carter, Wayne Wiggins	Sausalito
Hokahey	Seawind 1000	Jan Passion	Richmond	SusyQ	O'Day 192	Gary Meyer	Cupertino
Knot Serious	Capri 25	Steve Gierke, Val Coughlin	Stockton	Talisman	Miller Marine 29	Bas Vossen, Ilene McHolland	Stockton
				Toucan	Tanton 43 cat ketch	Kevin Belcastro, Susan Liebert	Owl Harbor
				Treasure Box	Cruise-a-Home 31	Diane Memory, Donn Guay	Owl Harbor
				Two Truths	Pacific Seacraft Dana 24	Bob & Betsy Sharf	Berkeley
				Valkyrie	Ericson 35-2	William Anderson	Richmond
				Wave Organ	Hunter 28	Kenneth Frank	Sausalito
				WaveLength	Jeanneau Sun Odyssey 39i	Caxton Rhodes, Dominique Schurman	Sausalito
				Wine N Down	Leopard 58 catamaran	Steve Skolnik	SF Bay
				Zeus	Beneteau Sense 43	Paul Lauher	Alameda

Many thanks to our 2022 Sponsor:
Vallejo Marina www.vallejomarina.com

And to our Supporters:

California Delta Chambers www.californiadelta.org

Cruising Notes www.latitude38.com/issues/cruising-notes

Delta Bay Marina www.deltabay.org

New York Life Agent John Maroulis www.johnmaroulis.com

Owl Harbor Marina www.owlharbor.com

Jackie Philpott, author www.amazon.com/What-Saw-Sailing-California-Delta

Richmond Yacht Club www.richmondyc.org

Stockton Sailing Club www.stocktonsc.org

Summer Sailstice www.summersailstice.com

To inquire about sponsoring Delta Doo Dah 15, please email Nicki Bennett, nicki@latitude38.com; or Doodette Chris, chris@latitude38.com; or call us at (415) 383-8200.



Freedom to Explore

Shop for your Spectra Watermaker at:

Explore the most energy-efficient
and quiet watermakers at
www.spectrawatermakers.com



www.svendsens.com
510-522-2886
Alameda, CA

SPAULDING MARINE STORE



www.spauldingmarinestore.com
415-332-3179
Sausalito, CA



www.emeraldharbormarine.com
206-285-3632
Seattle, WA

Speak to a technical representative
to find the right system for your
needs at **415-526-2780**



www.swedishmarine.com
510-234-9566
Richmond, CA



www.outboundyachtservices.com
949-488-0652
Dana Point, CA



www.seatechmarineproducts.com
619-222-9613
San Diego, CA

VEE JAY MARINE

*Fall / Winter
Special*
Oct 1 - Dec 31 2022

THE SPECIAL



FREE HAULOUT with
Top Side Paint Job
or
Bottom Paint Job



Up To 45 FT In Our
Indoor Paint Shop



10% Discount On
Total Price Of
Material

LIMITED SPACE AVAILABLE

Contact Us:

6 BAY SIDE DR PITTSBURG CA 94565
 925.432.9244
 VeeJayMarine.Boats@gmail.com

40' to 48' Foot Slips Now Available at \$10.27/ft.

City of Vallejo Marina

Professionally Managed by **F3**
MARINA

vallejomarina@f3marina.com
Bulk Fuel Discounts Available!



42 Harbor Way Vallejo, CA 94590
707.648.4370 www.vallejomarina.com

My berth in the marina is well protected from the afternoon sea breeze. That means I can usually sail into and out of the slip without much risk of a serious crash — but sometimes a couple of strokes with a paddle are called for when I miscalculate the drift. The problem is the paddle. Years ago I had special-ordered the longest canoe paddles I could find, but now there's a much better solution: Paddles made for stand-up paddleboards, or SUPs, are just right for giving a sailboat that extra push. And that's why I was in the kayak, canoe and outrigger shop, in the market for a pair of lightweight but not-too-expensive paddles that could be worked effectively from the deck of my sailboat.

There was no one standing watch at the counter when I walked in, and the store seemed strangely quiet. I made my way through a maze of all manner of human-powered watercraft, finally locating a selection of SUP paddles. No surprise, the ultralight carbon models were ultra-expensive and the cheap ones were heavy. I needed a salesperson to offer some help and advice, but not a soul in sight.

Wandering toward the rear of the store, I heard voices coming from a back room. There was an open door with a "staff only" sign. A meeting was in progress — maybe I could get the attention of an employee.

"This is the most ridiculous proposal to ever come out of Sacramento!" an animated voice asserted. "Consider the use pattern: Most kayaks sit in the garage untouched for years, and then come out for one weekend of use. Sort of like skis. Do they expect people to stand in line at the DMV just for one day of paddling on their local lake?"

"It's worse than that," added another voice. "I have three kayaks and two SUPs in my backyard. Am I expected to register all five of those boats?"

"If the state has their way, then like, yes," answered a third voice, a voice that I thought I recognized. "This is climate-regressive," she added. "They want to impose a new disincentive to carbon-free recreation on the water. It's, like, totally against the state's official goal of carbon neutrality by 2045."

That had to be Lee Helm, and the discussion appeared to be all about a proposal by the Department of Boating and Waterways, now a division of State Parks, to require kayaks, canoes, SUPs, windsurfers and small sailboats to register with the DMV.

"I thought it was only powerboats over 10 horsepower and sailboats over 14 feet," said another voice.

"Nope. Right now it's required for all boats with an engine, any horsepower, and all sailboats over 8 feet," Lee corrected. "Right now the status quo is, \$49 for the first two years, \$20 for every two years after that. To register one old kayak in the garage, here's the document list you'll need: application for certificate of number; a copy of the title to the boat or an application for a new title if you don't have the original; bill of sale or a 'Statement of Fact' form if you don't have the bill of sale; and \$49 for the first two years. So to be legal, you'll have to register all five of your watercraft and pay \$245 for the first two years."

"You left out the zebra mussel sticker; that's another \$16 per boat if you use them in freshwater."

"No, that's only for powerboats," someone corrected.

"But if registration is extended down to kayaks and El Toros, I wouldn't be surprised if we get hit with that also. Even a Toro has a drain plug and a place for invasives to hide."

"Cal Boating is on a suicide mission," declared another pundit. "This is going to cause major push-back and widespread noncompliance. It will make half of us into fugitives, always checking our backs to see if the park police are going to bust us if we dare to paddle on a patrolled lake. It's unworkable and it's counter to the state's climate policy."

"I love it," said another voice. "Phase out gas-powered cars, but pollution from boats gets ignored while we make

life difficult for the carbon-free sector."

"You exaggerate the situation for owners of multiple watercraft," one paddler tried to point out. "This might take the form of a user-based registration, so you pay per user instead of per boat. That way you only have to register yourself as an unpowered watercraft operator, and not each of your five boats."

"Won't work for my dragon boat club," added another new voice. "We have 200 members who use the boats, 30 different people qualified to be 'operators' in charge of the big boats, and 50 members checked out for our fleet of small outrigger canoes and kayaks."

By now the voices were mostly talking over each other, but it was clear that the group was vigorously and unanimously opposed to the prospect of small-watercraft registration, except for one person who seemed to be defending the idea.

"You know, Oregon has a kayak registration system already in force," he noted. "\$17 per year per boat gets you the sticker. Compliance is good, and I think the Cal Boating registration fee is likely to be based on that success story, but possibly at a lower fee level."

"Can't be much less of a fee level," said another paddler, identifying himself as a participant in several of the ad hoc stakeholder subcommittee meetings conducted by the Department. "Cal Boating pays DMV to administer the boat registration services, and they take a significant cut of the revenue. At the focus group meeting, there was talk of taking the entire registration process back from DMV. Cal Boating thinks they might be able to run boat registration more economically."

"No chance," sighed another boat owner. "We'd still have to go to the DMV to register our trailers. DMV, for all the waiting in line, has an efficient system in place and I think what they charge Cal Boating for the service is..."

"Compliance in Oregon is anything but a success," interrupted someone who said he had family in Portland. "They refuse to register any of their kayaks, on principle, and they now have to avoid their local lake because there's a water police presence."

I stepped around a display of fancy kayak PFDs and stood in the doorway leading into the meeting space, so I could ask some of my own questions.

"What's driving this?" I asked. "Seems like a very complicated exercise



The "If Found Contact..." sticker on new kayaks. This is a simple and effective way to address the Coast Guard's dilemma of whether to initiate search and rescue when an empty kayak is found on the Bay. But the sticker really needs space for a few more phone numbers, one for the owner plus an emergency contact or two.



One proposal is to only require registration for kayaks and other small watercraft stored on-site at marinas or launch sites subsidized by Cal Boating loans or grants. It would be much easier to enforce, but would not raise nearly as much new revenue as Cal Boating hopes to collect from mandatory registration fees for all small watercraft.

in bad public relations on the part of Cal Boating."

"Revenue!" Lee responded. "The subcommittee was formed for the explicit purpose of raising more money for the Department of Boating and Waterways. Not safety, and not waterway management, although these keep being brought up to justify the grab."

"I disagree; the boating safety enhancement is real," insisted the one person in the room who did not seem adamantly opposed to the idea. "The Coast Guard frequently finds stray kayaks adrift on the Bay, and they need a mechanism for tracking down the owner to see if they should initiate a search for a missing paddler. Mandatory registration will do that."

"Sheesh," Lee reacted. "There are like, way simpler ways to accomplish the same thing. Use the infrastructure already set up for EPIRBs and PLBs, for example. It's run by NOAA. Register your kayak one time at point of sale. No fee, minimum hassle, and, like, the compliance rate is excellent. Only renew when the boat changes owners."

"Even simpler," noted another kayaker, "is the 'If Found' sticker that comes standard on a lot of new watercraft. It should probably have space for five or six phone numbers instead of one, but it's the easy and cheap way to solve the Coast Guard's problem of determining if they need to start a search and rescue exercise when they find an empty 'yak.'"

"So what's really driving this?" I asked again. "It seems like the bad press will be way out of proportion to

the new revenue generated, especially after DMV takes its cut. If Cal Boating is running a deficit, couldn't they just increase the marine fuel tax a little?"

"That's the obvious cash cow," said the dragon boat paddler. "But a lot of powerboats fill up at gas stations, not marine fuel docks, so it's thought of as 'unfairly' targeting only larger boats."

"Give me a break," another voice complained. "Just like school districts 'unfairly' target people with no kids in the public school."

"I have a different scheme," said Lee. "Set registration fees based on horsepower. Let's add, like, 50 cents to the registration fee for each horsepower over 100. That means no change in fees for any boat under 100 horsepower. A 300-horsepower powerboat pays an extra \$100 every two years. A 1,000-horsepower yacht pays an extra \$450 every two years. There's the real cash cow."

"Nice, but it sounds like an awfully steep increase for bigboats," I responded.

"Context, Max, context. The extra registration fee would barely buy enough fuel to cover the bottom of the tank feeding those big engines. Think how much the cost of running a powerboat depends on horsepower; it's a good way to set a fair price for registration."

"But how can you call that fair?" complained the one person in the room who seemed to be taking sides with the powerboaters. "The small boats use the Cal Boating facilities and services, but only the big iron pays the bills?"

"External costs," Lee responded.

"External costs. First and foremost, there's, like, preemption of the resource, meaning access to the enjoyment of recreational waterways. You can put 50 kayaks on a small mountain lake or stream and everyone has a good day. Add one or two jet skis and it ruins it for everyone but the thrillcraft drivers. Cal Boating, in its misguided past, thought its projects should mainly benefit only those who paid the marine fuel tax, so we find a lot of double-wide launch ramps, parking lots and bathrooms bringing all kinds of powerboats to otherwise pristine mountain lakes far from population centers. Once the wakeboarders and jet skis show up, it's, like, ruined for anyone who wants to enjoy the water without leaving a huge carbon footprint."

"Wakeboard boats are the worst," noted a kayaker. "They come standard with a sound system loud enough for the person on the board to hear the tunes over the engine noise. And they have ballast tanks to make the wake extra big, burn even more fuel, and maximize the disruption to everyone else on the lake. If any category of boating needs a negative price signal, it's those wakeboard clowns."

"More external costs: the land-side carbon footprint," Lee continued. "Not just from the overpowered boats but from the big tow vehicles that drag them up to the lake. And the rescue, EMT and medevac expenses. Speed kills, and public agencies pay the bills."

I made a mental note that her last statement could be a good bumper

MAX EBB

sticker, if this small-watercraft registration proposal ever got far enough to be a real threat.

"I've seen two helicopter evacuations in recent years," added another paddler. "One was a jet ski collision, one was a tubing accident. The poor kid was flung right into a dock when the boat made a sharp turn, didn't know when to bail out. I still don't know if he lived..."

"But kayak accidents are also up," argued the powerboat apologist.

"A lot of those kayak accident stats are really kayaks hit by powerboats," Lee shot back. "They still get classified as kayak accidents. It's the speed and power that kill. And like, most of the expense of patrolling recreational waterways is to keep the powerboaters under control. More external costs."

"I wonder if RBOC, Recreational Boaters of California, has a hand in this," suggested the dragon boat paddler. "I participated in a series of stakeholder meetings back in Great Recession years, when they were considering how to implement the California Boater

License — excuse me, I mean the 'Boater Education Certificate' — and RBOC was hot to make sure this applied to kayaks, canoes and river rafts. As if windsurfers and rafters had to know all about water ski hand signals and bilge ventilation. I came away from those meetings concluding the RBOC was firmly in the pocket of the powerboat industry, at a time when powerboat sales were taking a serious hit but the kayak sector was holding its own. The RBOC folk wanted to make damn sure that the same bureaucratic hassle from this education card they were about to impose on powerboaters would hit their non-motorized competition just as hard."

"You're projecting a conspiracy that's not really there," someone responded. "RBOC ain't perfect, but they basically have our interests in mind."

"Well then, how do you explain the exemption to the Boater Ed Certificate requirement for the worst of the worst, the rental jet skis?" asked the dragon boat paddler. "If that wasn't blatant bending over to the thrillcraft industry,

I don't know what is."

From there, the dialogue seemed to degenerate into multiple simultaneous anecdotes and sea stories, mostly about misbehaving powerboaters and the gory consequences of propeller contact. But this collection of subversives, somewhat surprisingly, gave local marine police divisions pretty good grades, doing their best to control the mayhem wrought by high-horsepower powerboats.

Eventually, someone in the group identified herself as a store employee, noticed that I had come in late looking confused, and correctly deduced that I might be a customer. We went back out to the showroom, where she helped me select two medium-priced and medium-weight SUP paddles, perfect for use by a couple of strong crew when I needed my boat to drift just a few more feet to get into the slip.

"Keep these out of sight of the harbor master," advised the salesperson. "They might think you're hiding an unregistered inflatable SUP in your boat."

— max ebb

Custom Interior & Exterior Cushions



The Gianola Family has been designing and fabricating custom canvas and interiors since 1969. Gianola Canvas Products offers you the best in quality, more choices, and personal service.



We have moved

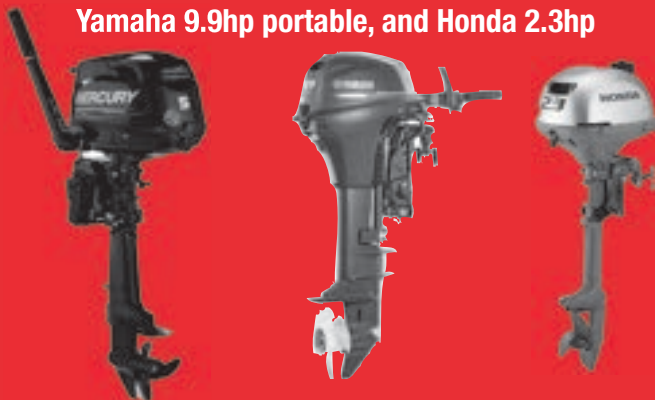
1301 Rand St., Ste. C
Petaluma, CA 94954
(415) 332-3339
www.gianolacanvas.com

Mercury • Honda • Yamaha • Evinrude

CHECKOUT THE ALL NEW MUST SEE

SMALL MOTORS

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



Motor availability is very limited at this time, get your motor order in now for the upcoming season.

Outboard Motor Shop

(800) 726-2848

(510) 533-9290

1926 - 2022
Your Bay Area Dealer
For 96 Years

**333 Kennedy Street
Oakland, CA 94606**

www.outboardmotorshop.com

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

3514

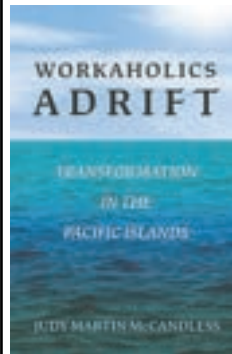


WE'RE EXPERTS IN HAULOUTS

BayAreaMarineServices.com

MARINE ENGINEERING AND BOAT REPAIR

A MEMOIR OF BAJA & BEYOND



A midlife couple abandons careers to sail 20,000 miles in a Baba35. From SanFran-Australia-Guam they master challenges, visit amazing folks, and discover their own hidden humanity.

"Highly recommended" – Latitude 38
"An inspirational book..." – VA Gazette
"Reads like a good novel" – Jon Stoltz

AT ALL BOOKSELLERS. SEE 5-STAR REVIEWS ON AMAZON.

VENTURA HARBOR BOATYARD

NOW HAULING VESSELS TO 220 TONS

Two Travelifts
 Full Line of Marine Services
 (805) 654-1433
 www.vhby.com

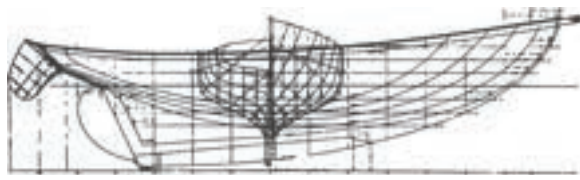
FLOP STOPPER

MAKES EVERY ANCHORAGE COMFORTABLE

Any boat, power or sail. Hang from a pole or right off the rail.
 Biggest Platform, Most Effective, Smallest Stow Size



www.flopstopper.com



MAKELA BOATWORKS

Family owned since 1948

Wooden Boat Building • Repair and Restoration

19280 South Harbor Drive • Fort Bragg, CA 95437
(707) 964-3963
 email: makelaboatworks@gmail.com • www.Makelaboatworks.com

Relax...

West Coast boaters, we've got you covered.

MARINE INSURANCE MADE SIMPLE, AFFORDABLE & EFFECTIVE
 PERSONAL USE COMMERCIAL MARINE

www.BoatInsuranceOnly.com

Northern California Office
 1-800-259-5701
 7 Marina Plaza • Antioch, CA 94509
 At The Antioch Marina

Southern California Office
 1-949-514-8100
 2600 Newport Boulevard, Suite 106
 Newport Beach, CA 92663

TWIN RIVERS
 marine insurance agency, inc.
"Your Marine Insurance Specialists Since 1979"

KISS-SSB



The Simple, Proven Marine SSB Ground Plane

- Easy to install
- Superior performance
- Fiberglass/wood boats
- Sail or power

See www.kiss-ssb.com for more info or to order.

(360) 510-7885

Mexico Fall Savings

ENJOY MARINA EL CID at just \$.30/ft./day



Complete, modern amenities in the heart of Mexico's lush tropical coastline.

www.elcidmarinas.com
 011-52 (669) 916-3468
marinaelcidmazatlan@elcid.com.mx

The Cruiser's Home in Mexico

THE RACING

This edition we travel around, visiting the *Jazz Cup* race to Benicia, *Drake's Bay Races*, the *Ultimate 20 North Americans* in Richmond, the *Santa Cruz 27 Nationals* in Morro Bay, the *Mercury Labor Day Regatta* in Pebble Beach, the *Herb Meyer Cup* in South Beach, and the *Vanguard 15 Nationals* at Treasure Island. Plus we check on the *Moore 24 Nationals* at SFYC and SYC's *Women Skippers Regatta*. *Box Scores* includes *Beer Can results*, with more to come next month. We end with a couple of *Race Notes*.

Jazz Cup: Fear Not the Heat Wave

We heard that some potential racers decided not to sail in the Jazz Cup due to the much-ballyhooed heat wave forecast to descend upon the Bay Area starting on Labor Day Weekend. Perhaps they feared a drifter and heat stroke. They missed out on a really fun run to Benicia in what were actually typical conditions for the race.

The first finishers were Alan O'Driscoll and Bryan Wade of the D-Class catamaran *HMB Boys & Girls Club*. "After a breezy start, the wind was light around the Red Rock part of the course," remarked Alan, "then it filled in for a moderate breeze for the rest of the race to the finish under warm, sunny skies.

"No other 'Fast Cats' to race this year,

very little separation in our fleet at the top mark, and none of our fleet initially set spinnakers, as it was too tight and a bit breezy to carry.

"Someone always goes first, and it was Erik Menzel on his Wylie Wabbit that set, and they were blasting away toward Emeryville playing the great circle route. Not to be outdone, we looked down the course, saw it was getting lighter, and set a few minutes later, while the rest of our fleet and many others held a high rhumbline to Red Rock.

"After a few minutes of very tight overpowered reaching, I heard a loud explosion at the back of *Flight Risk* and looked down to see the rudder tilted to windward at a 30° angle. The lower rudder strap had broken two of three bolts

killing it, but they were also really helpful to watch, as suddenly they were headed and doused. We didn't see that coming at all. Sure enough, we got the header and soon the whole fleet was on white sails with the waterline boats seriously catching us.

"After 30 minutes of this stuff, we set again and slowly extended, having been caught by *Outsider* (Azzura 310) and *Nuckelavee* (Melges 32). These two slowly walked away, but we were through the Carquinez Bridge by this point and distance was on our side. The other boat we enjoyed watching was the new J/100, the Thomases' *Windsome*, helmed by Anne, which looked like it sailed the course deep and effortlessly and was never out of our sight.

"Alongside *Nuckelavee*, jibe for jibe, they played hard into the Benicia shore and suddenly they were hard aground! (Amazingly they managed to get off under their own steam.) Now it was just us and *Outsider*, but the rest of the fleet was much closer now, bringing fresh wind down the course. We could see Erik's Wabbit and two Moore 24s having a ding-dong battle not far behind.

"Crossing the finish line shortly after 3:20 p.m., it was another fun, warm sail to Benicia, and the party at the yacht club, as always, was a great time."

— latitude / chris

SBYC/BenYC JAZZ CUP, 9/3

OVERALL — 1) *Flight Risk*, Thompson T650, Ben Landon; 2) *HMB Boys & Girls Club*, D-Class cat, Alan O'Driscoll/Bryan Wade; 3) *Birthday Bunny*, Wylie Wabbit, Michele Sumpton/Erik Menzel; 4) *Outsider*, Azzura 310, Greg Nelsen; 5) *Serenade*, Sabre Spirit, Hank Easom; 6) *Wingit*, F-27, Amy Wells; 7) *CentoMiglia*, Flying Tiger, Zhenya Kirueshkin-Stepanoff; 8) *Windsome*, J/100, Anne & Mark Thomas; 9) *Abracadabra*, Antrim 27, Ian Chamberlain; 10) *Special Edition*, Wilderness 30, John Ross. (72 boats)

Full results at www.southbeachyachtclub.org

Drake's Bay: Fear the Southerly?

For the opposite reason of any reluctance to sail in the Jazz Cup, some potential racers held off from the Drake's Bay Race due to a forecast for high winds and seas from the south. The OYRA and the SSS again joined forces for the two-day regatta on August 20-21.

"The fleet had an easy beat until Point Bonita, where the wind went light," said

COURTESY FLIGHT RISK



Overall winners at the Benicia YC after the Jazz Cup, left to right: Ben Landon, Bart Hackworth and Blake Davis. For more photos, turn the page.

so it was a 'Fast Cruise' for us. Despite the lack of other fast cats, we had a great sail, because we sail for the fun of sailing."


The overall winner, Ben Landon, who raced the T650 sportboat *Flight Risk*, sent us this report: "The race to Benicia is always fun, with different challenges. I did my first one in 1998.

"This year, as for many previously, Bart Hackworth and Blake Davis accompanied me, making it an all-RYC boat. The race started in a pretty good westerly wind for us.

"A very short upwind leg resulted in

and twisted. It held, but now it dictated our tactics, as we had to bear off to fix it. Five minutes later with a bit of MacGyvering, we were back in business. As a result of our lower course, we had picked up the nice Wednesday night RYC beer-can lift, with most of our competitors stuck in a hole under Angel Island.

"Entering San Pablo Bay, I think the only boat in front of us was the D-Class cat. Current still was not much of a player — a dying ebb — so we went with patchy breeze on the right side, the kite still pulling. We were overtaken by a very cool International 14; these guys were



'It's OK' and 'Staghound' compete in the Long Point Race Week at Catalina Island. See our report in September 2's 'Lectronic Latitude' at www.latitude38.com. — photo Ira Potekhina

SSS sailor Greg Nelsen of the outbound race on that Saturday. Greg sailed his Azzura 310 *Outsider* with Stephen Buckingham. "We transitioned well and left the pack behind in the slop. For hours after, it was a fickle south-southwesterly with a remaining northwest swell — very difficult to keep the boat moving toward Drake's Bay. Too light to fly a spinnaker — the only way to make more than a knot was to point west, but that resulted in zero VMG. We could hear — but not see — boat after boat motoring toward Drake's in the light fog.

"We sighted and heard many whales. A small, curious one came in close several times for a look.

"About 5 miles from the finish, a northwesterly filled in and we had a fast beat to be first to finish, including the crewed OYRA racers, with an elapsed time of 9:20. The next finisher wouldn't be for over two tenacious hours later.

"The south swell arrived after mid-

night, and it was a bucking bronco ride all night on the hook. The southerly stayed, so it was a beat to get to Duxbury and then a long fetch until Point Bonita, where we could ease our sheets. We finally got a reaching sail up for the blast to the finish line." Sunday's race finished at Golden Gate YC.

Gordie Nash and Ruth Suzuki won the SSS doublehanded monohull division overall for the weekend on *Arcadia*. "This year's Drake's Bay Race was not typical because we had the spinnaker up on both legs," reports Gordie. "We were on both port and starboard spinnaker reaches," he said of Saturday's race to Drake's Bay.

"The finish was in the dark on a port-tack beam reach. Patience and persevering were most important. Sunday's start was upwind into a strong southerly with choppy seas. It moderated halfway down the course, but was still a close reach." The couple enjoyed a spinnaker run from Bonita to the finish, with the customary strong winds under the bridge.

Philippe Jamotte, who won the SSS weekend in the singlehanded monohull division overall with *Changabang*, had a rough time. "Saturday was a very long day. After a bit of sailing to get to Point Bonita, the rest was a long, drawn-out agony of an underpowered *CaB*. I just don't have sails for light-wind affairs. I tried the code zero, and that worked until the wind went farther aft. I dropped it and hoisted the A2, but the wind continued to die and the sail started dipping in the water, the lines too, picking up water

and weighing the sail down, so that was that. It was jib and mainsail for the rest of the day. I stuck with it, hoping for wind — land breeze, sea breeze, something. First, the fog on the beach was pushed out to sea, and, with light rain, we got a bit of wind to push us closer to the finish line. Then all died again, and lastly, we got a bit of westerly. I crossed at 9:42 p.m." When the midnight wind piped up, there was so much noise inside his boat that Philippe couldn't sleep. "I was being jerked every few seconds. *CaB* was pulling at all the lines. I went up on deck to check things out a few times. Finally, I decided to untie as I was not comfortable with how things were going.

"The rest of Sunday morning was spent motoring up and drifting down Drake's Bay until I realized I could heave to with no sail — just the rudder to windward did it.

"*CaB* likes a strong breeze, and a day of upwind sailing began, first along the coast to make our way to the finish line, and second back to Pillar Point. I think it was 11 p.m. when I got home. My lights are dead."

— latitude / chris

For more racing news, subscribe to 'Lectronic Latitude' online at www.latitude38.com

September's racing stories included:

- Rolex Big Boat Series
- Long Point Race Week
- USA Wins SailGP in Saint-Tropez
- International 14 US Nationals
- YRA Calendar and Youth Sailing
- Benicia YC Chase the Moon Race
- Dorade's New England Summer
- US Sailing Mixed 470 Program
- Previews of October Races, and more.

SSS DRAKE'S BAY RACE I, 8/20

OVERALL — 1) **Outsider**, Azzura 310, Greg Nelsen/Stephen Buckingham; 2) **Arcadia**, Mod. Santana 27, Gordie Nash/Ruth Suzuki; 3) **Changabang**, Class 40, Philippe Jamotte. (21 boats)

SSS DRAKE'S BAY RACE II, 8/21

OVERALL — 1) **Greyhound**, F-22, Evan McDonald; 2) **Caliente**, Explorer 44, Truls Myklebust; 3) **Arcadia**. (13 boats)

THE RACING

GOOSE GOSSMAN



ERIK SIMONSON / WWW.PRESSURE-DROPUS

WWW.NORCALSAILING.COM

OYRA DRAKE'S BAY RACE 1, 8/20

PHRO 1 — No finishers. (3 boats)

PHRO 2 — No finishers (2 boats)

PHRO 3 — No finishers. (3 boats)

MULTIHULL — 1) **Bottle Rocket**, Seacart 30 GP+, David Schumann. (3 boats)

OYRA DRAKE'S BAY RACE 2, 8/21

PHRO 1 — 1) **Leading Lady**, 1D35, Andrew Lindstrom; 2) **Twist**, J/120, Timo Bruck. (2 boats)

PHRO 2 — 1) **Elan**, Express 37, Jack Peurach. (1 boat)

PHRO 3 — 1) **Ahi**, Santana 35, Andy Newell; 2) **Sea Star**, Cal 39, Bob Walden; 3) **Gypsy Lady**, Cal 34 Mkl, Val Clayton. (3 boats)

MULTIHULL — 1) **Bottle Rocket**; 2) **Round Midnight**, Explorer 44, Richard Waltonsmith; 3) **Caliente**. (3 boats)

Full results at www.jibeset.net

Ultimate 20 North Americans

The wind gods brought plenty of speed to the Ultimate 20 sportboats during their North Americans. Hosted by Richmond YC on September 9-11, 11 boats from as far away as North Carolina, Oregon and Utah showed up to fill the club's turning basin.

PRO Fred Paxton started the regatta with three races on the Berkeley Circle as the southwesterly winds built throughout the day. The steep Bay chop made for a wet ride upwind, but allowed for downwind surfing. With crews packed aft, the 1,200-lb boats demonstrated their ability to accelerate in the puffs. Steve Shaw, a for-

mer sailmaker and current sailing coach and consultant, established his credentials on 20/20 with three bullets. Local boats sailed by Mark Allen (*Junta*) and Scott Hester (*Umunhum*) vied for second.

"A unique tradition for the U20s is a debriefing each day by the lead boats on the secrets to their speed," said regatta chair John Wolfe. "It is an essential part of keeping all the boats competitive and the owners improving their techniques."

Day 2 promised lighter winds, but instead they were stronger. After the first buoy race and just before the planned long-distance race, the winds were building up to 20 knots. While the big boats practicing at the western end of the Circle were having trouble with their big sails, the U20s took off for Alcatraz. However, it was soon apparent that with gusts in the high 20s, several of the boats were struggling, and the race was abandoned.

Moving over to Southampton, a second mark race was held. By this time, Steve Shaw was clearly the dominant skipper with Mark Allen second. Only the third podium place was in play, with Donna Womble's *Peabody* team from Monterey and Travis Gregory's #222

from Park City a point apart.

Later that evening, Jeff Canepa, who was responsible for envisioning the U20 back in the late '80s; Jim Antrim, who designed the boat in the '90s; and Craig Smith, who built them and continues to work magic to keep them going almost 30 years later, shared a lot of stories over beers and dinner.

By Day 3, most of the sailors were exhausted and the winds lightened. Two mark races were held. A gust of current hit the weather mark just as the boats were already set up on their layline, resulting in many hitting the mark or having to come back up on port, resulting in many circles being taken as boats cleared their fouls. "No collisions or yelling," commented RC member Jeff Cook, "just amazing ballet on the water."

Steve Shaw won his second North American championship in the U20s. "San Francisco Bay delivered with speed, excitement, and lessons learned for all of us," said Steve. "Just glad to have success in this boat."

— mike josselyn

ULTIMATE 20 NA, RYC, 9/9-11 (7r, 1t)

1) 20/20, Steve Shaw, Lake Norman YC, 6

MIKE JOSSELYN



MICHAEL FIALA

DAVID BARNARD



MARIKO BIRD



points; 2) **Junta**, Mark Allen, BRSC, 15; 3) **Peabody**, Donna Womble, MPYC, 18. (11 boats)

Full results at www.richmondyc.org

Santa Cruz 27 Nationals in Morro Bay

The spontaneous "Fast is fun! Fast is fun!" chant rang out in the crowd. Santa Cruz 27 designer and National Sailing Hall of Fame inductee Bill Lee, aka the Wizard, presenting the Santa Cruz 27 championship awards was the pinnacle of a fantastic weekend at Morro Bay YC.

Held September 3-5, the SC27 Nationals was the first ocean keelboat regatta at the club in more than 20 years. Morro Bay YC pulled out all the stops for the visiting fleet.

Four out of 12 of the participating boats call Morro Bay home. They managed to recruit the fleet of road dogs to travel from Santa Cruz, Santa Barbara, San Francisco Bay and Lake Tahoe for the event.

It showed incredible enthusiasm to plan and execute such a rare regatta in the small, unique venue of Morro Bay. Challenges included finding space to rig and launch almost a dozen boats with a commercial crane (provided by regatta sponsor Associated Pacific Constructors, Inc., embarcadero neighbors of the club) and rafting the race boats and the race committee boats to the tiny guest dock. Club and fleet volunteers put together a detailed event program, beautiful post-

Top row: Ultimate 20 North American champions Steve Shaw, Tim Porter and Ryan Janov; U20 action in the East Bay. Bottom row: Santa Cruz 27 national champions — with the designer — Bill Blazer, Claire Hunt, Bill Lee, Chris Deaver, Ron Boehm, Evan Diola and JV Gilmour (with Noche, who sailed all the races); light breeze and lumpy seas made for challenging conditions.

ers, SC27 half-hull trophies, and even fun RC Cola-themed committee T-shirts that were so numerous in the crowd.

The weekend had everything: tight, competitive racing, challenging light and lumpy conditions, a unique venue, five buoy races the first day, even the drama of the entire fleet embroiled in a protest situation regarding a unique local course gate on Day 2. There were as many views on the subject as there were creative ways to round an offset gate. After much consternation and discussion Sunday night, early Monday morning the PRO diplomatically declared the distance race of Day 2 to be abandoned. This decision avoided any further lawyering or hearings so the fleet could get back to racing. Day 3 was a repeat of the distance race finishing in the harbor channel.

California Zephyr, skippered by Ron Boehm of Santa Barbara YC, dominated the leaderboard and took first place overall and first place in the distance race.

In notable leadership roles were Morro Bay YC commodore Troy Wieck, local SC27 fleet captain John Krossa, SC27 national class president Ryan Schuyler, and Morro Bay YC ocean fleet captain Jon Hovdal. For those planning future

events, the bar could not be higher!

— will anderson

SANTA CRUZ 27 NATIONALS, MORRO BAY YC, 9/3-5 (6r, 1t)

1) **California Zephyr**, Ron Boehm, Santa Barbara YC, 8 points; 2) **Water Dragon**, Derek Weitz/John Neville, SCYC, 15; 3) **Lickety Split**, Rick Raduziner, Tahoe YC/RYC, 15. (12 boats)

Full results at www.regattanetwork.com

Mercury Labor Day Regatta

Pebble Beach served up some great racing for the 71st running of Stillwater YC's **Labor Day Regatta**, held a week ahead of the traditional dates. A moderate southwesterly breeze took the Mercury fleet out to the middle of Carmel Bay, minimizing the shore effect and kelp-dodging. John Ravizza and Chris Boome sailed an almost perfect series with four bullets and a second. Randy Hecht held off Shaum Sinawi for second place. Drake Baldwin turned in a good performance to win the Silver Fleet. Results and photos are at www.sycpb.org.

— dick clark

Herb Meyer Cup in South Beach

Two racers dominated their respective

THE RACING

PATTI MCALEER



HEATHER SHARPE

LATITUDE / CHRIS



HANA BAUGESE

divisions in the 2022 Herb Meyer Cup hosted by South Beach YC and the Bay Area Association of Disabled Sailors on August 27-28. In the Hansa Liberty division, BAADS commodore Kathi Pugh took first place with four first-place finishes out of the six races sailed. Eddie Elliot and John Wallace followed in second and third places, respectively.

In the Hansa 303 division, Jim

Top row, left: Mercury racing in Stillwater Cove on the last weekend in August. Right: Moore 24 national champions (with some future Moore 24 sailors), left to right, Seadon Wijzen, Rob Dubuc, Joel Turmel and Chris Weis. Bottom row: winning teams in SYC's Women Skippers Regatta. Left: Michael Zolezzi, Hank Easom and skipper Beth Munn-Newman of the SFYC-flagged Sabre Spirit 'Serendade' (not pictured: Emmett Yeazell, Kevin Burrell and Scott Easom). Right: skipper Jennifer McKenna, Fred Paxton and Christine Weaver of the RYC-flagged Alerion 28 'Zenaïda'. See Box Scores.

Thweatt, who sailed with his wife Kathi on Saturday and Lisa Yamasaki on Sunday, posted nothing but bullets. On a tie-breaker, Josh Maddox (sailing with

Tiffany Taylor on Saturday and Pamela Swint on Sunday) took second ahead of Daman Wandke and Hunter Johnston of Bellingham, Washington.

STFYC ALDO ALESSIO/PHYLLIS KLEINMAN SWIFTSURE REGATTA, 8/19-21

ORC — 1) **MadMen**, J/111, Dorian McKelvy; 2) **Lucky Duck**, J/90, Dave MacEwen; 3) **Chance**, J/120, Barry Lewis. (10 boats)

PHRF TOT — 1) **Swift Ness**, J/111, Nesrin Basoz; 2) **MadMen**; 3) **Peregrine**, J/120, David Halliwill. (8 boats)

J/105 — 1) **Ne*Ne**, Tim Russell; 2) **Maverick**, Ian Charles; 3) **Donkey Jack**, Rolf Kaiser. (21 boats)

J/88 — 1) **Pelagia**, Andrew Ciccardi; 2) **Butcher**, Dave Corbin; 3) **Split Water**, Mark Howe. (4 boats)

Full results at www.stfyc.com

MOORE 24 NATIONALS, SFYC, 8/19-21 (8r, 1t)

1) **Firefly**, Joel Turmel, RYC, 17 points; 2) **Orca**, Will Baylis, SFYC, 17; 3) **Pegasus Racing**, Mark Christensen, SCYC, 20; 4) **Paramour**, Rowan Fennell, 26. (19 boats)

Full results at www.sfyc.org

STFYC RONSTAN BRIDGE TO BRIDGE, 8/25

WINDSURF — 1) Xavier Ferlet; 2) Al Mirel; 3) Skip Boman Patriuks. (6 boards)

HYDROFOIL KITE — 1) Markus Edegran; 2) Xantos Villegas; 3) Felix Louis N'jai. (9 boards)

WING FOIL — 1) Joey Pasquali; 2) Stefaans Viljoen; 3) Henry Vare. (18 boards)

BOX SCORES

Full results at www.stfyc.com

OPTI PCC, SFYC, 8/27-28 (6r, 1t)

OVERALL — 1) Harrison Gandy, CalYC/LISOT/CRYC, 6 points; 2) Beckett Kern, SFYC, 15; 3) Cooper Kees, CalYC, 16; 4) Vivi Lagutenko, DRYC, 23; 5) Leticia Lagutenko, DRYC, 25; 6) Mark Xu, SFYC, 32; 7) Alexander Montagu, SFYC, 33; 8) Miles Gordon, CalYC, 37; 9) Alexandra Bugacov, CalYC, 45; 10) James Franzone, SFYC, 49. (45 boats)

Full results at www.sfyc.org

SYC WOMEN SKIPPERS REGATTA, 8/20

SPINNAKER — 1) **Serenade**, Sabre Spirit, Beth Munn-Newman; 2) **Lonestar**, Beneteau 10R, Madeline Morey; 3) **Mistress II**, Farallone Clipper, Anna Alderkamp. (3 boats)

NON-SPINNAKER — 1) **Zenaïda**, Alerion 28, Jennifer McKenna; 2) **Sonata**, Laser 28, Alice Shinn; 3) **Sea Witch**, Morris 36, Roxanna Plinsky. (7 boats)

Full results at www.sausalito-yachtclub.org

SYC CLASSIC BOAT SERIES

KNARR (11r, 0t) — 1) **Viva**, Don Jesberg,

25 points; 2) **Niuh**, George Hecht, 29; 3) **Three Boys and a Girl**, Chris Perkins/Hans Baldauf, 45. (15 boats)

FOLKBOAT (3r, 0t) — 1) **Freja**, Tom Reed, 4 points; 2) **Faith**, James Vernon, 8; 3) **Polperro**, Peter Jeal, 10. (6 boats)

Full results at www.sausalito-yachtclub.org

SEQYC SOUTH BAY CHAMPIONSHIP, 8/27-28 (4r, 0t)

PHRF 1 — 1) **Daredevil**, Melges 24, Tim Anto, 5 points; 2) **Ferox**, Pogo 36, Anja Bog, 9; 3) **Mistral**, Beneteau 36.7, Mark Wommack, 10. (5 boats)

PHRF 2 — 1) **Allons-Y**, J/70, Davis King, 6 points; 2) **L2O**, J/29, Alex Huang, 7; 3) **Rascal**, Wilderness 30, William Larsen, 11. (7 boats)

OPEN 5.70 — 1) **Kraken**, Sergey Morozov, 7 points; 2) **Spirit**, Marton Neher, 8; 3) **Don't Panic**, Sebastien Rosset, 13. (4 boats)

Full results at www.jibeset.net

HUMBOLDT YC REDWOOD REGATTA, 9/3-4 (7r, 1t)

HOBIE 16 — 1) Bryan Simpson, 6 points; 2) Matt Lambert, 12; 3) Ernst, 23. (7 boats)

SNIPER — 1) Tom Hunt, 12 points; 2) Christopher Watt, 24; Robert Hunt, 24. (3 boats)

LIDO 14 — 1) John Carroll, 7 points; 2) John Bradley, 15; (3 boats)



Duos racing in Hansa 303 dinghies in the South Bay at the Herb Meyer Cup in late August.

Sailors enjoyed strong breezes and plenty of sunshine over the two-day regatta. SBYC's talented race committee, headed by PRO Suni Peterson, smoothly ran all six scheduled races over the weekend.

The Herb Meyer Cup is an annual regatta named after a longtime BAADS staff commodore and community leader from Marin County. Herb Meyer participated in BAADS for many years and was key in bringing Hansa Class boats to BAADS. The Herb Meyer Cup is open to all sailors, whether or not they have a disability.

BAADS seeks to make all aspects of sailing accessible. It is a 501(c)(3) tax-exempt charitable organization dedicated to providing sailing and race programs

on keelboats and small boats to people with all disability types and their families and friends. From novice to experts, participants learn to sail solo and as part of a crew on boats specially rigged with adaptive features to make sailing on San Francisco Bay possible. Since 1987, BAADS has been an all-volunteer organization relying on donations and grants to provide the best sailing programs to its members. Its home is at South Beach Harbor at San Francisco's Pier 40, adjacent to Oracle Park. See www.baads.org.

— cristina rubke

BAADS HERB MEYER CUP, 8/27-28, (6r, 1t)

303 — 1) Jim & Kathi Thweatt/Lisa Yamasaki, 5 points; 2) J. Maddox/T. Taylor/P. Swint, 11; 3)

Express 28, Michael Maurier, 5 points; 2) **Kapai**, Islander 36, Richard & Kathy Egan, 8; 3) **Platinum**, Morgan 45-4, Mark Rommell, 11. (5 boats)

CATALINA 34 — 1) **Crew's Nest**, Ray Irvine, 5 points; 2) **Queimada**, David Sanner, 10; 3) **Amandla**, Kurt Magdanz, 11. (5 boats)

MULTIHULL — 1) **Peregrine Falcon**, F-27, Marc Larhette, 6; 2) **Greyhound**, F-22, Evan McDonald, 8; 3) **Lookin' Good 3**, F-28R, Rafi Yahalom, 8. (4 boats)

Full results at www.jibeset.net

VYC NORTH BAY SERIES (4r, 1t)

SPINNAKER — 1) **Pearl**, J/80, Charlotte Hegle, 4 points; 2) **Aerie**, CS36, Mark Littlefield, 5; 3) **Wayward Wind**, Baltic 38, Fred Von Stieff, 7. (5 boats)

NON-SPINNAKER ≤149 — 1) **Adventure**, Catalina 36, Steven Strunk, 4 points; 2) **Lean Times**, Islander 36, Dale Anderson, 6; 3) **Tri-force**, Tartan 4100, Mike Kazek, 7. (3 boats)

NON-SPINNAKER ≥150 — 1) **Water Baby**, Catalina 30, Mary Kraybill, 5 points; 2) **Wings**, Albin Ballad 30, Jerry Halterman, 5. (2 boats)

Full results at www.jibeset.net

SEQYC SUMMER SERIES (5r, 1t)

1) **Mistral**, Beneteau 36.7, Mark Wommack, 5 points; 2) **Pelagic**, Beneteau 310, Musto Gunan, 11; 3) **Hijinks**, J/92, Tom Borgstrom, 16; 4) **Fre-**

HP DINGHY — 1) Steven Schmidt, 9 points; 2) Garrett Coonrod, 13; 3) Martin Stephan, 23. (6 boats)

LP DINGHY — 1) Bridge Randall, 11 points; 2) Matthew Love, 25; 3) Alan Gallegos, 26. (7 boats)

MULTIHULL — 1) David Peltier, 9 points; 2) Michael Butler, 10; 3) Mark Townley, 17. (4 boats)

Full results at www.humboldtyachtclub.org

TAHOE YC ILCA FLEET/DISTRICT 24 CHAMPIONSHIP, 9/9-11 (5r, 1t)

ILCA 7 — 1) Juju Soto, 7 points; 2) Al Sargent, 11; 3) Emilio Castelli, 12; 4) J. Denton, 13. (16 boats)

ILCA 6 — 1) Isabella Mendoza Cabezas, 7 points; 2) Toshinari Takayanagi, 7; 3) Cooper Smith, 11. (12 boats)

ILCA 4.7 — 1) Siena Nichols, 6 points; 2) Talia Hamlin, 6; 3) Landon Stahl, 11. (5 boats)

Full results at www.regattanetwork.com

SOUTH BAY INTERCLUB SERIES (6r, 1t)

SPINNAKER <120 — 1) **Vitesse Too**, Hobie 33, Grant Hayes, 6 points; 2) **Flying Fish**, Olson 30, Michael Berndt, 8; 3) **Nuckelavee**, Melges 32, Mark Kennedy, 12. (6 boats)

SPINNAKER ≥120 — 1) **Ursa Minor**, Santana 525, Ted Keech, 4 points; 2) **Brandy**, Santana 22, Billy Cook, 10; 3) **Double Agent**, Merit 25, Scott Ollivier, 13. (3 boats)

NON-SPINNAKER — 1) **Scrimshaw**, Alerion

SHEET

Daman Wandke/Hunter Johnston, 11. (5 boats)

LIBERTY — 1) Kathi Pugh, 6 points; 2) Eddie Elliott, 10; 3) John Wallace, 11. (6 boats)

LIBERTY SERVO — 1) Kathi Pugh, 5 points. (2 boats)

Full results at www.baads.org

Vanguard 15 Nationals

Over the weekend of August 27-28, Treasure Island Sailing Center and Fleet 53 had the pleasure of welcoming 20 boats and 40+ competitors to the 2022 Vanguard 15 National Championships. Clipper Cove featured the best of late-summer Bay Area weather, combining 70°+ sun with brisk and steady westerly breeze. Sailors, spectators and volunteers hailed from all corners of the Bay to support an exciting and picturesque regatta.

Saturday's conditions allowed for a timely start to a strong and exciting first day. Once on the water, our diligent PRO, Ian McClelland (with the help of his two chase boats), executed four double-lap races in an intense but competitive 15- to 20-knot breeze. A quick, welcome lunch break allowed for another four strong races, finishing with single laps as breeze remained steady into the afternoon.

Sunday began warmer and lighter than Saturday, with a postponement lasting through the lunch hour. Nevertheless, our race committee made up for lost time and ran six back-to-back

quent Flyer, Farr 30, Stan Phillips, 18. (11 boats)
Full results at www.jibeset.net

TYC HO LIND SUMMER SERIES

1) **Uhoo!**, Ultimate 20, Michael Josselyn, 10 points; 2) **Lion**, Olson 25, Lon Woodrum/Steve Nimz, 22; 3) **Kind of Blue**, J/109, Dave Anderson, 24. (5 boats)

Full results at www.jibeset.net

BEER CAN SERIES

CYC SUMMER FRIDAY NIGHT SERIES (12r, 1t)

PHRF 1 — 1) **Kuai**, Melges 32, Daniel Thielman, 15 points; 2) **Peregrine**, J/120, David Halliwill, 18; 3) **Saoirse**, Tripp 41, Russell Huebschle, 35. (5 boats)

PHRF 2 — 1) **Serenade**, Sabre Spirit, Hank Easom, 19 points; 2) **Feather**, J/100, Zach Berkowitz, 40; 3) **Sonata**, Laser 28, Jonathan Shinn/Stanly Martin, 42. (11 boats)

NON-SPINNAKER 1 — 1) **Q**, Schumacher 40, Glenn Isaacson, 17 points; 2) **Jarlen**, J/35, Greg Winters, 35; 3) **Finistere**, Sabre 38 MkII, John Arndt, 45. (14 boats)

NON-SPINNAKER 2 — 1) **Topgallant**, Tartan Ten, Carl Flemming, 12 points; 2) **Encore**, Catalina 34, Roesler Wachs, 34; 3) **Salient**, Cal 2-39, Mark & Richard Pearce, 37. (14 boats)

J/105 — 1) **Masquerade**, Tom Coates, 20

THE RACING

SAM WHEELER



Steve Kleha and Claire Pratt, repeat Vanguard 15 national champions, at TISC.

races once the traditional summer breeze filled in strong from the west. Fourteen races in total were completed over the weekend. No protests were filed.

Results remained close on both days (especially in the trophy range), yet when the final scores were tallied, familiar names appeared at the top of the board. Congratulations to Steve Kleha and Claire Pratt, who won the regatta handily

with 23 points and successfully defended their national championship title for the second year in a row. They are also the first back-to-back winners in the history of the Stephen H. Clark trophy.

After racing on Saturday, the fleet celebrated at the Bay View Boat Club, which generously hosted dinner and live music. Following awards on Sunday, Treasure Island YC welcomed our exhausted but lively bunch for a much-needed dinner. We remain extremely grateful to enjoy the support of such delightful hosts.

A huge thanks to TISC for their ongoing support, resources and enthusiasm. Most sailors who participated in this event are either current competitors or alumni of the Tuesday and Thursday night racing programs — or in the case of our TISC juniors, hopefully future racers

points; 2) **Zuni Bear**, Michael Donohue, 28; 3) **Blue Ribbon**, PJ Campfield/Kurt Jordan, 30. (13 boats)

EXPRESS 27 — 1) **Moonlight**, Jim Gibbs, 17 points; 2) **Shenanigans**, Bill Moore, 20; 3) **Salty Hotel**, John Kearney, 25. (5 boats)

RS21 — 1) **SFYC/BCF**, 24 points; 2) **SFYC 6**, 29; 3) **SFYC 2**, 30. (6 boats)

Full results at www.cyc.org

GGYC FRIDAY NIGHT SERIES (9r, 1t)

1) **Snafu**, CS30, Maurice Quillen, 9 points; 2) **Bottoms Up**, J/22, Brett Davis, 17; 3) **Ciababella**, Beneteau 37, Brian Madden, 20. (11 boats)

Full results at www.jibeset.net

IYC SUMMER ISLAND NIGHTS (6r, 1t)

SPINNAKER I — 1) **Good & Plenty**, Soverel 33, Justis Fennell, 5 points; 2) **Flying Fish**, Olson 30, Jeff Lee, 12; 3) **Tramp Boat**, Farr 1020, Jim Dumas, 18. (6 boats)

SPINNAKER II — 1) **Dream Catcher**, J/24, George Lythcott, 8 points; 2) **Lelo Too**, Tartan 30, Emily Zugnoni, 10; 3) **Umunhum**, Ultimate 20, Scott Hester, 25. (8 boats)

NON-SPINNAKER — 1) **Obsession**, Harbor 20, Kame Richards, 5 points; 2) **Puff Mommy**, Harbor 20, Theo Rohr, 11; 3) **Loco2**, Mercury, Paul Mueller, 15. (8 points)

SANTANA 22 — 1) **Anemone**, Hank Lindemann, 8 points; 2) **Brandy**, Billy Cook, 11; 3) **Island Hopper**, Nicholas Koskinen, 11. (4 boats)

Full results at www.jibeset.net

OYC SWEET 16 SERIES (16r, 4t)

FLEET A — 1) **Sashay Aweigh**, Harbor 25, Ghaida Zahran, 17 points; 2) **Blue Passion**, Tartan 3400, Al Leonard, 47; 3) **Giusto**, Sabre 42, John Ciarelli, 49. (5 boats)

FLEET B — 1) **Obsession**, Harbor 20, Kame Richards, 13 points; 2) **Puff Mommy**, Harbor 20, Theo Rohr, 20; 3) **Brandy**, Santana 22, Billy Cook, 38. (4 boats)

FLEET C — 1) **Bandido**, Merit 25, George Gurrola, 17 points; 2) **Dream Catcher**, J/24, Steven Bayles, 23; 3) **Double Agent**, Merit 25, Scott Ollivier, 30. (4 boats)

FLEET D — 1) **Ursa Minor**, Santana 525,

BOX SCORES

Ted Keech, 16 points; 2) **Loki**, Santana 525, W. Shih/J. Cross/S. Molins 22; 3) **Toypedo**, Ranger 26-2, David Hayward, 22. (4 boats)

FLEET F — 1) **Lelo Too**, Tartan 30, Emily Zugnoni, 18 points; 2) **Racer5**, Olson 25, Mark Rommell, 18; 3) **Cassiopeia**, Islander 36, Kit Wiegman, 36. (6 boats)

FLEET G — 1) **Flying Fish**, Olson 30, Michael Berndt, 14.5; 2) **Leading Lady**, 1D35, Andrew Lindstrom, 21.5; 3) **Gettin' Air**, Olson 30, Adam Wren, 36. (7 boats)

COLUMBIA 5.5 — 1) **Carina**, Scott McCoy, 14 points; 2) **Maverick**, Ken Bodiley, 21; 3) **Roja**, John Davis, 34. (7 boats)

MULTIHULL — 1) **Triple Play**, F-31, Richard Keller, 30 points; 2) **Shadow**, Corsair 27, Gary Helms, 38. (2 boats)

Full results at www.jibeset.net

SIFYC WEDNESDAY EVENING SERIES (11r, 1t)

KNARR — 1) **No Name**, Jon Perkins, 26 points; 2) **Benino**, Mark Dahm, 39; 3) **Niuihi**, Randy Hecht, 54; 4) **Viva**, Don Jesberg, 54. (16 boats)

IOD — 1) **Borealis**, Joe Rueter/Rachel Kuhn, 34 points; 2) **La Paloma**, Jim Hennefer, 36; 3) **Youngster**, Ron Young, 38. (3 boats)

SIFYC WINDSURF COURSE SERIES (4r, 1t)

1) Eric Christianson, 15 points; 2) Al Mirel, 18; 3) Jean Rathle, 20. (10 boards)

SIFYC THURSDAY NIGHT KITES (31r, 3t)

1) Johnny Heineken, 179 points; 2) Adam K., 191; 3) Michael Martin, 198; 4) Kai Calder, 199. (17 boards)

SIFYC WING & WINDSURF SLALOM (20r, 4t)

WINDSURF — 1) Xavier Ferlet, 35 points; 2) David Wells, 40; 3) Jean Rathle, 42. (11 boards)

WINGFOIL — 1) Johnny Heineken, 28; 2) John Subranni, 56; 3) Stefaans, Viljoen, 59; 4) Henry Vare, 65; 5) Kai Mirel, 75. (32 boards)

Full results at www.sifyc.com

SBYC SUMMER FRIDAY NIGHT SERIES (6r, 1t)

SPINNAKER ≤89 — 1) **Mister Magoo**, J/120, Stephen Madeira/Tom Allard, 9 points; 2) **pHat Jack**, Express 37, Robert Lugliani, 10; 3) **Nuckelavee**, J/125, Mark Kennedy/Pearl Prisco, 13. (4 boats)

SPINNAKER ≥90 — 1) **Highlighter**, Islander 36, William Hackel, 9 points; 2) **Squirrel**, Olson 911S, Doug Gooding, 10; 3) **Avalon**, Catalina 30, John Ford, 15. (7 boats)

NON-SPINNAKER ≤140 — 1) **Sirocco**, Soverel 33, Bill Davidson/Jonathan Ferro, 5 points. (1 boat)

NON-SPINNAKER ≥141 — 1) **Cordon Rouge**, J/30, Jim Sell, 5 points; 2) **Trinity**, Catalina 30 MkII, Ian Burns/Judith Sim, 16; 3) **Jabouf**, Catalina 30, Daniel Courter, 18. (3 boats)

J/105 — 1) **Aquavit**, Donald Olgado 6 points; 2) **Air Jaldi**, Larry Lang, 12; 3) **Roulette**, Sam Heller, 18. (4 boats)

J/88 — 1) **Butcher**, David Corbin, 8 points; 2) **Inconceivable**, Steven Gordon, 8; 3) **Pelagia**, Sergey Lubarsky, 11. (3 boats)

Full results at www.regattanetwork.com

TAHOE YC SUMMER ILCA SERIES (20r, 4t)

ILCA A — 1) Todd Jackson, 47 points; 2) William Pullen, 51; 3) Garry Moore, 55. (12 boats)

ILCA B — 1) Torston Kanegsberg, 28 points; 2) Miya Casci, 38; 3) Graham Snideman, 53. (6 boats)

Full results at www.regattanetwork.com

TAHOE YC DICK FERRIS SUMMER BEER CAN SERIES (15r, 3t)

DIVISION 1 — 1) **August Ice**, J/125, Greg Felich, 14 points; 2) **Wicked Sister**, Farr 36, Richard Courcier, 22; 3) **Racer X**, Farr 36, Gary Redelberger, 27. (3 boats)

DIVISION 2 — 1) **Personal Puff**, Melges 24, Dan Hauserman, 13 points; 2) **Rock Steady**, Melges 24, Blake Hoffman, 25; 3) **Powdered Toast Man**, Melges 24, William Pullen, 26. (3 boats)

DIVISION 3 — 1) **Fired Up!**, Express 27, John Morrison, 16 points; 2) **Sunshine Express**, SC27, Ben Tallarigo, 37; 3) **Blueline**, Moore 24, Perros Viejo Syndicate, 37. (14 boats)

Full results at www.regattanetwork.com



Left: Brad Nichol and Paul Cayard. Right: Allie Blecher and crew.

in these programs. TISC's impact on this fleet's ongoing success — and each of these sailors' skill development — cannot be overstated.

— *mike deady*

VANGUARD 15 NATIONALS, TISC, 8/27-28 (14r, 2t)

1) Steve Kleha/Claire Pratt, 23 points; 2) Ty Ingram/Tiffany Xi, 40; 3) Sam Wheeler/Danielle Ryan, 50; 4) Andrew Watters/Michelle Weinstein/

Mila Kane/Devon Mann, 64; 5) Kristin Altreuter/Bianca Dragone, 72. (20 boats)

Full results at www.vanguard15.org

Race Notes

Paul Cayard of San Francisco, sailing with crew Brad Nichol, won the **Star Western Hemisphere Championship**. A 33-boat fleet gathered on Lake Sunapee, New Hampshire, on August 21-27. The **Star Worlds** followed on September 8-17 at Eastern YC in Marblehead, Massachusetts, with Paul competing against

his son and sometime-sailing-partner Danny. See <https://starclass.org>.

Allie Blecher from California YC in Marina del Rey and her crew of Katja Sertl, Beka Schiff and Ali Blumental claimed their second **US Women's Match Racing Championship**, besting Janel Zarkowsky in the finals 3-0. Seawanhaka Corinthian YC hosted the championship in Oyster Bay, New York. Ten teams competed in Sonars on August 19-21. Learn more at www.matchracingresults.com.

— *latitude / chris*



AMALIA INFANTE / SEAWANHAKA SAILING

SHEET

WHATEVER IT TAKES.

To get you on the water and keep you sailing.

Contact a loft for local specials and to schedule annual service now.



SAN DIEGO

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

SAN FRANCISCO

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

LONG BEACH

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

BEACON MARINE

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

QUANTUMSAILS.COM

WORLD

*This month we hear from Greg Winters on chartering a Beneteau Oceanis 41.1 out of Jolly Harbour, as he and friends set out to enjoy the beautiful waters and beaches of **Antigua** and **Barbuda**.*

ALL PHOTOS GREG WINTERS

Exploring the Caribbean Islands

The story of our charter in the West Indies started almost two years earlier, when my J/35 partner decided to decamp from San Francisco to Cabo San Lucas to ride out the pandemic. Feeling a bit of cabin fever myself in fall 2020, I convinced him that his new best friend, a local yoga instructor, wasn't nearly enough company and that he needed a visitor. A week on the beach quickly turned into a charter in the Sea of Cortez, and the rest is history.

Fast-forward to fall 2021, and we started talking about a second trip. I would have been totally happy to go back to the Sea of Cortez, but the guys were pressing for the Caribbean. I started researching options out of BVI with Dream Yachts, but soon discovered the BVI cruising tax and other fees that added almost \$1,000 to our charter cost. The charter company suggested Antigua, for a cost of \$2,700 for the week, and we said, "Sold!"

As many *Latitude* readers know, the Caribbean islands make an arc starting with Cuba and ending at the coast of Venezuela. Antigua is at the elbow where the chain makes a dogleg south. It was "discovered" by Christopher Columbus in 1493 and was colonized by English settlers 140 years later. For two centuries, Antigua had a profitable sugar plantation economy, with labor provided by imported slaves, and today 87% of the population is of African descent. In the 17th and 18th, centuries the British navy had one of its largest stations in the Caribbean at English Harbour. It is now a UNESCO World Heritage Site, full of great Georgian architecture, and is worth exploring. Along with adjacent Falmouth Harbour, this area has become one of the Caribbean's main centers for

With an empty beach, it's always hard to figure out where to sit. Princess Diana Beach on Barbuda was a stunner.



sailing and seized Russian superyachts.

Antigua and Barbuda achieved independence in 1981, so unlike nearby Guadeloupe and St. Barts, it does not have the financial and administrative support of a larger country, and much of the infrastructure shows it — prepare for a bumpy ride from the airport to the outer ring of resorts and marinas. On the plus side, we saw only one American fast-food joint, so the islands retain a locals' vibe. Antigua is small — about 108 square miles, or about 1/6 the size of Oahu — but has an intricate coastline with many bays, inlets and reefs providing an abundance of protected anchorages and places to explore.

A major attraction for the sailing community is Antigua Sailing Week, a regatta held in English Harbour in late April and generally considered one of the top events in the sport, featuring more than 100 yachts representing teams from all over the world. The Royal Ocean Racing Club (RORC) Caribbean 600 is also based in English Harbour.

Now, on to the important stuff: sailing conditions. Antigua offers some of the best and most consistent sailing in the Caribbean. The high season is generally considered to be December to April, and you can expect northeasterly winds of about 15-20 knots. June brings the start of hurricane season and slightly hotter and less stable weather. Our charter was the second week of June, and we experienced the expected wind conditions with mostly cloudy skies. At night, we saw only a 5-knot reduction in wind speed, so in more exposed anchorages you need to make sure the hook is really set. Offshore, we found a not-insignificant sea state with a short-period swell of 4 to 6 feet.

Our charter base was in Jolly Harbour, a relatively modern marina development with a hulking but abandoned casino at the entrance and surrounded by a dozen restaurants and supply stores. Because we were technically off-season, and possibly because of COVID, things were quiet, and a number of businesses were closed. The procedure at this base was that you could take possession of the boat Saturday afternoon, but the checkout briefing was Sunday morning, so we ended up getting clipped a half day of cruising time.

Our boat was a decently used 2018

Beneteau Oceanis 41.1 — the same we'd had in La Paz — and after spending the night on the boat in the dock, we had a lengthy punch list, including the fact that the outboard was missing from the dinghy, all of which took most of the morning to resolve. We finally cast off around 11 a.m. for our 15-mile upwind passage to Falmouth Harbour.

We had an enjoyable and spirited offshore sail and, for us hardcore monohullers, it was fun seeing the 45-ft cat that left Jolly Harbour at the same time zip past us with a high SOG, only to have such massively wide tacks that we were basically even the entire passage. We arrived three hours later and grabbed a mooring ball in the middle of Falmouth, which is a decently large bay. Unfortunately, we couldn't start the outboard on the dinghy to save our lives (note to self — always test the outboard), so we rowed the 200 yards into town with a stiff breeze on our nose and the crews of the surrounding superyachts egging us on. We spent two days in English and Falmouth harbours, exploring the sights and eating some great meals. One highlight was our dinner at Pillars Restaurant, which served amazing seafood on the water's edge, in a beautiful 18th century building that exuded history.

After a slow start the next morning, we raised the hook and prepared for a 20-mile passage to Nonsuch Bay. English Harbour is very well protected, so on that day in particular, the transition to the open water was jarring, in rough conditions. We were hoisting the main in 20 knots of breeze and what seemed like 4 feet of chop when the traveler block blew up and all hell broke loose for five minutes as we tried to secure the boom. We limped back into English Harbour and called the base. They said they'd have some guys come across the island to investigate, and we settled in for a leisurely lunch, thinking this was not going to be a quick process. All in all, the repair time bested our expectations, as the guys arrived in about 90 minutes, MacGyver'd a repair, and had us back on open water by early afternoon for another spirited passage to weather.

We arrived in Nonsuch Bay by 5 p.m. and grabbed a mooring ball on the north side of Green Island. The bay is a beautiful expanse of aquamarine water and protected by a large barrier reef.

OF CHARTERING

Ian Ward helming upwind off Antigua.



We were moored next to the cat we'd left Jolly Harbour with three days earlier, and had a great time hanging out on a beautiful white sand beach and building a bonfire. The approach to Nonsuch Bay looks wide, but like much of the water around Antigua, is guarded by reefs and coral heads. We used iNavX on an iPad as the main chartplotter and found it to be quite accurate. Still, not an approach I would want to do in rough weather. The next morning, after an attempt at fly fishing (not successful), we headed out for the 40-mile passage to Antigua's sister island, Barbuda.

We had a pleasant beam-reach sail from Green Island to Barbuda, which is typical for the prevailing conditions. Contrary to most of the West Indies, Barbuda is flat, with its highest point

at 125 feet on the windward side of the island, so you first see the island only five or six miles from shore. The island is surrounded by reefs, and allegedly 200 wrecks. Our target was Coco Point and the "De Niro" property, but the beach was very long, and the chartplotter didn't have great maps of the buildings on shore, so we weren't positive we were in the right spot until we motored to shore and found someone to ask. We were able to use the iNavX system and visual spotting to find an opening in the coral about 100 yards from shore. Although on the lee of the island, the anchorage feels very exposed, and because the island is so flat, we had a stiff breeze all night that kept the nose pointed to the island, but waves would boomerang around the nearby cape and hit us on

the beam, which made for a couple of rolly nights.

On shore at Coco Point was Princess Diana Beach, one of the most beautiful and pristine beaches any of us had experienced anywhere in the world — powdery white-pink sand, lapping crystalline turquoise water, and best of all... hardly a person in sight. This was the location of the small resort called the K Club, which was supposedly one of Princess Diana's favorites, hence the name.

In 2014, Robert De Niro purchased the property in hopes of renovating and expanding it, but unfortunately, Mother Nature had other plans. In 2017, Barbuda took a direct hit from Hurricane Irma, the first Category 5 hurricane on record to strike the Leeward Islands, and with no protective terrain, the island was

Below left: Nonsuch Bay on Antigua was calm and cooling in the evening. Center: During the shoulder season, English Harbour is a little quieter while the steel drums still play on Shirley Heights. Right: The Beneteau Oceanis 41.1 'Taliitha' anchored off Barbuda.



WORLD OF CHARTERING

completely flattened. Just when services had returned to the island, the pandemic hit, so the reconstructed K Club is very much a work in progress.

One element of the project that they did get up and running was a Nobu restaurant. Nobu is a small chain of high-end Japanese fusion restaurants serving the glitterati from Malibu to Milan. There is so little development on Barbuda, and so few people, that I have no idea how the economics work, but there it is, one of the best restaurants in the Caribbean, serving 10 meals a day on one of the most beautiful beaches in the world! Other than Nobu, we were able to find only one other restaurant on Barbuda, and the only settlement, Codrington, is primarily dirt roads populated with free-range chickens and donkeys, so we spent our time in Barbuda chilling on the boat, enjoying the water, the beach and the coral reef surrounding our anchorage.

Another beam-reach passage back to Antigua brought us to Deep Bay, a well-protected anchorage guarded by Fort Barrington, another 18th century English coastal defense, and fronted by the



Left: Author and drone pilot Greg Winters flying from the beach. Right: The world-class Nobu restaurant's idyllic setting on Princess Diana Beach.

massive Royalton Resort. All-inclusive resorts make it hard to come ashore and grab a beer, but that's why you make friends. Our last day was spent in Dickenson Bay, where we found the coolest offshore tiki bar ever — with the most overserved bartender I'd ever met. I find a good rule of thumb is if you can't talk,

it's time to switch to sparkling water.

Overall, Antigua was a blast — a nice combination of great anchorages, socializing when you wanted, remoteness and solitude when you wanted, and some amazing sailing conditions. Can't wait to get back!

— greg winters

MARINA CORAL

ENSENADA, BAJA CALIFORNIA

WORLD-CLASS MARINA IN ENSENADA

353 SLIPS UP TO 110'

**ENSENADA'S ONLY FUEL DOCK
DIESEL & GASOLINE.**

CHECK-IN ASSISTANCE WITH IMMIGRATION,
PORT CAPTAIN AND CUSTOMS.



ALSO, FEATURES A FIVE STAR HOTEL WHICH ACCOMMODATIONS INCLUDE:

147 suites, pools, spa, restaurants,
bars, shuttle service to San Diego,
trips to the vineyards and outstanding
landscapes for weddings and events.



**VISIT MEXICO'S FIRST PORT
OF ENTRY SOUTH OF THE BORDER**



**BOOK YOUR
SLIP NOW!**

ASK FOR OF OUR PREPAID SLIPS PROMOTION AND GET ADDITIONAL MONTHS OF STAY. CONTACT US!

CONTACT US VHF CHANNEL 71 Latitude 31 51' 38.59" N Longitude 116 39'36.342" W USA 1 (866) 302-0066 marina@hotelcoral.com www.hotelcoral.com



More boats.
More destinations.
More choice.



Discover our yacht ownership programs
dreamyachtsales.com

MODELS AVAILABLE FOR 2022-2023 DELIVERY!

BALI
CATAMARANS


BENETEAU


DUFOUR


XCS
Gauss


FOUNTAIN PAJOT


JEANNEAU


LAGOON


NAUTITECH

VIEW OUR
YACHT MODELS



CHANGES

With reports this month from **Salacia's** special cruising (and racing) guest; **Taliesin Rose's** "inside track" on out-of-the-way stops on the Mexican mainland; **Rum Doxy's** late-season puddle jump; **Sierra Wind's** introduction to South Seas cruising; and a locker full of **Cruise Notes**.

Salacia — SC 53C **Peter and Donna Molettieri** **Travels With Charlie** **San Francisco**

I was minding my own business, hanging out at the Coronado Yacht Club in San Diego just days before leaving for Mexico



Peter and Donna headed south as part of the 2021 Baja Ha-Ha fleet.

with the Baja Ha-Ha, waiting for Peter to come pick me up. After he arrived, we decided to stay for a drink. An older gentleman with warm, kind eyes sauntered over to say hello. His name was Charlie Allen. He was a longtime member of the club and a sailor. He was curious, and asked lots of questions, so we stayed for another drink and told him all about our sailing adventure so far, and our plans to keep sailing until it wasn't fun anymore. His eyes twinkled with excitement. He shared how special it was in the Sea of Cortez, and when we mentioned we were headed to Loreto, he revealed that it was on his bucket list to sail down there one more time!

There was something familiar about Charlie. Was it his eyes? I couldn't put a

The Molettieres first met Charlie at the Coronado YC "when he sauntered over to say hello."



finger on it, but he was charming. Before I knew it, I was offering to take him sailing when we got down to the Sea of Cortez, and he was inviting us to join him for dinner the next evening to discuss details!

At dinner, Charlie shared the newsletter he wrote for the yacht club about his own sailing adventure to Mexico many years ago. We couldn't wait to experience the beauty ourselves. After dessert, we thanked Charlie for dinner and a lovely visit. As we were saying goodbye, to our surprise, the waitress brought over his walker, at which point we found out Charlie was 91!

Charlie kept in touch with us via phone messages. We were so busy sailing down to Cabo San Lucas, and all that we needed to do once we got there, that we didn't have a chance to call him back until we finally arrived in La Paz. It was then that we learned that Charlie wasn't doing so well.

It was his heart. He had to have a pacemaker installed. Fortunately, once he did, he started doing much better — but it delayed his plans for coming down to Mexico. We continued our conversations about sailing, and learned that Leslie, his daughter, was planning on taking him on a road trip through Baja, and Charlie wanted to meet up on the water while they were there. We told him we would do everything we could to make that happen.

Well, it turned out that we were going to be in Bahía Concepción exactly when Charlie and Leslie planned to be there. Everything seemed to line up for Charlie to realize his dream.

The forecast called for 15 to 20 knots of wind, and since Charlie used to race sailboats, we decided to organize a regatta in his honor with our friends. Two boats — *Fundango* and *Triæna* — joined us for what we started calling the "Charlie Allen Regatta." *Rochambeau* would have joined too, but John crewed with us, and Marcy crewed with Tom and Patty on *Triæna*, so *Rochambeau* stayed on the anchor. Scott and Joanne on *Fundango* invited another Ha-Ha couple from *Chaos* to crew with them on *Fundango*. We had everything set!

The race got off to a spirited start sailing on a broad reach. *Salacia* was the last boat to leave the anchorage but ended up passing all the boats rather



quickly — doing about 10 knots. It turns out *Salacia* is fast when she wants to be, and lives up to the Santa Cruz reputation!

Charlie suggested restarting the race so we could beat them again! So we headed upwind to give the other boats a chance to pass us.

We needed to jibe since we had full sails up with more than 20 knots of wind. Our mainsail is very large, so we have to be careful jibing in high wind, to prevent the boom from coming across too fast and damaging the rig.

Peter called for a chicken jibe, which is basically tacking the boat from a broad reach on one side to a broad reach on the other side, turning the boat through about

IN LATITUDES

Once we dropped the sails, pulled into the anchorage, and set the anchor, everyone came over to *Salacia* for a post-race drink, including some of the other cruisers who couldn't make the regatta itself. Afterward we all headed into the restaurant in Posada Concepción, where we asked the chef to serve up the two kilos of scallops Charlie had brought along for the occasion!

We all toasted Charlie for being such an inspiration to us all living our lives passionately and to fulfilling our dreams no matter how old we are! And thank you, Leslie, for being instrumental in making Charlie's adventure happen, and for the amazing photos!

— Donna 8/30/22

(<http://enchantedvoyage.substack.com>)

**Taliesin Rose — Bavaria 46E
Fennell Family
The Routes Less Traveled
(Part 2 — Mainland Mexico)
Port Townsend**

The morning we left for the mainland coast of Mexico, we had to delicately extract ourselves from the tendril grip that Baja had on us. Each passing moment of the 30-hour passage, the Sea of Cortez was either taunting us with all that we would miss once we left, or sending us on our way in brilliant fashion with a nonstop display of unparalleled natural wonders.

Perhaps it was not having a breath of wind the entire trip that allowed us to notice each magical occurrence, and they were seemingly countless: passing a sea turtle taking a nap as it floated at the surface, and a sunbathing seal with all appendages sticking straight up to the sky. Or the thousands of translucent jellyfish hovering just under the surface, illuminated by internal electric rainbows of their own creation. We avoided collision with a blacktip shark on the hunt, and marveled at whales breaching in the distance. There was a midnight light show of a cloudless sky filled with millions of stars, and the ribbons of neon blue-green bioluminescence undulating in the wake of *Taliesin Rose*. And the unforgettable moment as I was alone on watch and I realized that the glowing torpedoes overtaking us from behind were a pod of dolphins. Autopilot engaged and tether attached, I hung myself over the bow in amazement as the silhouettes of the dancing porpoises were highlighted in an eerie blue sparkle as they darted in concert to and fro.

We approached Mazatlán just as the sun was brightening the sky behind the

Above: 'Salacia', a cruising version of the Santa Cruz 52, was the last hull out of the 52 mold. Top left: Charlie at the helm. Center: Both racers and other cruisers in the 'Charlie Allen Regatta' gathered to celebrate afterward. Center right: Donna heads below. Top center: Charlie sails again! Top right: Daughter Leslie (with Dad) made it all happen.

280 degrees, which takes more time, and goes much more slowly, and gently.

But we waited for far too long, and left a very large gap, making it hard to catch up to the other boats. But it was all good, as it's all about enjoying the ride!

As we were getting closer to the anchorage, the wind continued to pick up, going from the high teens and low 20s to the mid-20s with gusts in the high 20s. As the day wore on, we found the boat was a bit overpowered, since we never bothered to reef. So we were heeling just

that little bit extra. Charlie had been bidding his time, and chose this moment to let slip one innocent little request: "So, if you don't mind, I'd love to get on the helm."

After a quick check-in with Leslie, Peter helped Charlie get across the tilted deck into a position where he could easily perch and steer the boat as we sped toward the finish line. What a thrill it was to witness him holding the boat's power in his hands with the wind in his hair! Charlie was sailing again on the Sea of Cortez!

ALL PHOTOS SALACIA EXCEPT AS NOTED



CHANGES

mountains to the east, and yet the deep blue of a star-scattered sky remained as I looked above, somehow existing in day and night all at once.

Mazatlán charmed with the open-air



Vikki, Rowan, Emmy (in blue) and Lucy. The Fennell family, originally from Tiburon, began their big cruise with the 2017 Baja Ha-Ha.

mototaxi rides along the aging malecón and the Plaza Central surrounded by the brightly painted façades of centuries-old haciendas that once housed large colonial families. We celebrated Carnival on the cobbled streets of the old city and dined al fresco on the public square.

Provisions stocked, we made for Isla Isabel, the Galapagos of Mexico. It's a protected offshore island, just far enough away from land to make it a mission. We had the anchorage mostly to ourselves, and after dropping off some provisions at the fishing village, we walked the trails of the island to find seabirds. It didn't take long — the path was littered with nests carefully guarded by devoted couples of blue-footed boobies, who gave us curious glances but couldn't be bothered by our quiet presence as they waddled about, caring for their young. Other parts of the island were nesting grounds to colonies of green-footed boobies and brown-footed boobies, and in the trees were the fluffy white heads of the prehistoric-looking frigate chicks, all blissfully unperturbed as we walked slowly by.

We ventured on to Matanchén Bay, landing the dinghy on the wide beach and hoofing our way toward the wafting scent of fresh-baked sweet breads at Panadería Juan Bananas. A riverboat trip from La Tovar had us flying — at speeds we weren't accustomed to — through the jungle to a lunchtime oasis, complete with a rope swing into a swimming hole

fed by a freshwater spring.

We explored the old port town of San Blas, once one of the main shipyards and official port of entry for the Spanish empire in the 1700s. For decades during the expansion era, letters, cargo and people would sail hither and yon from here. The direct connections via Spanish galleons created a deeply rooted cultural exchange that is prevalent in the customs and language of the area even today. Not only did generations of Filipino migrants come to settle in the area surrounding San Blas, but they brought and shared many treasures that are now integral to Mexican culture. These travelers introduced mangoes and the Tagalog word for palm frond, *palapa*, under which Mexicans and visitors alike take refuge from the midday sun. Filipino settlers also brought with them simple stills that they used to make coconut brandy, and which the local Mexicans quickly adapted to distill native agave plants into tequila. We found the cobbled road leading up to the desolate fort ruins atop the hill and contemplated Longfellow's "Bells of San Blas"...

O Bells of San Blas, in vain

Ye call back the Past again!

The Past is deaf to your prayer

Out of the shadows of night

The World rolls into the light

It is daybreak everywhere.

The climate in Mexico begins to shift as one travels south along the coast. Somewhere around Puerto Vallarta, the forests of cactus are gradually replaced by groves of palm trees, and arid deserts soon transition to flowering and fruiting flora. After long periods in rural coastal villages, larger ports of call tempt the palate with street tacos, buckets of beer and tropical fruit ice cream. La Cruz de Huancaxtle did not disappoint, with many watering holes for the thirsty sailor and a Sunday artisan market to rival the most vibrant farmers' markets stateside.

The malecón in old town Viejo Vallarta harkens back to the Euro colonial past, with open air restaurants along the avenue and gravity-defying displays of the *Danza de los Valadores*, an ancient form of indigenous acrobatics. Puerto Vallarta also signifies a shift in the cruising fleet. Many never venture farther south than Vallarta, opting instead to hop onto the Coconut Milk Run toward the South Pacific. Those who do continue on are rewarded with empty beaches, quiet anchorages, and little *pueblos* away from the resorts and tourists, more often than not after passages that stretch beyond the hours of daylight in a single day.



Right: Provisioning in Mazatlán. Below: 'Flying' through the mangroves to La Tovar. Above: 'Taliesin Rose' underway. Top right: Boat kids on the beach near Acapulco.



Bahia de Chamela gave up the hidden gem of a secret beach on the little islands in the middle of the bay. For the intrepid, a dinghy trip over a sand bar at the river mouth, up the estuary, into the lagoon, and then a taxi ride, will land you a private tour of a raicilla distillery, conducted by a tour guide with a heavy pour and a penchant for sampling the product. Across the bay in La Manzanilla, we found ourselves walking along boardwalks in the mangroves, surrounded by hundreds of lazy crocodiles.

Barra de Navidad is a cruisers' paradise: a protected anchorage and a full-service marina with access to a rarely used pool bar, beaches lined with palm trees and hammocks, and expansive manicured grounds for walking and

IN LATITUDES



ALL PHOTOS TALIESIN ROSE EXCEPT AS NOTED

exploring. Just across the estuary is the village, with plenty of restaurants, shops, and even a funky little surf break at the mouth of the harbor.

Maruata was an unexpected delight, as we watched the Indigenous *pescadores* drive their *pangas* at full speed onto the beach to land them for the evening. We explored sea caves that belled spray with the incoming waves, and others that led to secret passages. The girls made local friends splashing about in the river.

At Isla Grande, near Ixtapa, we were met with hospitality and camaraderie. The bar owner allowed us to use his barbecue, and we reciprocated with fresh fish tacos and a projected movie. The kids fed the population of wild deer and bunny rabbits out of their hands.

In Zihuatanejo, we reconnected with cruising families who would become some of our dearest friends. We celebrated birthdays with dinners in town, and found Jesus — or at least a statue of Jesus — resting eerily under the surface of the water in Zihua Bay. We all traveled together on an overnight passage to Acapulco, marveling at the otherworldly bioluminescence that would light up like bottle rockets underwater, thousands of glowing orbs illuminating our path as our bow cut through the water.

Isla de la Roqueta offered a place for the boat kids to play in the sand and the adults to enjoy some icy beverages.

The overnight passage to Huatulco was often windless. Sometime in the wee hours, after not seeing evidence of any

other boats for hundreds of miles, it was a surprise to be surrounded by a fleet of boats on the AIS. As it happened, when we were there, the Clipper Round The World Race was finishing a leg off the coast of Mexico due to weather and time constraints deviating from their normal schedule. They all drifted around desperately searching for any puff of wind. We tried to avoid the racers and eavesdropped on the radio as they tried to figure out who we were. I hailed the skipper of the boat we were closest to over the VHF as I reluctantly turned on the engine and had a laugh, as they had been trying to deduce if we were a boat in the fleet, and what secret puff we had found!

On the approach to La Crucecita, a giant manta ray crossed our wake in greeting. The anchorages of Huatulco are often the place where cruisers wait for a weather window. There are plenty of nearby diversions to pass the time. We piled our families into vans and headed into the foothills of the Sierra Madre to the Magical Cascades for a day of hiking, jumping and swimming. We enjoyed an easy stroll to La Crucecita and found treasures at the street market and delicious molé for lunch. A boat-school field trip to Copalita Ruins gave a taste of the rich Indigenous culture of the past.

We had a breathless three-day passage across the Gulf of Tehuantepec. Famous for its 50+ knot winds, and for being the breeding ground for tropical storms, our passage was more like the "lake of Tehuantepec." Every five minutes we would pass a sea turtle napping on the ocean surface, and the greatest obstacle was avoiding the miles-long fishing nets stretched across the bay. Nights involved light displays of a more electric variety. Towering clouds would form in the afternoons over the mountains, and by nightfall we'd have relentless thunder and lightning. One evening in particular, a squall found us and we could feel the power of uncontrolled electricity in our bones as the strikes hit the water all around us... a treasured memory but not one I would like to repeat!

Arrival in Chiapas was more formal than in any other port, with the navy and customs officers piling onto the boat with a narcotics-sniffing dog. I informed the officer we had a cat aboard and he laughed and exclaimed, "*¡El gato es grande!*" Chiapas revealed its vibrant Indigenous culture during a visit with an artisan chocolate maker who taught us the traditional process of harvesting, roasting, grinding and molding chocolate, as well as the various methods of using chocolate in sweet and savory ways. A trip to the ancient

CHANGES

Mayan city at Izapa set our imaginations alight, learning about the mathematics, astronomy, trade, religion and architecture of that complex civilization that existed thousands of years ago.

We experienced a bit of intrigue and mystery as we wound our way deep into the mountains through the steamy jungle to the historical Braun coffee plantation, whose dubious claim to fame is a family relationship to Eva Braun. It's easy to understand why Germans fled to the secluded jungles of Central America when they were exiled in disgrace after World War II. Relics of history were everywhere we turned in southern Mexico, revealing nuggets of wisdom about just how fragile and fleeting even the most substantial human creations can be.

Hurricane season approached as we prepared to get south of the 13th parallel in hopes of avoiding the worst of the weather. Next stop: El Salvador.

— Vikki 9/1/22

Readers — This is Part 2 of a quick guide to some off-the-beaten-track destinations that might interest cruisers on their way to Mexico and beyond — by a family who likes nothing more than seeking them out. Last month, Vikki detailed some great "hidden" treasures in the Sea of Cortez. Next month: south to Central America.

Rum Doxy — 46-ft custom cat Mike and Annette Reed Unprepared for the Beauty Santa Barbara

After two spectacular seasons in Chile and another two years waiting out COVID, our boat's visa was long expired and we felt it was time to move on. We'd caught the last flight out of Chile in April 2020, while *Rum Doxy* had spent the pandemic lockdown at the Club de Yates docks in Valdivia. The boat had fared quite well while we were away, but while cleaning the bottom prior to departure, we found that the starboard rudder had become waterlogged and delaminated. This set us back a few days as we needed to pull the rudder, strip off the fiberglass, dry it out, repair the cracks, and re-glass it.

We finally set out on May 12, quite a bit later in the season than we would have liked as it was now late fall in Chile and the weather was not getting any better. Our plan was to sail NNW until we found the SE trades, bound for the Gambier Archipelago in French Polynesia with a stop at Robinson Crusoe Island. This route would take us well off the rhumb line, but provide us with mostly favorable conditions while avoiding the winter storms in the Eastern South Pacific.

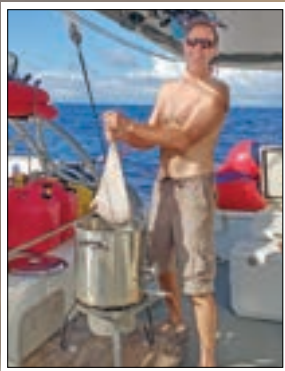
We had timed our departure for the

passage of a front and left the Rio Valdivia on an overcast day with a lumpy sea and following wind. The albatross were as thick as gulls and were joined by an equal number of petrels, shearwaters and skuas. We had a quick passage to Robinson Crusoe Island, but were disappointed to find that we would not be allowed ashore due to continuing COVID restrictions. Nevertheless, we spent several days there, moving anchorages as a front passed.

We were unprepared for the beauty of the island. It looks much as though one of the Marquesas had been picked up and dropped off the coast of Chile. Sheer volcanic peaks up to 3,000 feet high with a thick covering of rain-forest green make up the northern coast, while the south side is dry and rugged with fantastical rock formations. The water, while cold, was crystal clear. The village of Juan Bautista has about 600 residents, while the south coast is populated almost exclusively by thousands of southern fur seals. Despite our not being allowed ashore, it was a spectacular place to wait out the weather, but as the wind shifted to the

south, we cleared out and set sail for the Gambiers.

Every day that we moved north, the winds became a bit lighter and the air a bit warmer. We gradually transitioned from down booties and thermal underwear to bare feet and shorts. The albatross and skua were replaced by boobies and flying fish. As we climbed above the Southern Ocean High, we finally found the trades and made our turn west off the coast of Peru. The winds remained light at the southern edge of the trades and we often struggled to make way, although the light winds also made for smooth seas. During the day we often had the spinnaker up, while at night we sailed wing and wing with the staysail and reefed main. The days blended together as we settled into our watch routine, with the hours broken up by baking, fixing things and clearing flying fish off the decks from the night before. One of the aforementioned fish managed to find its way through one of the hatches on the cabin top, narrowly missing Annette on its way to knocking itself senseless against the refrigerator door.





Spread: 'Rum Doxy' at Robinson Crusoe Island. Above left: Brewing up some "Underway IPA." Center: Once in the trades, the spinnaker was up most of every day. Right: Annette and Mike.

ALL PHOTOS RUM DOXY

We did have a bit of excitement when midway across we were visited by a couple of sei whales on a calm day. We saw them blowing in the distance, and a few minutes later we could see "fluke prints" approaching from astern. These are boils caused by the whales' flukes as they travel just below the surface — something of a hallmark of sei whales. One by one they came alongside to within a boatlength, surfaced, spouted, and moved on. We had an identical experience in the Gulf of Alaska on a passage from Japan to Kodiak several years ago, and both times it made our day.

At one point the wind failed us altogether and we were forced to motor for a couple of days. But, as we say aboard *Rum Doxy*, "When the going gets tough, the tough brew beer," so we took advantage of the calm conditions to set up our burner and kettle in the aft cockpit and cooked up a batch of "Underway IPA," which turned out to be one of our better efforts.

The wind filled in and we started making good time toward our destination, but we approached the Gambiers with mixed

feelings. The passage, while long, had been very enjoyable. One of the things we like best about cruising is not just the new and spectacular places, but the chance to be on the open ocean, a thousand miles from the nearest internet or phone, experiencing an environment that only a handful of people on the planet ever get to see; surrounded by nothing but the starkest reality in the middle of the greatest wilderness on Earth, our only companions the occasional sea bird or whale. But all good things eventually come to an end and, as the wind shut down again and after over 4,000 miles, we sighted the peaks of Mangareva Island at dawn on the 37th day out of Valdivia.

— Mike 8/29/22

(www.sailblogs.com/member/rumdoxy)

Readers — The Reeds bought Rum Doxy (18th century pirate-speak for "a woman of remarkable character and ambiguous virtue") as a wreck in Thailand in 2005. They removed the cabin, bridgedeck, main crossbeam and all bulkheads, then completely redesigned and rebuilt her in Phuket over the course of five years. "It seemed like a good idea at the time," notes Mike.

Sierra Wind — S2 (36 ft) Eitan Zur and Amanda Hi-c The Pleasures and Pains of Paradise San Diego

After enjoying an extra year in Mexico to wait out COVID restrictions, *Sierra Wind* set sail across the great Pacific Ocean, departing from Puerto Vallarta in early March 2022, along with four buddy boats: *Kismet*, *Sky Pond*, *Hold Fast* and *Bula*. A few weeks later, other Sea of Cortez amigos on *Sauce-Sea*, *Indy*, and *Wastrel* also joined us in the Pacific. For the long passage, Eitan and I were accompanied by Martin and Simone, a young couple from Denmark whom we had met through Facebook.

Of the group, *Sierra Wind* was the first to leave, on March 4. Everyone else was too superstitious to begin a voyage on a Friday, so waited to leave at midnight or the following morning.

Luckily, the Friday departure lore did not presage any misfortune, and we had a relatively uneventful passage with few mishaps and only some minor discomfort — including our first week, spent rolling rail to rail by a mysterious cross swell. The swell calmed down as we approached the equator during our second week, and the booby birds seeking refuge on the solar panels became our greatest form of entertainment.

Time in the doldrums was spent motoring into a two-knot equatorial current,

causing us to run low on fuel and begin praying for wind as we sat idle for 16 hours. Once the wind showed up, we bashed our way into it, getting enough saltwater into the freshwater tank vent to contaminate all 120 gallons we had just made.

All in all, it was a relatively smooth trip and we arrived in the Marquesas 25 days after departure.

Transitioning to island life in a French territory was a bit of a culture shock, and we found ourselves missing the ease and prices in Mexico. The French language was confusing at first; I almost fouled our outboard fuel tank by asking for *gasol* (which means diesel) and not *l'essence* (gasoline).

We were hesitant to eat out at any restaurant because we couldn't read the menu; none of the staff spoke English, and — again — wow, the prices! No more cheap tacos and beers on the beach. Instead, our diets became heavy in pasta, baguettes, and processed foods. Fresh produce was hard to come by, and often contaminated with little white worms.

Since stores and services are open only during weekday mornings, managing to check things off the to-do list was a struggle, and getting any supplies or parts shipped was no longer an option.

No marinas or dinghy docks meant stern anchoring our tender each time we went to shore to avoid its getting beaten up on the seawall, but I suppose this is the price you pay to live in paradise! And with multiple round-the-world rallies happening, paradise was becoming crowded!

We spent five weeks in the Marquesas Islands, which we found difficult to transit with the constant swell and constant tradewinds. Since COVID, Nuku Hiva is the only island with customs and immigration, and visiting the other Marquesan islands means going east, into the wind.

We bashed as far southeast as Tahua-ta before heading west to the next island chain. Our four-day passage to the Tuamotus was what sailing dreams are made of: minimal swell and a constant 15-knot trade wind behind us.

We visited a total of seven atolls, each its own little paradise, as we spent our mornings swimming with reef sharks and afternoons drinking coconuts on the beach with other cruisers. The six weeks in the Tuamotus flew by and we found ourselves up against the clock to see the Society Islands before our three-month visas ran out. Lesson learned: Apply for the long-stay visa for French Polynesia, even if you don't think you'll need it. On more than one occasion, we found ourselves

CHANGES

stuck somewhere waiting out the weather and skipping some incredible places as we ran out of time.

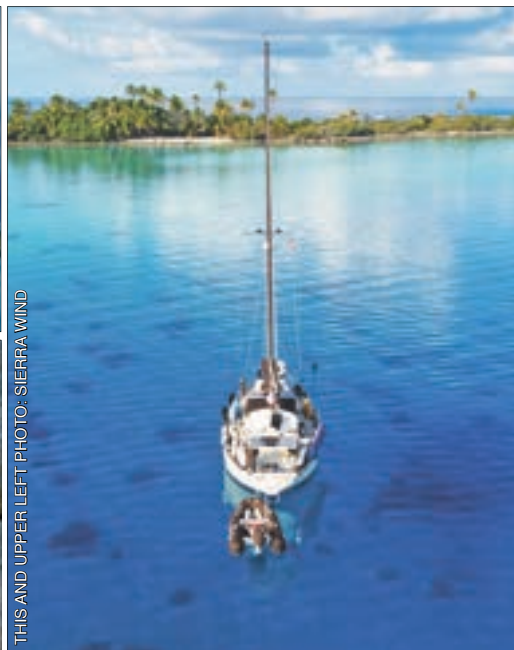
The Society Islands were a big change of pace, and we constantly felt as if cruisers were a bit of a nuisance to the local government since we don't bring in the kind of money that the honeymooners do. The anchoring is limited, moorings are expensive, and most beaches are private.

After checking out of the country in Bora Bora, we headed to our last, and favorite, stop in French Polynesia: Maupihaa in the Leeward Islands. Like the Tuamotus, Maupihaa is an atoll lined with a thick forest of palm trees and a clear blue lagoon at its center. This was the South Pacific destination that we had been waiting for, with long stretches of white sandy beaches and baby blacktip reef sharks meandering back and forth in the shallows. The island normally has just 40 residents, but most were at other islands celebrating an annual cultural festival, leaving only seven people there during our visit. We were welcomed with an offering of coconuts and told to stay as long as we'd like.



Right: 'Sierra Wind' anchored in Tahanea, Tuamotus. Top: Eitan and Amanda. Above: They aren't good-looking, but prepared right, coconut crabs can be pretty tasty.

One afternoon, a local came by on his kayak to give us a couple of coconut crabs that he had already boiled for us. It took us the better part of an hour with pliers and vise grips to extract the delicious meat from the thick exoskeleton, which



was about a millimeter thick. We used the crab in a coconut curry on rice, and it was phenomenal. A few days later, we had a potluck onshore with some of the other cruisers and got to taste their coconut crab recipes, including gumbo and other types of soup.

It was nice to no longer be up against the visa clock, and we spent a total of two weeks there waiting for a weather window.



ATN GENOA SLEEVE

.....
**Will protect
your furlled
headsail from
the sun and
pollution**
.....

- Unique non-flogging design
- Hundreds manufactured
- Available in all colors



SERIOUS SAILING EQUIPMENT

800 874 3671 | atninc@hotmail.com

www.atninc.com



RICHARDSON BAY MARINA

formerly Kappas Marina

MODERN FACILITIES IN A WELL-PROTECTED HARBOR

**Concrete
Dock System**

**Well Maintained
Facilities**

**Beautiful
Surroundings**

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

BERTH YOUR BOAT IN SAUSALITO

415 332-5510 www.richardsonbaymarina.com

100 Gate Six Road, Sausalito • Fax 415 332-5812

We enjoyed our days wandering the beaches and snorkeling the reefs and the pass, which was full of sharks, rays, turtles, and even large tuna. Evenings were spent on the beach playing with hermit crabs or having a bonfire and stargazing. It was a true paradise and the perfect end to our time in French Polynesia. To finish the season, we plan to visit Rarotonga, the Samoan Islands, Wallis and Futuna before hauling out the boat for hurricane season in Fiji.

— Amanda 8/25/22

Cruise Notes

• A few years ago, Ray Thackeray, executive director of the Bay-based International Rescue Group, found a way to go cruising with a purpose: He delivers disaster relief in the Caribbean using **Zeepaard**, a donated, 100-ton 97-foot gaff-rigged Dutch ketch. Most cargos consist of medical supplies needed in the wake of hurricanes or other natural disasters.

In November, *Zeepaard* will head for Haiti to replenish an empty hospital. From there, Ray and lady friend Daisy will head to Panama and the Pacific,



PHOTOS ZEEPAARD

Above: 'Zeepaard' has been delivering disaster relief to Caribbean nations. Inset: Ray and Daisy.

where they plan to participate in the 2023 Pacific Puddle Jump. Long-range plans will see them continue to the Philippines, where *Zeepaard* will continue its mission of disaster relief.

• When French Polynesia closed its borders in early March 2020, Gregory Newman and Susan Wells of the Berkeley-based **Caliber 40 Rapture** had planned to sail back up to the Marquesas, "But the farthest we got from the marina was a mooring ball in the channel where we spent the next six weeks of lockdown," says Greg. When the lockdown ended,

they headed for the Tuamotus, sharing atolls along the way with other wayward cruisers. French Polynesia opened their borders in July, but as soon as the flights and cruise ships returned, so did COVID. Rather than risk another lockdown, *Rapture* sailed for Fiji.

Upon arrival there, they were informed

their earlier application to enter New Zealand — "granted with the proviso that we do a refit of our boat, spending a minimum of NZ\$50,000" (US\$30,000) —

had been granted. "*Rapture* was seriously in need of attention and we had planned a refit anyway," says Greg. And for the next 18 months, that's what they did, along with exploring every part of the country by land and by sea.



RAPTURE

Greg and Susan in Maupiti.

Your Boatyard in the Heart of Paradise

Our Services |



Large, fenced, secure dry storage area

TAHITI CUSTOMS POLICY

Foreign Flag vessels can stay on dry storage in our yard for up to 12 months out of 24.



Professional boatyard in the heart of Paradise

HAULOUT

- Marine Travelift 25 tons
- Marine railway 70 tons
- Storage in adjustable steel cradles
- Fenced Yard
- Travelift 50T & Amphibious mobile trailer 50T
- Services of our tug for towing safety assistance and interventions

PAINTING

- Topsides, hull, bottom, varnish
- Brush, roller, spray

MECHANICAL WORK

- Inboard, outboard, diesel, gas
- All brands

REPAIRS

- Electrical repairs
- Refrigeration installation & repair
- Fiberglass & woodwork
- Welding, steel, stainless, aluminum

SAIL LOFT

- Sail repairs, biminis, dodgers, covers

STORE

- International, Pettit, Epiglass, Devoc
- Spares
- Fill U.S. gas cylinders

DO-IT-YOURSELFERS WELCOME!

BoatUS Cooperating Marina



Raiatea Carenage will make sure paradise is everything you expected.

Call, write, or sail in . . . we're here to serve you.

B.P. 1111 Uturoa Raiatea 98 735 Polynésie Française

Tel: (689) 40 600-545 ~ Fax: (689) 40 600-546 ~ VHF 68

Web site: <http://www.raiateacarenage.com> ~ email: raiateacarenage@mail.pf

Facebook : Chantier Naval Raiatea Carenage

CHANGES IN LATITUDES

Rapture is currently in Vanuatu, where they are again enjoying less crowded cruising grounds. (Vanuatu just opened back up in July.) From there, the plan is to make their way to New Caledonia and Australia in late October, where they'll lay the boat up for about six months and return state-side, after three years away, to see friends and family. After that, who knows?

- Remember George Greenberg and his fiancée, Wei of the Tartan 4300 **Rio**? They're the ones who were at sea in the Indian Ocean in February 2021, when half the world closed down due to COVID. Denied entry into the Maldives, they began a bizarre version of boat pinball as they sought and were denied entry to five subsequent ports in the Red Sea. Some ports allowed them to dock or anchor out (and to someone to shop for them), but they weren't allowed to set foot on land for what turned out to be four whole months, until they arrived



Wei and George are currently back in their respective home countries with tales to tell.

in Cyprus in June. Since then, things have been a bit more normal. Wei flew back to visit family in China, and George finished a circumnavigation this past February when he crossed his outbound track in Grenada. He then went to visit his kids and help some friends move from Chicago to Colorado, where, irony of ironies, he tested positive for COVID. "It wiped me out for a bit," he says. Asked what the plan is when he returns to Rio, he doesn't really have any hard and fast ones. "Lots of options from here," he says.

- When Cindy and Rick Patrinnell left their Sausalito-based Pacific Seacraft 31 **Cool Change** at a boatyard in Vava'u, Tonga, in November 2019, they thought it would only be for the few months of the cyclone season.

"COVID, cyclones and a volcanic eruption changed all that," Cindy writes. In early 2020, Tonga went on complete

COVID shutdown, followed by a series of cyclones that carved a path of destruction across the area. Adding insult to injury, a volcanic eruption last January caused even more destruction, and deposited a thick layer of ash on everything.

Tune in next month to find out how Cindy and Rick finally got back to the boat



Once the volcanic ash was scrubbed off 'Cool Change', Rick and Cindy enjoyed surprisingly uncrowded cruising in Tonga.

after more than two years and, for a while, had Tonga's formerly crowded cruising grounds almost all to themselves.

— latitude/jr

LA PAZ
MEXICO

WELCOME TO LA PAZ

BAJA HA-HA

BEACH PARTY @ LA COSTA RESTAURANT

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

Mexican Folk Dancing | Live Music | Food & Drinks

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

www.golapaz.com

CRUISERS!

HEAD FOR DOWNWIND MARINE

With a BIG Welcome to the participants of the
2022 CUBAR Odyssey and Baja Ha-Ha Rally

and ALL other cruisers in town!

Locals welcome too!



CELEBRATE CRUISING SEASON!

Help us Kick Off the Cruising Season at Our
ANNUAL "WELCOME CRUISERS" EVENT

**On Saturday,
October 22**

Come Meet Other Cruisers and
Join the Fun with **STORE
DISCOUNTS & VENDOR FAIR**

Meet our favorite Product Reps, plus
Authors and Experts who can all
share cruising experiences with
you and answer your questions -

**Find Wholesale Discount
Prices for Stock on Hand for
Everyone ALL DAY LONG!**

**SATURDAY STORE HOURS
ARE 8:30 AM - 5:00 PM**

Sailing Supply/Downwind Marine
is located near Shelter Island by
San Diego Bay - not far from
public dinghy docks and near
many services one will need as a
visiting cruiser. Stop by if you
need directions anywhere or just
need a place to hang or meet up
with another boat crew. Our
Store and Crew are here to help.

And Don't Miss Our "CRUISING DOWNWIND" EVENING SEMINARS

Our seminars are held at Sailing Supply/ Downwind Marine
2804 Cañon Street (near Shelter Island)
Meet at BACK DOOR - Monday-Friday 6-8 PM
Doors open 5:45 PM \$3/person

**COME HEAR GREAT SPEAKERS ON A
VARIETY OF CRUISING-RELATED TOPICS**

EVENING SEMINAR SERIES - SCHEDULE OF SPEAKERS

Monday, Oct. 17: Tim Gaub- Sailmaker & Owner, Doyle Sails San Diego
Downwind Sailing Tips & Sail Selection for Boat Speed & Sail Repair at Sea

Tuesday, Oct. 18: Bruce Brown- US Sailing Safety at Sea Moderator & USCG Trainer
Basics for Safety on Board - Essentials for Cruising

Wednesday, Oct. 19: CF Koehler- Shipwright, Diesel Mechanic & Owner, Koehler Kraft
Making Friends with your Boat's Diesel Motor

Thursday, Oct. 20: Tom Teevin- Outboard Mechanic & College Automotive Educator
Maintaining Your Outboard Motor while Cruising in Mexico

Friday, Oct. 21: Capt. Dietmar Petutschnig- President, Good Nautical & Founder, Panama Posse
The Panama Posse: Its Past, Present & Future in Cruising the American Tropics

Monday, Oct. 24: Chef Melanie D. Cady- Cert. French Chef & Owner, Gourmet Galley Wench
Review of Essential Galley Tools & Healthy Cooking Techniques - Save Time & Stove Fuel

Tuesday, Oct. 25: Capt. Ann Kinner- Owner, Seabreeze Nautical Books & Charts
The Cruiser's Library with an Update on NOAA & International Navigation Charts

Wednesday, Oct. 26: Capt. Pat Rains- Author/Publisher of Mexico Cruising Guides
Mexico Cruising: Try the Little Loop - Pat's Simple Circuit of the Lower Sea of Cortez

Thursday, Oct. 27: Arno Chrispeels- President, HealthisInternational.com
International Health & Evac Insurance Options for Cruisers

Friday, Oct. 28: Dick & Gina Markie- Harbor Master, Paradise Village Marina in Nuevo Vallarta
Markies' Annual Update on Cruising Mexico - Everything You Need to Know and More!



THE CRUISER'S CHANDLERY PERFORMANCE SAILING GEAR

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

**For Fall Schedule, Click EVENTS at
www.sandiegomarine.com**

CLASSIFIEDS

PERSONAL ADS

1-40 words \$40
41-80 words..... \$65
81-120 words (max) ... \$90
Photo \$30

PERSONAL ADVERTISING ONLY

No business or promo ads except
Non-Profit, Job Op, Business Op

BUSINESS ADS

\$70 FOR 40 WORDS

ALL PROMOTIONAL ADVERTISING

One boat per broker, per issue.

Logo or Graphic \$30 Additional
Biz ads do not appear on website.

Latitude 38's Classy Classifieds
is the place to buy or sell boats,
marine gear, trailers, liferafts, boat
partnerships, trades and more!

Submit your ad online at
www.latitude38.com/adverts

Your ad is live online immediately upon completion
of payment. Ads automatically renew every
30 days, you can cancel anytime.

THE PRINT DEADLINE IS ALWAYS THE 15TH AT 5 P.M.

QUESTIONS? (415) 383-8200 OR CLASS@LATITUDE38.COM

DINGHIES, LIFERAFTS & ROWBOATS

10 FT ACHILLES 2021. Achilles 10-ft 2-in LSI-310E (2021) plus ePropulsion Spirit 1 (2021). Includes carry case and an extra prop for the ePropulsion engine. Used one month in Delta last summer, otherwise stored in my garage. \$5,000. Redwood City, CA. jp53202@gmail.com



10 FT WALKER BAY 310 2009. 10-ft fiberglass dinghy with sail kit and Hypalon flotation collar. Collar is new, installed less than a year ago. Complete with full sail kit, cover, oars LEHR 5hp propane outboard. \$2,350. Emeryville. dklaton@gmail.com (415) 205-0687

13 FT RS AERO 2020. Almost-new RS Aero for sale! Sailed perhaps half a dozen times. Size 7 sail. Bags for rudder and daggerboard, dolly, boat cover. Great boat, easier and more comfortable than a Laser! \$10,500. Redwood City, CA. jimhopp@gmail.com



12 FT MAINE PEAPOD 2020. Brand-new. Epoxy/wood construction. Arch Davis design. Includes trailer, sail, cover & oars. \$10,000 OBO. Carpinteria. carpdory@gmail.com (720) 250-8060

24 FEET & UNDER SAILBOATS



22 FT SANTANA 22 1970. 'Betty Boop' was a former Santana 22 champion but needs attention. Serviceable trailer, 5hp motor, and sails included. Sold as is for \$1500 or OBO. Email Richmond Yacht Club to inspect boat. \$1,500 OBO. Richmond Yacht Club. manager@richmondyc.org

14 FT LASER 2010. Performance Laser! Great shape, ready to race! Hull US 199206 in great condition, minor nicks, no leaks, no soft spots. Class-legal aluminum spars for Radial and 4.7 rig. Three sails with 2 sets of battens: Radial, class-legal racing sail (used for regattas only & kept rolled), Radial, class-legal practice sail, 4.7 practice sail, practically new. Class-legal blades with blade bag. All rigging class legal, including Ronstan 55mm Orbit mainsheet block, 15:1 Allen vang, 8:1 cunningham, 6:1 outhaul. Seitech dolly included. Designed to be carried on top of car. Sold "as is," full package only. Cash only - no cashiers checks or money orders. Buyer must pick up in person. \$4,500. San Francisco. elmoperez@sonic.net www.tinyurl.com/yc4hhjps



22.5 FT J/70 2017. Hull #1109. Excellent shape. 2017 Triad trailer with spare tire. 2.3 Honda. (3) suits of North Sails. Cross-sheeting cam cleats. New companion cover. Harken boat cover. J/70 spinnaker launch bag. Welded aluminum mast bunk. J/70 Third Hands with Keepers. \$39,960. Sandpoint, ID. rimar@turbonet.com (208) 290-6544

16 FT JOEL WHITE HAVEN 12 1/2 1994. Gaff-rigged sloop, strip plank Atlantic white cedar and steam bent oak frames. Bronze fastened. Built by internationally recognized violin builder, Scott Hershey. \$15,000. San Diego. scarp47@gmail.com (619) 694-7696



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



EXPERT MARINE SURVEYOR Capt. ALAN HUGENOT

Captain.Hugenot@gmail.com • (415) 531-6172

NAVAL ARCHITECT & MARINE ENGINEER - MASTER IN SAIL
ACCREDITED MARINE SURVEYOR (SAMS accredited Oct. 2004)
SNAME-ABYC-NFPA • ACCEPTS ALL CREDIT CARDS

DONATE YOUR BOAT

Donate your boat, car, real estate or whatever. Help us drill wells, feed and educate children in East Africa. Receive a tax deductible receipt. Gospel Lifeline Ministries a 501 (3) (C) Charitable Organization. 707-888-9188 • samsrandkaren@comcast.net

DAVE'S DIVING SERVICE

Serving Southern Marin Since 1984

Hull Cleaning • Zincs • Inspections • Props Replaced
Repairs • Recoveries • Fully Insured and Marina Recommended
(415) 331-3612 • davesdivingservice@gmail.com



RIGGING ONLY & SMALL AD, SMALL PRICES

Standing and running rigging, life lines, furling gear, winches, line, windlasses, travelers, wire and terminals, blocks, vangs, and much more.
~ Problem solving and discount mail order since 1984 ~

www.riggingonly.com • (508) 992-0434 • sail@riggingonly.com



21 FT SAN JUAN MK II 1979. Good condition. Race winner, 1980s – mid-2000s (LYC Spring Regatta, 1st, several times, Konocti Cup, 2nd, several times). Fairly good sails, (main, working jib, 150 genoa, spinnaker), 2 Bariat 10 winches, 4hp Johnson outboard w/Panther pull-up mount, Porta Potti, 1978 Calkin trailer (old tires, should be replaced). Can deliver to Marin Co. \$2,975 OBO. Kelseyville, CA. rickatac@msn.com (415) 269-5483

25 – 28 FEET SAILBOATS

28 FT HAWKFARM 1976. Jocelyn Nash's family Hawkfarm for sale. Raced hard, put away wet for over 45 years of family fun. Looking for her next family to enjoy her. Call Chris Nash or leave message. \$3,000. Richmond Yacht Club. hawk6116@sbcglobal.net (510) 234-7768



27 FT CAPE DORY 1985. This boat has been kept at San Carlos Marina, Sonora, dry dock for the past 12 years. Sails are good. Engine is a YSB and has low hours but lots of years. Trailer is tandem-axle, custom steel. USCG documentation. Ten-year TIP perm expires in 2024. See this boat in the San Carlos work yard, November 2022 and/or January 2023. \$15,000. San Carlos Marina. johannamcfadden953@gmail.com (435) 644-5217

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



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



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. quinhopter@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



26 FT YAMAHA 1984. PHRF racer and comfortable cruiser. Interior and exterior maintained in excellent condition by meticulous owner. Yanmar 1gm10 diesel with very low hrs. Garmin chartplotter, Raymarine VHF radio, emergency beacon and many other items. \$10,000. Alameda. Jnovie@aol.com (415) 271-3441

29 – 31 FEET SAILBOATS



30 FT C&C 30 OD 2016. Barely used sportboat. Downwind blast. Kept fully covered. Extensive racing sail inventory. Volvo Penta Inboard with 130 hrs. Harken spinnaker takedown system. B&G H5000 color graphic mast displays. Vulcan chartplotter. AIS and Wi-Fi. Kelp cutter and kelp stick. Soft-Deck in cockpit. Dual-axle trailer with trailer box. Second set of brand-new running rigging and headstay. \$60,000. San Diego. CaptainJo@icloud.com (760) 809-8654



30 FT YAMAHA Y30 1980. Amenities of a big boat: water heater, newer elec panels, Autohelm pilot w/instrument, depthsounder, knotmeter; carbon fiber head (New Zealand toilet) w/Wilcox Skipper mechanism, sails (full Quantum inventory), small propane wall htr/fireplace, gel cell batteries, new windows. Upholstery looks new because always covered. Dodger, Lewmar Concept windlass w/ freshwater rinse for chain. Yanmar YSM12 engine (replaced), engine freshwater cooling, dripless shaft seal, 3-blade Max-Prop, fresh bottom paint, recent survey. \$30,000. Sequim, WA. autosea@msn.com (206) 612-0444



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



31 FT WYLIE GEMINI TWIN 1976. 'En-core' is a beauty. Recent out-of-water survey. Check out Wooden Boat issue 12 for more build info. I would prefer that both boats go to the same buyer, but they have been apart before. By far the fastest boat I have ever sailed. Mylar main and jib, spare Mylar jib and a #3 Dacron jib. 2 spinnakers. \$20,000. Treasure Island, CA. sawinery2004@yahoo.com (925) 219-2279

WATERCRAFT MOBILE MARINE PROS

Specializing in: Stem to Stern Mechanical and Electrical Repair and Installation for Most Marine Watercraft
(510) 367-8537 • Watercraftmobile@gmail.com

VESSEL MOVING

No ocean too big, no trip too small, no ship too large, no mast too tall.
Sail or power, we move them all! When you are ready give us a call.
Professional Service • cappytom@aol.com • (206) 390-1596

STEVE JONES MARINE SURVEYOR

www.stevesurveys.com **ABYC**
SAMS AMS • Serving the Bay Area Since 1980
(415) 497-9078 • steve@stevesurveys.com



Afterguard Sailing Academy

The Affordable Way to ASA

ASA Basics to Ocean • Crew Intro to Cruising Prep
(510) 535-1954 • www.afterguard.net



31 FT WYLIE GEMINI TWIN 1976. 'Legacy' is a beautiful racing boat, and so is 'Encore'. Want to own a pair of dueling pistols? Check out Wooden Boat issue 12 for all the details. Recent survey out of water. Send an email and I will forward it to you. \$20,000. Treasure Island, CA. sha32015@outlook.com (925) 219-2279

32 – 35 FEET SAILBOATS



35 FT CAL 35 MK II 1981. For your consideration, a tidy and well-equipped Cal 35-2. Baja Ha-Ha vet, passed all the Pacific Cup requirements in 2022. Professionally reregged in 2017. New in 2017: Doyle full-batten main, 95 and 135 jibs, asymmetrical spinnaker (with ATN sock). Custom composite elliptical rudder. Garmin GPS at helm and below-deck hydraulic autopilot; AIS transceiver; Furuno radar. Nice Force 10 three-burner stove, new propane system; new head. Trusty Universal 32hp (Kubota) diesel (3500 hrs), with SigmaDrive and Gori folding prop. Forespar Marelion thru-hulls. CQR and Danforth anchors, lots of chain and rode. Recently hauled and bottom painted. \$48,000. Paradise Cay, Tiburon. gwsbristol@yahoo.com (415) 686-3250

34.5 FT HUNTER 1985. Clean Hunter 34 with furling jib, mainsail Stack Pack and spinnaker. Yanmar diesel with heat exchanger. Windlass with remote. Lewmar anchor and 300-ft 3/8-in chain plus Danforth anchor and rode. Autopilot with remote. Radar, VHF and single sideband, GPS and chartplotter. AM/FM stereo with CD. Flat panel TV with DVD. Pressurized water system, 50 gal fresh water. Water heater is electric, plus engine heat. Watermaker, refrigerator, microwave oven and alcohol stove with oven. Washdown pump 25-gal waste holding tank with macerator pump. Bottom paint 8/20, Avon 6-person liferaft, new West Marine batteries 7/22, New head. Carpeted throughout. Contact Rick. \$26,500. Stockton. rickgmcmaahon@gmail.com (916) 995-9447



34 FT BENETEAU FIRST CLASS 10 1983/1984. Whether you love offshore, beer-can racing, or fast cruising, the Beneteau First Class 10 has outstanding performance. Designed by Jean-Marie Finot and Jacques Fouroux and made to go fast, she was a favorite of Fastnet racers in the late 80's. With 34.33ft length and 9.67ft beam she displaces under 6900 pounds with a generous standard sail plan: 518 sqft upwind and a variety of spinnakers. Despite her light displacement and powerful rig, the First Class 10 is very safe. Structurally strong, the underwater lines give her great stability and is easy on the helm. A great boat for a crew that wants to move from a simple rig to something exciting! \$27,000. 1070 Marina Village Pkwy, CA, 94501. 408-205-9146



34 FT BENETEAU 10R 2007. 'Mulan' is turnkey: carbon main and jibs, 4 kites, carbon mast, sprit painted last year Awlgrip black, upgraded NKE, autopilot, GPS, Wi-Fi. New standing rod rigging, Jefa rudder bearing, bottom paint, Balmar alternator. Much more. \$112,000. Tiburon, CA. michael.chammout@gmail.com (415) 302-0140



35 FT TARTAN 3500 2001. Full fin keel. Iverson dodger. See on YouTube; google: "full walk through on the 2001 Tartan 3500". Text only. New motor mounts and new white refurbished mast/boom to be finished in about two weeks \$132,000. Moss Landing, CA. RogerPittman57@hotmail.com (303) 887-4855

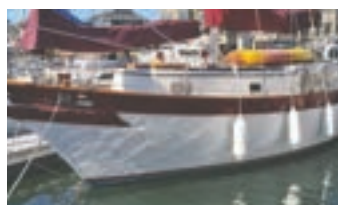
34 FT SABRE 1981. Fair condition, ready to sail the Bay. \$35,000. Emery Cove Marina, Emeryville. (510) 708-3768



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



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. driende@aol.com (650) 714-7777 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 (415) 370-5675

36 – 39 FEET SAILBOATS

37 FT BLACKWATCH 37 1967. The Blackwatch 37 is a predecessor of the Tartan 37 and is ready to be out on the water. She used to be a racing boat and was recently outfitted to go cruising. New in last 2 years: Autopilot, watermaker, electric toilet, windlass, anchor & rode, solar. \$25,000. Tiburon. ilchianti@gmail.com (916) 995-7853

39-FT FREYA 39 'CANDIDE', 1978. 'Candide' is a Hawaii, Australia and Mexico vet. Yanmar diesel, ProFurl, Monitor windvane, IC-710 SSB, new Spectra watermaker, etc. Selling as is. \$30,000 OBO. Brisbane. hogancanoes@aol.com (650) 728-9528 or (650) 773-3834

HAVE YOU HEARD IT?

Tune into www.latitude38.com/goodjibes to hear the latest episodes of *Latitude 38's* new podcast.

Need Crew? Latitude 38 Crew List A Boat to Crew on?

☆ Visit our website and sign up as Skipper or Crew ☆ It's Free ☆

www.latitude38.com/crew-list

OUT HERE SAILING REAL TIME, showing you the challenges and rewards of full time family cruising.

www.LiveFree2SailFast.com

Come check out and FOLLOW our website for current info and questions/concerns you may have.

510
882-3402



www.marinelube.biz

- FUEL POLISHING
- FUEL FILTERING
- BILGE CLEANING
- TANK WORK



36 FT ISLANDER 1977. 'Hurulu' is an excellent racing and cruising family sailboat for San Francisco Bay and oceans beyond. Fully equipped, regularly and professionally maintained, very lightly used. She's been to sea before, is equipped for the Baja Ha-Ha, and ready to go again. Fiberglass hull and deck, lead ballast, varnished mahogany interior with teak and holly sole. Large "V" berth, head to port. Hanging lockers. Main salon: two settee berths; center table stows out of the way. Quarter berth. Galley: stainless steel sink, icebox, stove/oven. Mast and boom aluminum, stainless steel rigging. Profurl jib-furling. Main-sail two reefs. Brand-new Hood cradle cover and Tides Marine track. Dodger. Monitor vane. Jibs and spinnaker. Yanmar 24hp. Maintenance, survey, specs, history, and adventures on website below. \$49,900. Richmond Yacht Club F29. jan@janpehrson.com (415) 518-8755 www.hurulu.blogspot.com/



36.8 FT ISLANDER FREEPORT 36 1981. 'Clarity', is a beautiful and comfortable blue water 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 chart plotter, Bimini and dodger, sail covers, lazy jacks, mast steps, holding tank, with new plumbing. 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 (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. christopherjett@gmail.com www.tinyurl.com/5ye5ctyr



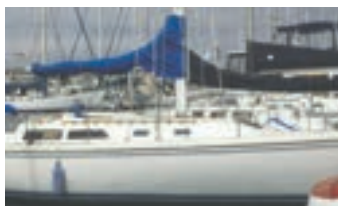
36 FT CATALINA 36 MK II 2000. Condition: 4.7 of 5 Totally equipped for cruising off-grid – water and solar. Marina slip included! Fly cheap from Tijuana to condo on the Sea. Gorgeous lifestyle. Super electronics-needs nothing more. \$74,500. Marina Palmira, La Paz, MX. davidvidmar@gmail.com (541) 727-1409



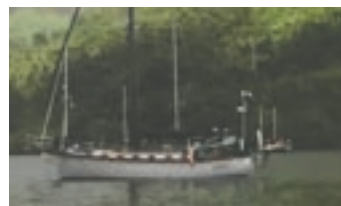
36 FT J/36 1980. Bigger brother of the J/24 and J/30, this fractional-rigged boat sails well under the modern 7/8 rig. Cruise with two or race with five crew. The small jib and large mainsail are the key. Has 10 bags of sails, Yanmar diesel, boat cover, new oven, Raymarine instruments, Martec folding prop. Engine mounted over the keel gives brilliant balance. \$36,500. Stockton Sailing Club. bonnielopezun@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. daphne@pacbell.net (415) 385-4157



36 FT CATALINA (M25XP) 1988. Sloop. Single Universal Diesel engine, 3-cyl, 4-cycle. Refrigerator. Double SS sink. Microwave. Toilet. Shower. Engine-mounted alternator. Titan VHF transceiver. Auto-helm 4000 autopilot. Depthfinder. Three-cabin layout. U-shaped dinette. V-berth. Dinghy. Stereo. \$39,900. Redwood City, CA. iamerv@gmail.com (916) 792-6389 www.tinyurl.com/2tfm96d8



40 FT BABA/PANDA 1981. Price drop! PPJ veteran, 'Mandolin', our seaworthy home 14+ yrs. Equipped for cruising, stable at sea, custom Hasse sails, meticulously maintained. Galley renovated, rebuilt shower, refinished floors, many upgrades. See boattrader link for specs & photos. \$127,900. San Diego, CA. loriserocki@yahoo.com www.tinyurl.com/2p8pu38k

40 – 50 FEET SAILBOATS



42 FT BENETEAU 1983. A true racer/cruiser, the German Frers-designed First 42 is equally at home on the race course or as a high-performance cruising yacht. Handsome traditional lines. Elegant and practical interior. New Yanmar diesel 2013. \$65,000. Ventura. treiberg@roadrunner.com (805) 477-0000



45 FT HUNTER 450 1998. 'Ambergris' is the perfect liveaboard cruiser for the Sea of Cortez and Pacific Mexico, and it's already there. Two-season veteran, cruised from Ventura, down to Zihuatanejo, back up into the Sea of Cortez, ready to begin again. Easy handling furling main and headsail. Full enclosure for cockpit. New B&G electronics. Giant master suite with separate dedicated shower. Two big smart TVs. New watermaker. Genset. Dinghy, outboard, etc. Currently on the hard in San Carlos, will get new bottom paint, get back in the water in October. Motivated seller has boat back home to pay for. \$111,000. San Carlos, MX. jghague@yahoo.com (707) 815-5111



40 FT WILDERNESS 1985. 'Upside' was built in Santa Cruz. She is an ocean racer/cruiser. Masthead sloop with rod rigging. This boat is an amazing sailer: It's very nimble and super-responsive, can do 360 almost on the spot. She is well maintained and ready for weekend club racing and longer trips to the islands today. It is a true turnkey. \$64,900. San Diego, CA. nadav59@gmail.com (949) 554-9841 www.tinyurl.com/4znhuu9e



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 www.maxfx.biz

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

VALLEJO MARINE CRAFT

Info@VallejoMarineCraft.com • 707-554-2813 • www.vallejomainecraft.com



QUALITY MARINE SERVICES ~ ABYC accredited electrician

Installations/Upgrades - Maintenance /Repairs, Selfsteering, Solar, Watermakers, aloft rigging, Vessel Management - Offshore Prep & consultation

qmsboat@gmail.com • (858) 218-4718 ALAMEDA

COMPLETE MARINE WOODWORK

Design / Restoration • Expert European Craftsmanship • Interior / Exterior Repairs / Maintenance • Marine Windows & Frame Replacement
Wood & Dry Rot Repairs • Varnish Work • Marine Painting
Reasonable Rates • (415) 377-3770 • References Available

REGENERATIVE-SOLAR ELECTRIC PROPULSION



NAVAL ARCHITECT – MARINE ENGINEER
& MARINE ELECTRICIAN

Captain Huguenot & Associates (415) 531-6172



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 POLARIS 43 1979. Extensive refit in 2000 — Lefiell 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

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. Tpcarfitt@yahoo.com (707) 861-2954



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



43 FT IRWIN 43 MK III CENTER COCKPIT 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; currently in Vintage Marina, Oxnard, CA. Contact David Quillen at Sea Coast Yachts. \$105,000. Vintage Marina, Oxnard, CA. scott_johnston63@yahoo.com (775) 722-2051



41 FT NEWPORT 41 1982. Selling my loved Newport, 30 hrs on rebuilt engine, recent bottom job. New shaft, refriger, diesel heater, self taling winchs, lots of sails, rod rigging, new glass in dodger, she is in good shape and sail ready \$30,000 OBO. Emeryville. Thepaintgod@yahoo.com (415) 233-2845



40 FT CAL 40 1966. Hull #73. Classic racer/cruiser. If a Cal 40 is on your bucket list this is very clean and mostly original example! Perkins 4108, electric head w/ macerator and tank. Smart charger, 2 batteries. Original "vintage" Tillermaster autopilot and Signet instruments. Harken furling w/cruising yankee 138% and lightly used racing Dacron 150%. Kevlar #3, tall-boy. Removable carbon sprit w/2 asymm kites, all original spin gear, poles, 4 kites included. Successful PHRF racer in So-Cal. Harken primary self-tailers, halyards led aft w/clutches to cockpit. Stainless cabin top handrails, eyebrows shaved, teak toerail cap. Nice clean updated look. Nice interior foam and cushions. newly recovered cockpit cushions. \$34,700. Dana Point, CA. defsailor@gmail.com (949) 510-7353



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

48 FT SUNCOAST 1980. Type of vessel: ketch. Estimated speed: 10 kt power, 6-8 kt sail. Built Netherlands 1980. Time of lay-up: fall 2012. Hull: length 48-ft, beam 15-ft, draft 7-ft. Frames: varied dimensional steel. Topsides single skin steel plate, 1/4 thick estimated; bottom single skin steel plate, 1/4 thick estimated; deck and bulkheads steel plate. Hull layout: V-berth, forward head, forward triple berth, settee/berth, chart station, galley, captain's berth, engine/machinery/maintenance room, after master bath, after head, straight inboard diesel engine auxiliary powered. New bow thruster (2010), electronics, autopilot, forward underwater sonar. Six-cyl Leyland diesel, midline, 350 gal water, 250 gal fuel. Pictures at website. \$54,900. Cleveland, OH. maudeij@yahoo.com.au (954) 235-2527 www.guapasailboat.com



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 by Bill Crealock to cross any ocean in safety & comfort. The boat is ready to go for a coastal or offshore adventure. Well maintained, owner motivated. \$230,000. La Paz, MX. juniper@latitude23.net 619-609-3432 www.tinyurl.com/49d5uycf



40 FT FARR 40 1992. 'High Five': Cookson-built Farr 40 / Kevlar hull. Volvo Penta 40 hp; 250 hrs on engine and saildrive. Includes multiple sails. Extremely well maintained. Call to get more details. \$50,000. Morro Bay, CA. goldconcept@sbcglobal.net (805) 550-1118

51 & OVER SAILBOATS



52 FT SANTA CRUZ 52 1996. 'Vela' is fully outfitted for the 2023 Transpac with updated sail inventory and rigging. She has successfully competed in several offshore events including a podium finish in the San Diego to Puerto Vallarta Race in 2022. 'Vela' is turnkey and ready to fulfill your dream of sailing across the Pacific in both comfort and style. Check out her YachtWorld listing. \$299,000. Cabrillo Way Marina, San Pedro, CA. stevedd@pacbell.net (213) 925-7895



54 FT JEANNEAU 54 DS 2009. Fully loaded in mint condition — This boat was truly loved on! She is ready to take you anywhere in the world with safety, class and style. Please call for extensive inventory list. Must see her! \$425,000. Alameda, CA. ltravioli@hotmail.com (559) 269-7669

CLASSIC BOATS



29 FT H-28 1965. 29-ft wooden ketch modified from the classic H-28 design of L. Francis Herreshoff. Double-planked mahogany on oak fastened with copper rivets. Survey, bottom painted April 2022. Hull, rigging in good condition, garboard re-fastened with bronze screws. Yanmar 3GM30F diesel needs new motor mounts. Full-length keel, seaworthy in Bay and coastal waters. Radar, Autohelm, depthsounder, manual windlass. \$6,500 OBO. Berkeley Marina D-41. Wendel.brunner@gmail.com (925) 260-3107

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



35-FT WARNER YAWL, 1939. Low hrs Yanmar diesel. NEW: worm drive steering, SS fuel tanks, solar panels, air head, Simrad plotter and more. Completed extensive boatyard overhaul. Master Mariner race winner, Transpac vet. \$11,000. Owl Harbor. sagieber@gmail.com (206) 384-1175

MULTIHULLS



24 FT DIAM 24 2017. One-design racing tri with Torqeedo electric motor. Has full trailer and all the gear. Used 3 times in fresh water... as-new condition. Completely unused screacher and main. Will deliver to Bay Area. \$40,000. New Mexico. tstar8@gmail.com (505) 603-7855



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 rigged, bottom painted 2021, much more. \$239,000. Ensenada, MX. mobetta_bladd@yahoo.com



47 FT CATANA 471 2000. My wife and I are considering selling 'Footloose.' Recently completed updates on paint and teak, maintained/repared with the highest quality products. This is a great boat we have owned since late 2013. \$499,000. Cartagena, Colombia. michael@sailfootloose.com (510) 910-2099 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 or offer. \$50,000 OBO. Santa Rosa, CA. john@windtoys.net (707) 696-3334

36 FT SCHIONNING WILDERNESS 1100 2016. Light, fast cat built at Delta Marine in Seattle. Roomy, 2 full staterooms, galley up, Spectra watermaker, large spill-over freezer, 10 Lewmar hatches, solar, SSB, spinnaker, Rocnas. Cruised Zihua to Peñasco last 6 seasons. \$100,000 OBO. Puerto Peñasco, MX. svepiccat@gmail.com

POWER & HOUSEBOATS

12 FT GREGOR 1980. Motorboat with trailer and 10hp four-stroke Honda. Oars, swivel seat and more. Call Ben. \$1,200. Oakland. Bharwellsmith@gmail.com (510) 499-0352

PARTNERSHIPS

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

EMERY COVE YH SLIP FOR RENT. \$450 per month. 40 x 13.5. 40ft in beautiful, totally upgraded Emery Cove Yacht Harbor. One month free rent with one-year lease. Call Heinz for more information. \$450. Emeryville, CA. hj.dallmann@yahoo.com (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



GLEN COVE — DOCUMINIUM & 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. Why pay \$1,000 to rent. Own this with an HOA under \$200 month. \$100,000. Glen Cove Marina. rlee@remax.net (707) 333-8308

36 FT SLIP AT PIER 39. Many attractions on the Pier, clean private restrooms with showers and laundry facilities. Discounted secure parking available. \$4,400. San Francisco. sailingfearless@gmail.com (415) 745-2292

REDWOOD CITY MARINA SLIPS AVAILABLE. Slips 30 -75 at great rates! Amenities: parking, bathrooms, laundry, pump-out, free wi-fi, keyless entry. Guest berths also available. Call for availability. 451 Seaport Court, Redwood City, CA 94063. crevay@redwoodcityport.com (650) 306-4150 www.redwoodcityport.com/marina

NON PROFIT



DO YOU HAVE SOME SPARE TIME YOU'D LIKE TO GIVE BACK TO THE COMMUNITY? Spaulding Marine Center (501c3 nonprofit organization) is looking for Volunteers to assist in a number of areas within our organization. We are located in Sausalito and would love to talk to you. Fill in our online registration form and we'll get right back to you. Sausalito, CA. education@spauldingcenter.org (415) 332-3179 www.tinyurl.com/59r37fmv

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

PROPERTY FOR SALE OR RENT



POINT RICHMOND ISLAND RESORT. 360-degree S.F. city views from the third-floor eagle's nest and perfectly framed Estuary views from the dining, kitchen, and living rooms with wraparound deck and 50-ft deep-water dock. The 2,351 sq ft tri-level floor plan features beam and wainscoting detail that connect the chef's kitchen with breakfast nook to the formal dining, optional third bedroom and glass-walled living room on the main floor, while the second floor features two generous en suite rooms with updated baths and bonus office space and oversized closets. Two-car garage includes two Tesla chargers and two power walls with the latest solar tech. Minutes to Richmond Yacht Club, ferry, miles of trails at Miller/Knox Park and 580/80 fways. \$1,795,000. Point Richmond, CA. nathan@jinesrealstategroup.com (510) 220-4714 www.1303Sanderling.com



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, CA. cindy@cindyborgerding.com (209) 304-0952 www.tinyurl.com/5n73v3y7



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 retreating to the cottage in the evenings to catch the gorgeous pink, purple and orange hues of a Harpswell sunset. marcia@homesandharbors.com 866-835-0500 www.tinyurl.com/43475rj



DRAMATIC WATERFRONT ALAMEDA TOWNHOME. Dramatic waterfront Alameda 3BR/2.5 BA townhome with a private 44-ft deep-water slip attached to the property. An impressive 2,054 sq ft with multiple living spaces all designed to overlook the glistening Ballena Bay. \$1,249,000. leah@leahounger.com (510) 701-6497 www.tinyurl.com/3wmdmepuy

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

JOB OPPORTUNITIES



SERVICE DIRECTOR ON THE NAIAD-OUT OF PIER 39. Potential candidate: Check all incoming paperwork, contact all families via phone throughout the week to confirm voyage plans. Full-time position that requires the use of a personal vehicle. Work-related mileage will be reimbursed. The Service Director position is also a face-to-face customer service-oriented position. Duties include: Meet and greet guests as they arrive. Review details of the voyage plan, safety features and boarding procedures with guests. Help with passenger boarding. Maintain a clean vessel, which includes cabin prep and cleaning, and vessel washing. Check documentation for correctness and completeness, and file. Guide guests during the voyage and ceremony. Public speaking before, during, and after services. \$25. San Francisco Pier 39. brian.adams@sci-us.com (707) 710-6771 www.tinyurl.com/25dtjbzr

CAPT. KIRK'S SAILING IS HIRING CAPTAINS! We are seeking licensed captains for private charters on our three boats in Sausalito and Alameda. Our motto is "Best Day Ever" because we emphasize providing our guests with great customer service. Check out our reviews on Yelp/Google. We train our team and maintain our boats to high standards for safety and comfort. Part- or full-time possible. Please send résumé to email below. Thanks! joe@sfbaysail.com www.sfbaysail.com

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/



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. Dixon, CA. bfisher@bellingham-marine.com (707) 678-2385 www.tinyurl.com/yeys8jz

MARINE CANVAS MAKERS WANTED. Custom canvas business ISO sewers! More sewing/making experience the better and willing to train for the right can-do attitude! Quickly growing company looking for another great fit in our team. Great benefits and culture. PT/FT. Point Richmond. david@compass-canvas.com (415) 299-3415 www.compass-canvas.com

FIELD TECHNICIAN. The Canvas Works, on the water in Sausalito, specializing in custom canvas fabrication for marine and other applications, is seeking to fill a field and in-house technician position. This job is full time, weekdays 8:00 a.m. to 4:30 p.m. Responsibilities: Install canvas covers and structures on boats, homes, and commercial buildings. Oversee and organize shop mechanical areas, supplies and equipment. Demonstrate proficient operation of hand and power tools. Safely operate company vehicles. Qualified candidates must have solid mechanical skills, be proficient using hand and power tools. Training available for job specifics. Contact Lisa for more details. lisa@thecanvasworks.com (415) 331-6527 www.tinyurl.com/2p8dd8ae

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



MARINE TECHNICIANS TO JOIN OUR EDUCATIONAL WORKING BOAT-YARD. Spaulding Marine Center (501c3 nonprofit organization) is currently seeking. ABYC Certifications helpful with longevity in the industry. Full time positions available with benefits. Applications are available online through our website. Sausalito, CA. education@spauldingcenter.org (415) 332-3179 www.tinyurl.com/59r37fmv



HIRING SAILING INSTRUCTORS. Inspire Sailing Berkeley is looking for sailing instructors to join our growing team! USCG OUPV License is required, though if you are interested in getting your captain's license we can help out there too. We have opportunities to teach aboard both tiller- and wheel-steered sportboats as well as larger cruising boats. We focus on the education of adults in a fun, welcoming and safety-oriented environment. Located in the heart of SF Bay, we are just minutes from the best sailing grounds, not miles! Do you enjoy racing? Our performance program is going strong and we need racing- and spinnaker-experienced captains as well. US Sailing and ASA Instructors welcome! Competitive pay! Free boat use! Fun! Berkeley, CA. careers@inspiresailing.com (510) 831-1800 www.tinyurl.com/bdhdzn6c



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. (310) 510-4254 www.tinyurl.com/web7kvn Inquire at website. Jronner@scico.com



FLEET SERVICE STAFF. Club Nautique has an opening for a full-time Fleet Service Staff in Sausalito. No experience necessary. We will train the right candidate. Job responsibilities include: Cleaning both the interior and exterior of sailboats and powerboats. Fueling and pumping out boats, which requires driving them to and from the fuel docks. Working with the standing and running rigging. Inspecting the vessel and its systems to ensure all are in good working order before and after charters. Assisting members with questions and troubleshooting issues before charters. Sausalito. jnassoiy@clubnautique.net (415) 332-8001 www.clubnautique.net



SAILING SCIENCE CENTER – VOLUNTEERS. Volunteer docents wanted to staff educational science exhibitions. Volunteer or contract graphic designer wanted. Photographers and photography wanted. Ask about other volunteer positions. info@sailingscience.org (510) 390-5727 www.sailingscience.org/

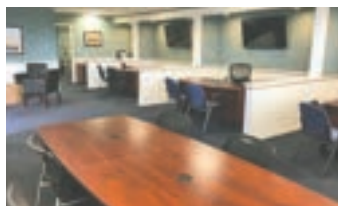


SLO SAIL AND CANVAS IS HIRING — MULTIPLE POSITIONS. SLO Sail and Canvas is hiring for multiple positions in our busy sail loft in beautiful San Luis Obispo, California. We specialize in building boat covers, trampolines, and sails for sailing dinghies, one-designs, and beach catamarans. The following job opportunities are open for immediate fulfillment: Sailmaking Department Manager, Manufacturing Assistant — Industrial Department, Production Sewing & Prep — Trampoline or Boat Cover Department, and Office Assistant. To learn more about each job opening, visit website. www.tinyurl.com/fpdkrmt erik@slosailandcanvas.com (805) 479-6122 ext.9

JOIN OUR TEAM OF INSTRUCTORS! Spinnaker Sailing in Redwood City is looking for ASA-certified sailing instructors to teach out of our Redwood City Marina location. Part-time, flexible schedules, midweek and/or weekends. Please contact Rich or Bob by phone or email. Redwood City Marina. office@spinnakersailing.com (650) 363-1390 www.spinnakersailing.com

INSTRUCTORS WANTED. Join the captains at Club Nautique and start teaching US Sailing's most comprehensive curriculum of sail and power courses, both offshore and inshore, in the nation. We have openings now for USCG-licensed captains who exhibit exceptional communication and boating skills, and the willingness to train and work in a professional environment. Full-time and part-time positions available. schooldirector@clubnautique.net (510) 865-4700 X313 www.clubnautique.net

SAILBOAT RIGGER WANTED. South Beach Riggers is located in Sausalito, California, and has been in the rigging business for over 30 years. Currently we are looking for a motivated individual to join our skilled team. Our sailboat riggers are responsible for effectively and efficiently installing, maintaining, repairing, and replacing sailboat rigging and sail systems. An ideal candidate would be familiar with boats and nomenclature, mechanically inclined, and experienced in the use of basic hand tools, air tools and electric power tools, but we are willing to train the right person. If you are interested in working with and learning from an experienced leader in the marine industry, please contact us today! Compensation based on experience. Free parking, waterfront location. Sausalito. southbeachriggers@gmail.com (415) 331-3400



EXPERIENCED YACHT BROKER / SALESPERSON NEEDED. Rubicon Yachts is seeking a professional yacht broker/salesperson for its new Alameda, CA office. Yacht sales experience required, must be a self-starter, membership in CYBA is a plus. Contact owner/broker Mark Miner. Alameda, CA. mark@rubiconyachts.com www.rubiconyachts.com



LICENSED CAPTAIN WANTED. Wanted: Licensed Captain with towing endorsement for TowBoatUS./Vessel Assist on the San Francisco Bay and Delta. Preferred if you live by SF waterfront, Alameda or Bethel Island areas. Philippdelano@gmail.com (925) 382-4422 www.vesselassistsanfrancisco.com

MARINE MAINTENANCE AND REPAIR PERSON. Spinnaker Sailing in Redwood City is looking for someone to assist in the maintenance and repair of our fleet of 30 sailboats. Should be familiar with sailboat rigging, ship's systems, outboard motors, light electrical, plumbing and diesel engine service. Consider either part time or full time. Pay rate commensurate to experience. Call or email Rich. Redwood City, CA. rich@spinnakersailing.com (650) 363-1390 www.spinnakersailing.com



SEEKING MARINE ENGINEER. Small Marine Engineering & Boat Repair firm seeking part time/full time marine engineer with own car & liability insurance. You ideally have at least 10 years experience working on boats w/much of your time focused on engines, electronics & electrical installations and repairs. You will be experienced in engine service for most or all brands which you are able to perform without supervision. You will work with a team on some days & on your own during others. Qualities like hard working, loyal & sense of humor mean a lot to us at Bay Area Marine Services. Please review our website before applying, then send a cover letter and resume. No calls. Info@bayareamarineservices.com

CREW

EXPERIENCED BAJA HA-HA CREW AVAILABLE. Successfully completed a seven-month voyage to Ztown and back on my 40-ft sailboat. Six-time Ha-Ha vet. Looking for crew position on your boat for the Haha. I am available the weekend of departure. Can provision, cook and clean up all meals during voyage. Share in expenses. 64 years young and boat owner for over 22 years. Happy to do midnight watches. Ask for my résumé. Let's get to Cabo safely!. Bay Area. fungod@gmail.com (510) 517-0445 www.h2uh0.blogspot.com

ADVENTURE SAILING. Join us for an ocean passage in 2022. andy@sailingbiz.com (707) 953-0434 www.sailingbiz.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. (916) 802-2750 jbmouritsen@gmail.com Big Sale. 40-ft double-spreader, tapered mast section #4430 with running and standing rigging. Four North Sails, four Bariat winches. Lots of hardware and much more! \$2,500. (209) 704-4982 cbclair1015@yahoo.com

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

GEAR

DINGHY, GENNAKER POLE. West Marine dinghy (Avon) 280 Air w/6hp Mercury 4-stroke engine. Under 20 hours. Oars, pump, boat cover included. Garaged 95% time. Selden gennaker pole, 99/99 10-ft, 5-in w/bow ring. Excellent. \$2,999. Redwood City. (408) 888-6120 sprocket@cupertinobikeshop.com

ATOMIC 4 ENGINES FOR SALE. I've been in the business of buying, selling and rebuilding engines for 40+ years. I have Atomic 4 engines starting at \$3500. Call me to find out what I currently have available for sale. \$3,500. Escondido, CA. Viper36richardson@hotmail.com (415) 706-4556

GEAR. Mercury outboard 6 hp, serviced, \$600. 8-ft dinghy with oars, \$400. Northhill anchor stainless steel \$500. Stainless steel spool with 300 ft floating line \$300. Delta-type anchor \$500 good for 50-ft boat. Marin.sceptre41@aol.com (415) 519-8526



SWITLIK OFFSHORE LIFE RAFT. Switlik MD2-2502 life raft for offshore emergencies, SOLAS "A". Six-person capacity. Insulated floor to protect from hypothermia. Stored in a soft valise, never deployed, always kept covered in a lazarette. Last certified September 2015. Email for details. \$1,150. Port Townsend, WA. dawntreader40@yahoo.com



DeWitt


Please visit
www.jimdewitt.com
 often to see added
 artwork by Jim which
 can be purchased
 as a fine art print.

Live life to the fullest!
 Sail on!

DeWitt Art Gallery & Framing ☎ (510) 236-1401 ✉ pam@jimdewitt.com
Online Stores: www.jimdewitt.com ✉ www.DeWittAmericasCupArt.com

ADVERTISERS' INDEX

AB Marine 43 www.ab-marine.com	Brisbane Marina 45 www.brisbaneca.org/marina	Emery Cove Yacht Harbor 37 www.emerycove.com	Hydrovane 42 www.hydrovane.com
American Battery 113 www.americanbatterycompanyofhayward.com	The Canvas Works 36 www.thecanvasworks.com	Ensenada Cruiseport Village 37 www.marina.hutchisonportsevc.com	Hylas Yachts 17 www.hylasyachts.com
ATN 100 www.atninc.com	Club Nautique 18 www.clubnautique.net	EWOL / Walder Boom Brake ... 45 www.ewoltech.com	Inspire Sailing 42 www.inspiresailing.com
Bainbridge International 46 www.bainbridgeintusa.com	Compass Canvas 39 www.compass-canvas.com	Fisheries Supply Co. 41 www.fisheriessupply.com	Interlux Yacht Finishes 27 www.interlux.com
Baja Ha-Ha Beach Party 102 www.vivalapaz.net	Cruising Specialists 20 www.boats.network/cruisingspecialists	FlopStopper 81 www.flopstopper.com	Keenan Filters 30 www.ktisystems.com
Baja Ha-Ha Sponsor Page 68, 69 www.latitude38.com/headingsouth	Cruising Yachts 43 www.cruisingyachts.net	Gianola Canvas Products 80 www.gianolacanvas.com	KISS-SSB/Radioteck 81 www.kiss-ssb.com
Ballad of Calypso 41 www.balladofcalypso.com	Defender Industries 11 www.defenderus.com	Grand Marina 2 www.grandmarina.com	KKMI - Full Service Boatyard ... 116 www.kkmi.com
Bay Area Marine Services 81 www.bayareamarineservices.com	Denison Yachting 115 www.denisonyachtsales.com	H&M Marine / Beta Marine Engines / Hirschfeld Yachts 44 www.betamarinewest.com	KKMI Chandlery 3 www.kkmi.com
Bay Maritime Group 13 www.bay-ship.com	DeWitt Studio 112 www.jimdewitt.com	Helmuts Marine Service 48 www.helmutsmarine.com	Lind Marine 29 www.lindmarine.com
Berkeley Marina 22 www.berkeley-marina.com	Division of Boating & Waterways 33 www.dbw.ca.gov	Heritage Marine Insurance 49 www.heritagemarineinsurance.com	List Marine Enterprises 50 www.listmarine.com
Berkeley Marine Center 40 www.berkeleymarine.com	Downwind Marine 103 www.downwindmarine.com	Hood Sails 23 www.hoodsails.de	Makela Boatworks 81 www.makelaboatworks.com
Boat Yard at Grand Marina, The.. 10 www.boatyardgm.com	Dream Yacht Charters 93 www.dreamyachtsales.com	Hotel Coral & Marina 92 www.surfnet.com/coral	Marina Bay Yacht Harbor 46 www.marinabayyachtharbor.com



AMERICAN BATTERY

MARINE BATTERIES

LIFELINE

The Heart of your system

Available at the following local marine chandleries and service distributors:

ALAMEDA
The Boatyard at Grand Marina
Blue Pelican
Star Marine
Svendsen's Chandlery

BERKELEY
Berkeley Marine Center
BETHEL ISLAND
Marine Emporium
DISCOVERY BAY
Energy Technology Systems

MARTINEZ
Martinez Bait & Tackle
OAKLAND
Outboard Motor Shop
RICHMOND
Swedish Marine
Bay Marine
KKMI
VACAVILLE
Tim Wiest Yacht Services

AMERICAN BATTERY • Hayward, CA • (510) 259-1150

THE TOP TEN REASONS FOR DOING THE 28TH ANNUAL BAJA HA-HA!

More than 3,000 boats and 10,000 sailors have done the 750-mile cruisers rally from San Diego to Cabo San Lucas. Here are some of the main reasons. 1) It's really, really fun. 2) Superb safety record. 3) You get a Ha-Ha backpack filled with swag at the Halloween costume kick-off party. 4) To a great extent there is safety and shared knowledge in numbers. 5) Daily roll call, professional weather forecast, and net. 6) Six social events in which to make lifelong cruising friends. 7) You'll be featured in the Ha-Ha bio book. 8) Experienced leadership. Collectively, the three event leaders have transited the Baja coast more than 80 times. 9) Ha-Ha discounts can easily exceed the entry fee. 10) And the number one reason given by past entrants — it gives you an exact deadline to head south.

REGISTER NOW AT WWW.BAJA-HAHA.COM



WHITING & ASSOCIATES

- Vessel surveys
- Consulting
- Deliveries

Serving the entire Bay Area since 1980

www.norcalmarinesurveyors.com

(415) 505-3494



ADVERTISERS' INDEX – cont'd

Marina de La Paz 41 www.marinadelapaz.com	Passage Nautical 5 www.passagenautical.com	Seacoast Marine Finance 44 www.seacoastmarine.net	Twin Rivers Marine Insurance 81 www.boatinsuranceonly.com
Marina El Cid 81 www.elcid.com	Quantum Pacific 89 www.quantum.com	Seattle Yachts 15 www.seattleyachts.com	UK Sailmakers 67 www.uksailmakers.com
Marina Riviera Nayarit 73 www.marinarivieranayarit.com	Raiatea Carenage Services 101 www.raiateacarenage.com	Society of Accredited Marine Surveyors/SAMS 48 www.marinesurvey.org	Ullman Sails San Francisco & Monterey Bay 28 www.ullmansails.com
Marina Village 32 www.marinavillageharbor.com	Richard Boland Yacht Sales 114 www.richardbolandyachts.com	South Beach Harbor 12 www.sfport.com/southbeachharbor	Vallejo Marina 77 www.vallejomarina.com
Mariners Insurance 34 www.marinersins.com	Richardson Bay Marina 100 www.richardsonbaymarina.com	Spaulding Marine Center 14 www.spauldingcenter.org	VeeJay Marine 77 www.veejaymarine.boats
The Moorings 21 www.moorings.com	Richmond Boardwalk 39 www.richmondboardwalk.com	Spectra Watermakers 77 www.spectrawatermakers.com	Ventura Harbor Boatyard 81 www.vhby.com
Modern Sailing School & Club .. 37 www.modernsailing.com	Richmond Yacht Club 39 www.richmondyc.org	Sterling Associates 67 www.dimenmarine.com	West Coast Multihulls 49 www.westcoastmultihulls.com
Napa Valley Marina 16 www.napavalleymarina.com	Rowland Marine Electric 25 www.rowlandelectrics.com	Svendsen's Bay Maritime Group 19 www.bay-ship.com	Westwind Precision Details 67 www.boatdetailing.com
NAVTEC 51 www.navtechdraulics.com	Sailrite Kits 31 www.sailrite.com	Swiftsure Yachts 24 www.swiftsureyachts.com	Whale Point Marine Supply 6 www.aceretailer.com/whalepoint
Neil Pryde Sails 40 www.neilprydesails.com	Sailutions 26 www.sailutionsusa.com	TMM Yacht Charters 50 www.sailtmm.com	Whiting and Associates 113 www.norcalmarinesurveyors.com
Outboard Motor Shop 80 www.outboardmotorshop.com	San Francisco on the Bay 38 www.sfonthebay.com/list-38	Trident Funding 4 www.tridentfunding.com	Workaholics Adrift 81
Paradise Village 35 www.paradisemexico.com	Schaefer Marine 43 www.schaefermarine.com		Yachtfinders/Windseakers 51 www.yachtworld.com/yachtfinders



RICHARD BOLAND

YACHTS

RIVIERA • BELIZE • NEW & BROKERAGE • POWER & SAIL



**61' CUSTOM SCHOONER,
2000 \$99,000**
—CALL ROY



**53' SKOOKUM CUTTER
1979 \$200,000**
—CALL BILL



**47' VAGABOND, 1986
\$149,000**
—CALL BILL



**BENETEAU 45'
OCEAN, 2017 \$275,000**
—CALL MIK



**44' NORDIC, 1981
\$160,000**
—CALL BILL



**44' HARDIN 1977
\$79,000**
—CALL MIK



**44' CATALINA
MORGAN, 2005 \$165,000**
—CALL MIK OR BILL



**43' JEANNEAU 2003
\$129,900**
—CALL BILL



**41' SOVEREL, 1976
\$19,900**
—CALL BILL



**40' FREEDOM 1996
\$123,000**
—CALL BILL



**38' ERICSON
ASK FOR BILL
510-410-5401**



**JEANNEAU 379, 2013
\$165,500**
—CALL MIK



**37' PACIFIC SEACRAFT
1980 \$42,500**
—CALL BILL



**37' PEARSON 1988
ASKING \$45,000**



**36' CATALINA, 1998
ONE OWNER**
—CALL MIK



**36' CATALINA 1995
\$69,000**
—CALL BILL



**36' WESTERLY CORSAIR,
1985 \$49,000**
—CALL MIK



**35' CATALINA 350
2011 \$219,000**
—CALL MIK



**34' HANS CHRISTIAN,
1977 \$35,000**
—CALL BILL



**30' HUNTER, 1996
\$37,500**
—CALL MIK



Richard Boland Yacht Sales

Alameda, CA 94501

Office: (510) 521-6213 Direct: (510) 610-6213

Redwood City, CA 94063

Email: rbys@aol.com

www.richardbolandyachts.com



Richard: 510-610-6213

Mik: 510-552-7272

Roy: 916-595-7500

Barney: 510-541-1963

Bill: 510-410-5401

Michael: 831-236-5905



DUFOUR



2023 DUFOUR 470

47' SAILBOAT
ON ORDER | CALIFORNIA



DUFOUR 530
54' DUFOUR 2023 | CALIFORNIA
\$CALL FOR PRICING



DUFOUR 390
39' DUFOUR 2023 | CALIFORNIA
\$CALL FOR PRICING



DUFOUR 360
36' DUFOUR 2023 | CALIFORNIA
\$CALL FOR PRICING



EXCESS 15
48' EXCESS CATAMARAN 2023 | CALIFORNIA
\$CALL FOR PRICING



EXCESS 12
38' EXCESS CATAMARAN 2023 | CALIFORNIA
\$CALL FOR PRICING



EXCESS 11
37' EXCESS CATAMARAN 2022 | CALIFORNIA
\$CALL FOR PRICING



+1 510.981.2021
DenisonYachting.com

San Diego, CA 619.822.2715
Newport Beach, CA 949.791.4220
Long Beach, CA 562.594.9716
Marina del Rey, CA 310.821.5883
San Francisco, CA 510.981.2021
Seattle, WA 206.686.5400

IT'S NOT HOCUS POCUS ...
IT'S JUST PLANNING AHEAD



EVEN WITH MORE COVERED SPACE THAN ANY OTHER BOATYARD ON
THE BAY, IT'S OFTEN A **TRICK** TO BOOK SPACE AT THE LAST MINUTE...

CALL TODAY SO WE CAN **TREAT** YOUR BOAT
TO SOME INDOOR SPACE THIS WINTER!

BAY AREA'S HEADQUARTERS FOR BOTTOM
PAINTING, FIBERGLASS REPAIR & MUCH MORE!

PT. RICHMOND (510) 235-5564 ■ WWW.KKMI.COM ■ SAUSALITO (415) 332-5564

